

C. L. HOLLOWAY.
CARRIER FOR CANS.
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962,025.

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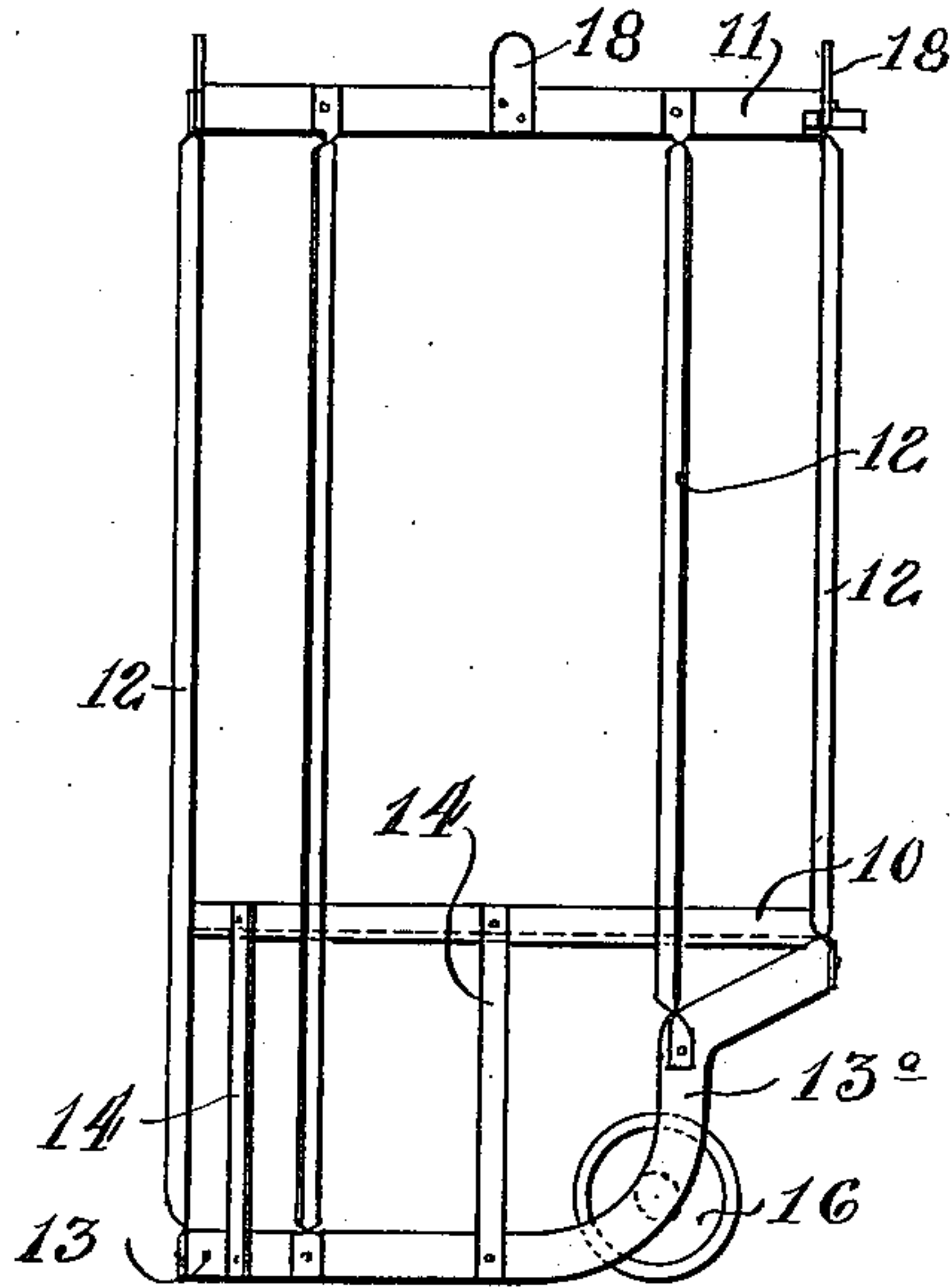


Fig. 1.

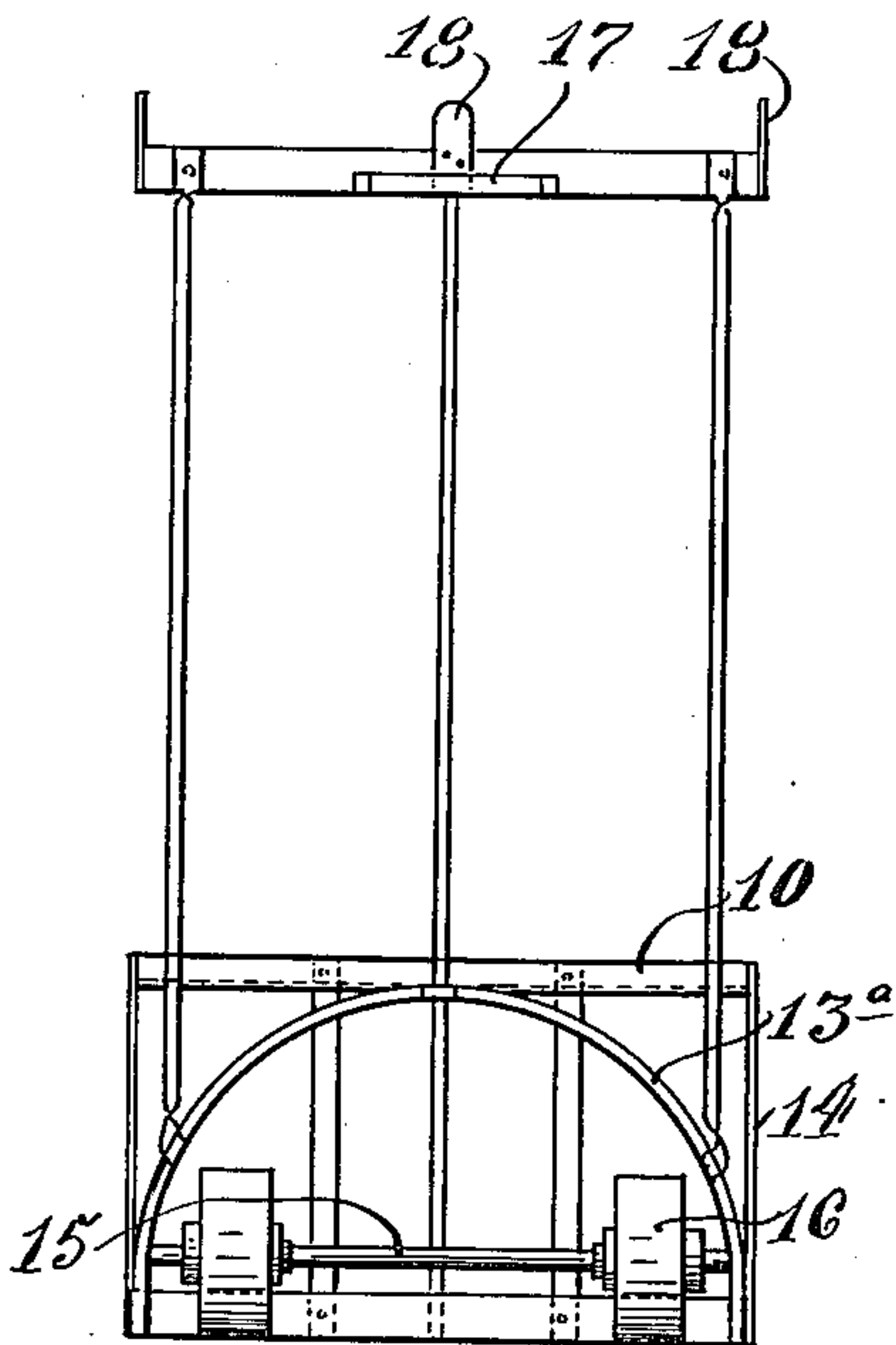


Fig. 2.

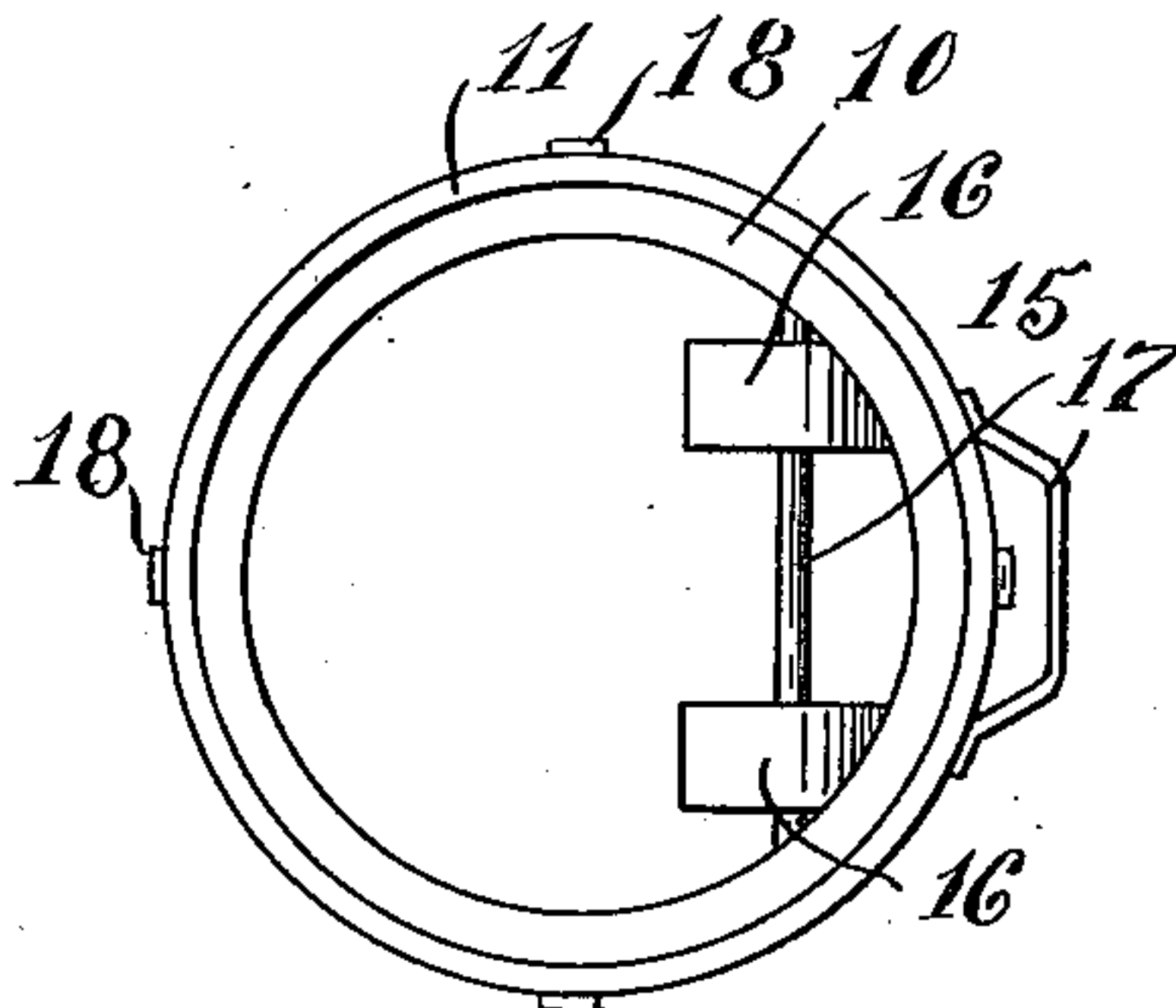


Fig. 3.

Witnesses:
Arthur G. Darnell,
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UNITED STATES PATENT OFFICE.

CHESTER L. HOLLOWAY, OF PASSAIC, NEW JERSEY.

CARRIER FOR CANS.

962,025.

Specification of Letters Patent. Patented June 21, 1910.

Application filed February 7, 1910. Serial No. 542,613.

To all whom it may concern:

Be it known that I, CHESTER L. HOLLOWAY, of Passaic, Passaic county, New Jersey, have invented a new and useful Improvement in Carriers for Cans, of which the following is a full, clear, and exact description.

My invention relates to improvements in carriers for cans, and more especially for cans such as are used in connection with ashes, garbage, and other refuse. The handling and dumping of these cans is a disagreeable operation, and in rolling them around in the customary way a great deal of dust and dirt is scattered about. Moreover, they are inconvenient to handle.

The object of my invention is to produce a carrier in the form of a truck which is shaped to receive the ordinary can, and is adapted to receive a special form of can also, which has its wheels arranged in such a manner that they do not interfere with the can nor with the person handling it, and in general to produce an article of this kind which will greatly facilitate the handling of cans and render the operation more cleanly.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar reference characters indicate corresponding parts in all the views.

Figure 1 is a side elevation of the carrier embodying my invention. Fig. 2 is a rear elevation of the same, and Fig. 3 is a plan view of the carrier.

The carrier is in the form of a skeleton structure in which a can can be placed, and it has an annular angle iron 10 on which an ordinary can bottom may rest, a top hoop 11, and longitudinal ribs 12 connecting the two parts, the ribs being preferably extended below the angle iron 10 so as to connect with the bottom band 13 which is generally circular but has the rear portion bent upward and rearward as shown at 13^a, this bent portion serving the double function of a brace and a support for the truck as hereinafter described. In addition to the ribs 12, short ribs 14 can be used to connect the band 13 and the angle iron 10, thus strengthening the structure. The angle iron 10 forms the simplest and most natural way of making a strengthening hoop for the structure and a support for a can which can be dropped into it, but of course the object of the angle iron is simply to afford a ledge on which the can may rest, and any other form of ledge may be substituted for the

angle iron ledge without affecting the principle of the invention. If desired the ledge part of the angle iron can be omitted and a special can made to extend down to the band 13 and to conform in shape to the inner shape of the carrier.

The carrier is a wheeled structure and has trucks or wheels 16 preferably mounted on a shaft 15, and the latter can be supported conveniently in the hanger 13^a. This arrangement it will be seen brings the trucks or wheels beneath the side lines of the carrier and does not interfere with moving the same about when it is loaded. Any suitable means can be used for fastening the can in place, and I have shown lugs 18 on the band or hoop or top piece 11, which after the can has been inserted in the carrier can be doubled over the can top to fasten it in place, but this fastening means is incidental and any suitable fastener can be substituted. I prefer also to make the carrier with a handle 17 at the top and rear part.

It will be seen that by means of this structure an ordinary can or a special can can be placed in it and fastened in place, and in handling the can the carrier will move with it, and as the carrier is a light skeleton structure it can be raised and tipped with the can when the latter is dumped. I have indicated the preferred form of carrier, but it will of course be understood that the essential thing is to have a skeleton structure in which a can can be placed and fastened, and which has trucks arranged under the body portion of the carrier, and it will be evident that the particular manner in which the skeleton structure is formed is not very material so long as the general shape and function is preserved.

It will also be understood that the part comprising the wheels 16 and axle or shaft 15, comprises a truck, and that this truck can have one wheel or a plurality of wheels as desired.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent:—

1. As an improved article of manufacture, a carrier for cans comprising a skeleton structure, means for supporting a can within it, means for fastening the can in place, and trucks mounted in the lower part of said carrier so that the lower surface of the trucks is essentially on the same plane as the lower edge of the carrier.

2. A carrier for cans comprising a skeleton structure of generally cylindrical shape adapted to receive and support a can, the lower portion of the carrier being cut away
5 on one side thereof, wheels hung in said cut away portion and within its side lines, so that the lower surface of the wheels is essentially on the same plane as the lower edge of the carrier, and means for securing a
10 can in the carrier.

3. As an improved article of manufacture, a wheeled carrier for cans, the wheels being located at the lower part of the carrier and within the side lines thereof, a can support

within the carrier, and means for fastening 15 a can in the carrier.

4. A carrier for cans, comprising a bottom band curved upward to form a truck support, a truck hung in said support, a top piece or band, a supporting hoop or 20 band located between the top and bottom bands, and longitudinal ribs connecting the several hoops or bands.

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Witnesses:

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