M. C. KIRKPATRICK & C. S. DOBBS.

FOLDING LUGGAGE CARRIER.

APPLICATION FILED JULY 21, 1917.

1,280,761. Patented Oct. 8, 1918.

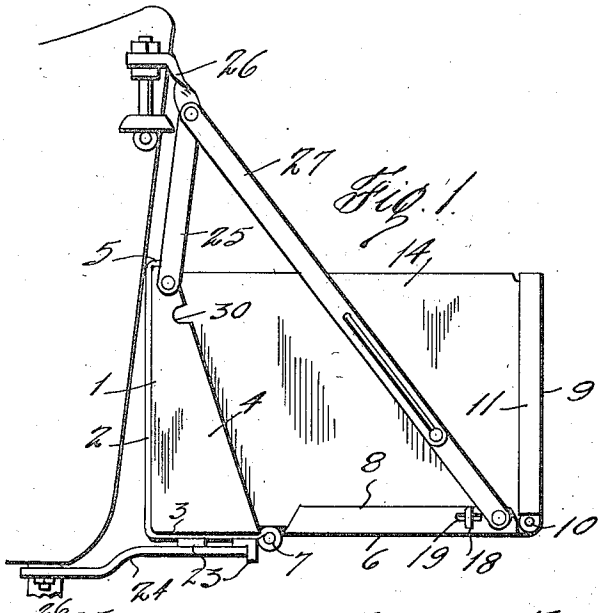


Fig. 1.

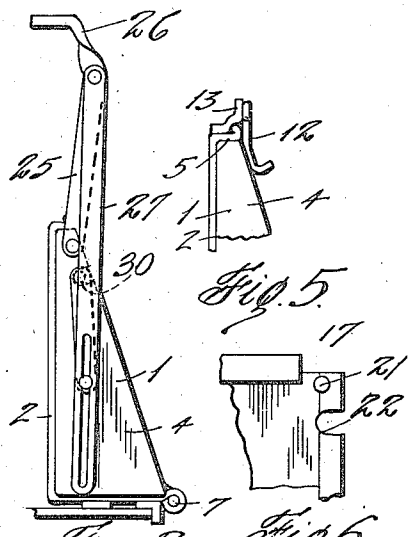


Fig. 2.

Fig. 5.

Fig. 6.

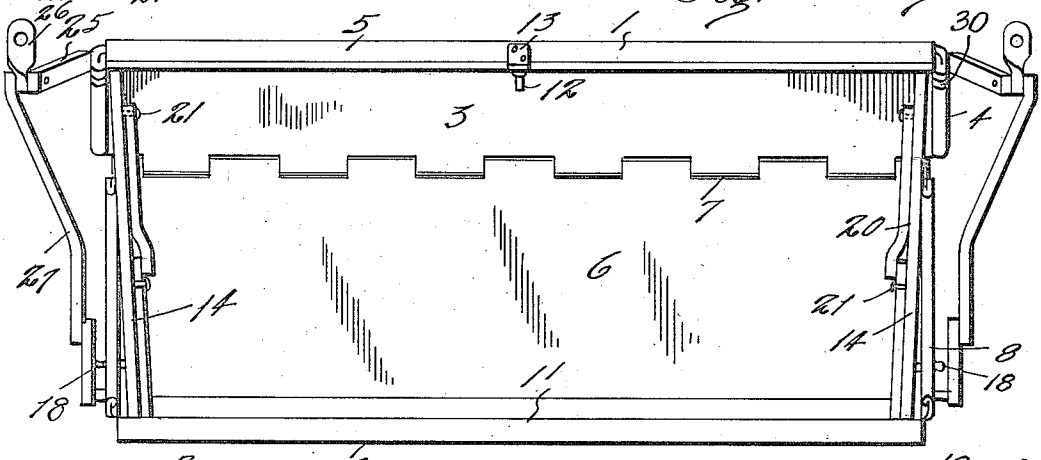


Fig. 3.

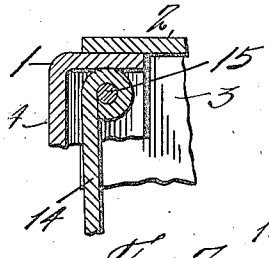


Fig. 7.

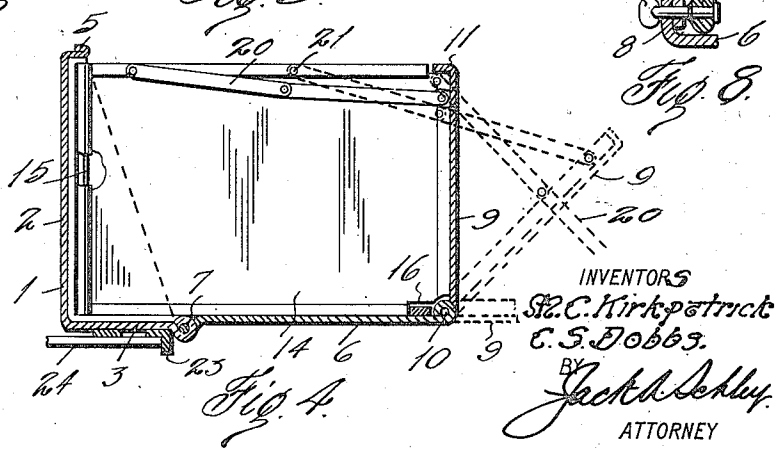


Fig. 4.

Fig. 8.

INVENTORS

M. C. Kirkpatrick

C. S. Dobbs.

BY

Jack A. Ackley

ATTORNEY

UNITED STATES PATENT OFFICE.

MONROE C. KIRKPATRICK, OF ITASCA, AND CHARLES S. DOBBS, OF GRAND VIEW, TEXAS; SAID KIRKPATRICK ASSIGNOR TO J. M. DOBBS, OF ELLIS COUNTY, TEXAS, AND A. H. DOBBS, OF DALLAS COUNTY, TEXAS.

FOLDING LUGGAGE-CARRIER.

1,280,761. Specification of Letters Patent. Patented Oct. 8, 1918.

Application filed July 21, 1917. Serial No. 181,960.

To all whom it may concern:

Be it known that we, MONROE C. KIRKPATRICK and CHARLES S. DOBBS, citizens of the United States, residing at Itasca and Grand View, in the counties of Hill and Johnson and State of Texas, have invented certain new and useful Improvements in Folding Luggage-Carriers, of which the following is a specification.

This invention has particular relation to luggage carriers for the rear ends of motor cars.

The general idea involved is a carrier that may be folded up against the back of the body of the car in a compact and neat manner and the parts inclosed and protected; the carrier being arranged to be unfolded to form a box-like structure or an open carrier for trunks, boxes and large loads.

In carrying out the invention a body or housing member is suitably mounted on the body of the motor car. End panels are hinged within the housing to swing out over a bottom hinged to the housing, said bottom forming the closure for the housing when the parts are folded. A front section is hinged to the outer edge of the bottom. Hangers have their upper ends secured to the body of the motor car and are pivoted to the parts of the carrier for supporting same, and are jointed to permit folding.

The particular structure referred to is an improvement over that shown in our application filed October 21st, 1916, Serial Number 126,821.

The invention will be more clearly understood by a perusal of the following specification and by reference to the accompanying drawings, in which an example of the invention is shown, and wherein:

Figure 1 is a side elevation of a carrier constructed in accordance with the invention and mounted on a motor car,

Fig. 2 is a similar view showing the carrier folded,

Fig. 3 is a plan view of the carrier as in Fig. 1,

Fig. 4 is a transverse sectional view of the carrier,

Fig. 5 is a detail of the latch,

Fig. 6 is a detail of one of the end panels,

Fig. 7 is a detail of one of the end panel hinge-joints, and

Fig. 8 is a detail of the panel fastening.

In the drawings the numeral 1 designates a housing member which includes an upright back member 2, an outwardly directed bottom member 3, upright side members 4 and a horizontal top member 5. The outer edges of the side or end members 4 are inclined upwardly to the top member which is considerably less in depth than the bottom member. The parts just described are rigidly fastened together and are preferably made of sheet metal with turned edges.

A sheet metal bottom 6 is hinged to the outer edge of the bottom member 3 of the housing at 7 and is provided at each end with an upturned flange 8. A sheet metal front or gate member 9 is hinged to the outer end of the bottom at 10. This member 9 has an inwardly directed flange 11 extending along its free edge and ends. The parts 6 and 9 are proportioned so that the member 9 will fold down between the flanges 8 and the two parts will fold into the housing, the member 6 constituting a closure and concealing the other parts within the housing. For holding the member 6 in its folded position a latch 12 is hinged on a bracket 13 mounted on the top member 5.

Within the housing and in each corner thereof an end panel 14 is hinged on a vertical pintle 15 as shown in Fig. 4. The panels are swung in against the back 2 when the carrier is folded. The lower forward end of each panel is cut away at 16 to fit over the hinge-joint 10 and each upper end is notched at 17 to engage under the flange 11.

When the panels are swung out over the members 3 and 6 they are received within the flange 11 and each carries a turn-button 18 positioned to be passed through a slot 19 in the adjacent flange 8 of the bottom, as shown in detail in Fig. 8. A jointed supporting link 20 is pivoted to the inner side of the flange 11 at each end of the member 9, being spaced from the flange so as to operate on the inside of the end panel, the latter being notched at 22 for this purpose.

Along the top edge of each panel a plurality of spaced lugs 21 are arranged. The links 20 have hook-ends which are engaged on the lugs. The links hold the member 9 in adjusted positions. The lugs are spaced so that the member may be fastened in its upright or closed position, its fully extended position, or its intermediate position as shown in full and dotted lines in Fig. 4.

For supporting the carrier a pair of bars 23 are secured to the under side of the bottom member 3 and forwardly projecting brackets 24 are fastened to the bars. The bars serve to strengthen the housing. The brackets are suitably secured to the frame of the car. From the upper portion of each side member 4 a link 25 extends upward and is bent slightly to one side as is shown in Fig. 3. Each link 25 joins on a bracket 26 to which is also pivoted the upper end of a jointed link 27. Each bracket is twisted and formed to fit on the usual top-rest of the body of the car. The jointed links 27 each include two sections having pivoted and sliding connection and secured to the outer end portion of the bottom 6. Each set of parts 25, 26 and 27 constitute a hanger for supporting one end of the carrier.

It will be seen that the carrier may be readily attached to an automobile. In Fig. 1 the carrier is shown in its unfolded or extended position, the gate 9 being in its upright position. This gate may be lowered to the positions shown in dotted lines in Fig. 4, by engaging the links 20 with the succeeding lugs 21. A carrier built as herein described has sustained a load of three hundred pounds and as many as six cases of eggs have been hauled as a single load. It readily accommodates a trunk and other luggage and has many uses.

When it is desired to fold the carrier the buttons 18 are turned so as to pass through the slots 19 and the links 20 disengaged from the lugs 21. The gate 9 is swung outward if necessary, so that the end panels 14 may be swung inward over the bottom 6 and bottom member 3 to lie against the back wall 2 of the housing 1. The gate 9 is next folded down onto the bottom 6, the links 20 having been folded within the flange 11. The bottom 6 is swung upward and at the same time the links 27 are broken inward so as to assume the position shown in Fig. 2 when the bottom is swung into the housing. The bottom of the housing projects only a few inches and it will be seen that the folded carrier occupies but comparatively little space. The latch 12 holds the bottom against swinging outward. The carrier is quickly unfolded when needed. The ends 4 have notches 30 receiving the pivots of the links 27.

The foregoing description and illustration clearly express the invention, but it is to be understood that said illustration is merely an exemplification and the invention may be carried out in various other ways.

What we claim, is:

1. In a folding luggage carrier, the combination with a relatively fixed vertical housing, end panels hinged therein and folding into the same, a bottom hinged to the housing and an end gate hinged to the bottom, of brackets for attachment to an automobile body, a link extending from each bracket to the housing, and a jointed link extending from each bracket to the bottom and arranged to fold up with the latter.

2. The combination with the rear wall of an automobile body, of an upright housing fixed in rigid relation to said rear wall, said housing having its ends closed and its exposed side open, a bottom member hinged to the bottom of the housing, a gate hinged to the outer end of the bottom, end panels swinging over the bottom and foldable into the housing, means for supporting the bottom in its extended position, means for supporting the gate at various angles, said gate folding over the bottom and with the end panels into the housing, said bottom folding into the open side of the housing and closing the same, the end panels and the gate being concealed within the housing, and means for fastening the bottom into the housing.

3. In a folding luggage carrier, a housing, a bottom hinged transversely to the bottom of the housing, supporting brackets secured to the lower portion of the housing, flanges at each end of the bottom, end panels hinged within the housing and arranged to swing over the bottom, means mounted on the end panels for engaging and fastening to the flanges, brackets for attachment to an automobile body, supports extending from the brackets to the upper portion of the housing, jointed links extending from the brackets and supports and pivoted at their lower ends to the outer end of the bottom, a gate hinged to the outer end of the bottom, and supporting members pivoted to the gate and engaging the end panels for supporting the gate at various angles, the gate and end panels being foldable into the housing and the bottom forming a closure for the housing.

In testimony whereof we affix our signatures.

MONROE C. KIRKPATRICK.
CHARLES S. DOBBS.