

Dec. 17, 1929.

E. F. ENGEL

1,740,232

LUGGAGE CARRIER

Filed March 1, 1929

2 Sheets-Sheet 1

Fig. 1.

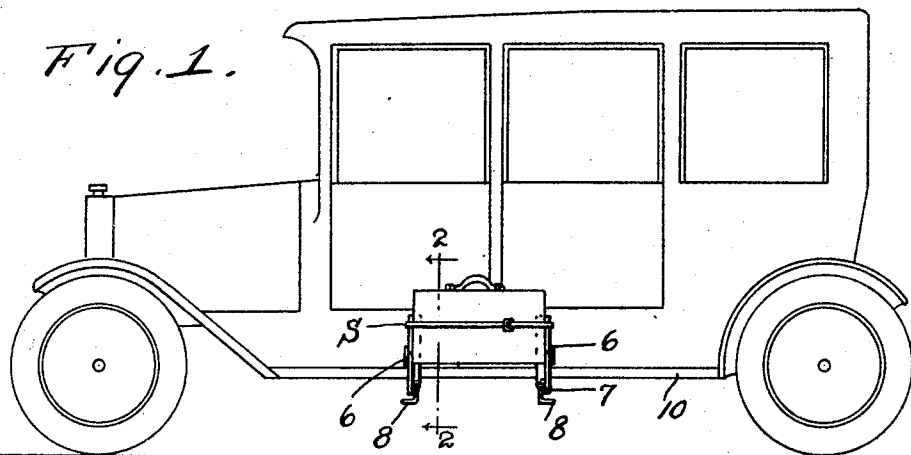
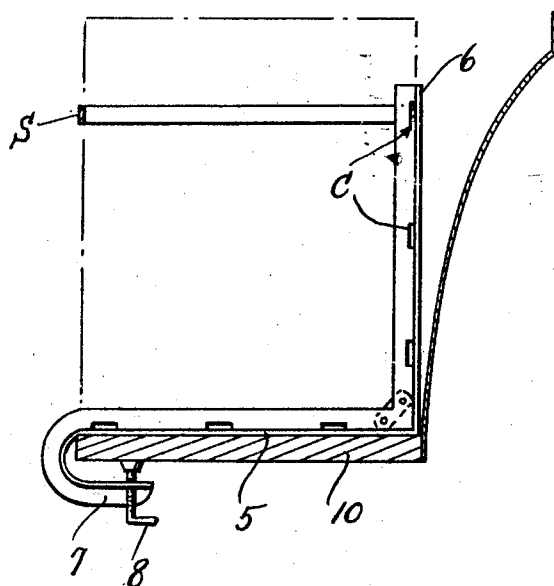


Fig. 2.



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Fig. 3.

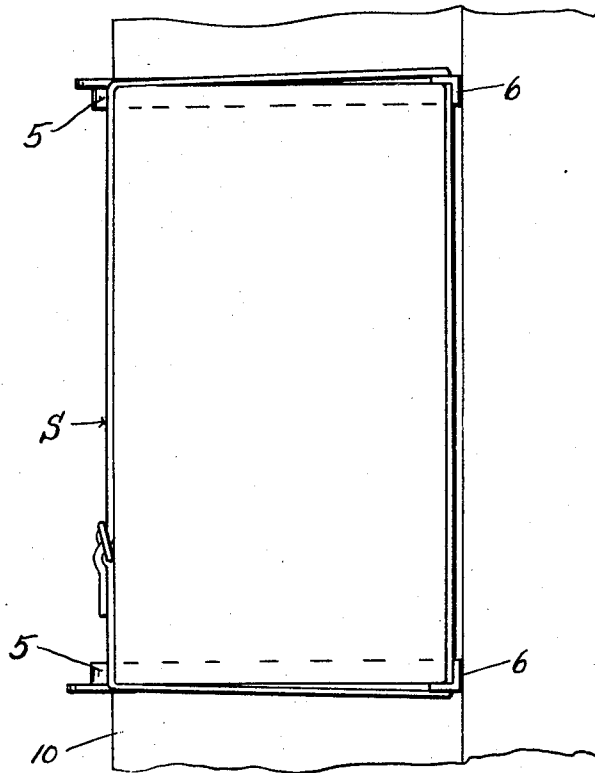
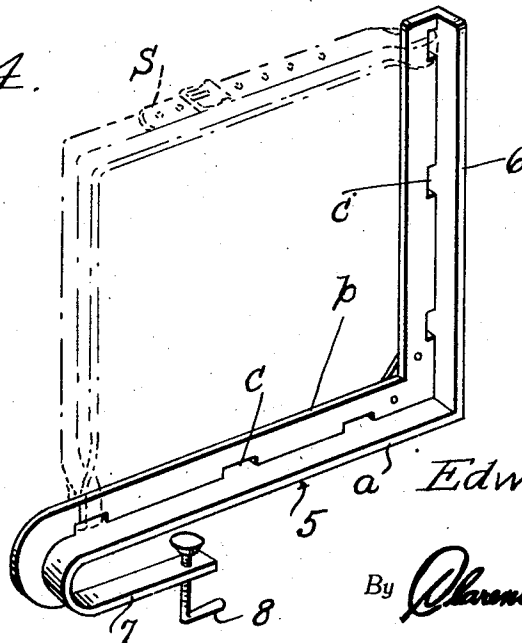


Fig. 4.



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LUGGAGE CARRIER

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This invention relates to luggage carriers adapted to be secured to the running board of an automobile and preferably readily removable therefrom.

5 The prime object of the invention is to provide such an article as will provide maximum efficiency for minimum cost and size.

It is particularly desired to provide adaptability for strapping pieces of luggage of various sizes in the most efficient manner without providing mechanically adjustable parts.

Further objects are detailed improvements of an article of this character, all of which will be better understood by reference to the illustrative embodiment of the invention to which the claims are directed merely for the purposes of illustration and which is described in the following specification with reference to the accompanying drawings which form a part hereof.

In the drawing:

Figure 1 is a side elevation of an automobile showing my luggage carrier mounted thereon,

25 Figure 2 is an enlarged section taken substantially on the line 2—2 of Figure 1,

Figure 3 is a top plan view of the luggage carrier, and

30 Figure 4 is a perspective view of one of the units.

Referring to the drawing in detail it will be seen that the luggage carrier comprises two units formed of angle iron to provide a base arm 5 having an upright extension 6 at one end and a downwardly disposed underlying extension 7 at the other end thereof with a set screw 8 threadedly engaged therein.

40 The letter *a* denotes the body flange of the unit while the letter *b* denotes the stop flange of the unit. This stop flange *b* is provided with a plurality of openings *c* immediately adjacent the flange *a* so that straps *S* may be engaged therethrough for securely holding the luggage in place as is illustrated by example in Figure 1 and further by example in Figure 4.

It will be seen that the luggage rests on the flange *a* and is prevented from endwise movement by flange *b*. The flange portion *a* of the upright extension 6 prevents the luggage

from scraping against the body of the automobile. The arms 5 of the units rest on the running board 10 and the portions 7 underlie the outer edge of the running board so that the set screws may be tensioned against the under surface of the running board to clamp the units securely thereon.

55 It is thought that the construction, utility, and advantages of this invention will now be quite apparent to those skilled in this art without a more detailed description thereof. It will be seen that the units may be engaged on the running board any desired distance apart depending upon the length of the luggage and that straps may be engaged in any of the openings *c* also depending upon the bulk or size of the luggage and the straps may be arranged in different manners as may be found convenient or desirable.

60 The present embodiment of the invention has been disclosed in considerable detail merely for the purposes of exemplification since in actual practice it attains the features of advantage enumerated as desirable in the statement of the invention and the above description.

65 It will be apparent that changes in the details of construction, and in the combination and arrangement of parts may be resorted to without departing from the spirit or scope of the invention as hereinafter claimed or sacrificing any of its advantages.

Having thus described my invention, what I claim as new is:

80 1. A luggage carrier of the class described comprising a pair of units, each unit comprising a base arm, having an upright extension at one end, means for clamping the base arm on a running board, each arm comprising a body flange and a stop flange, said stop flange being disposed at right angles to the body flange and having openings for receiving straps.

85 2. A luggage carrier of the class described comprising a pair of units, each unit comprising a base arm, having an upright extension at one end, means for clamping the base arm on a running board, each arm comprising a body flange and a stop flange, said stop flange being disposed at right angles to the body

flange and having openings for receiving
straps, means for clamping the base arm to
the running board comprising extensions on
the other end of the base arm underhanging
5 the running board and set screws threadedly
engaged therein.

In testimony whereof I affix my signature.
EDWARD F. ENGEL.

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