July 29, 1924. 1,503,083

J. AMEY ET AL

LUGGAGE CARRIER

Filed Oct. 5, 1921

Fig. 1.

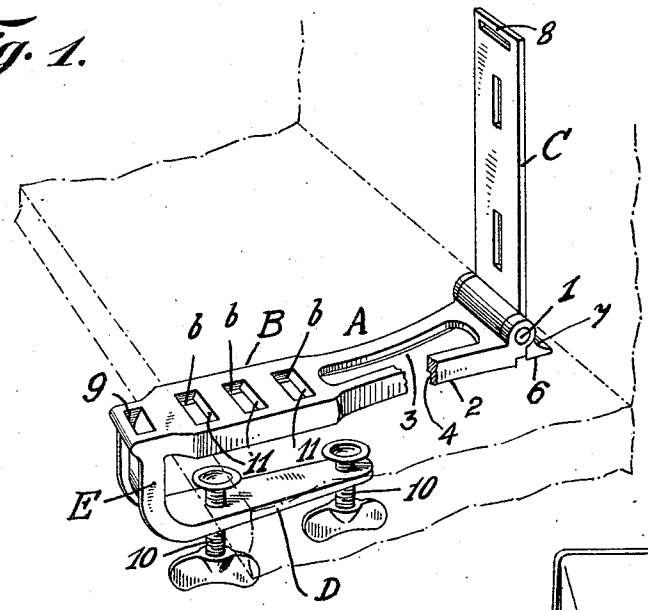
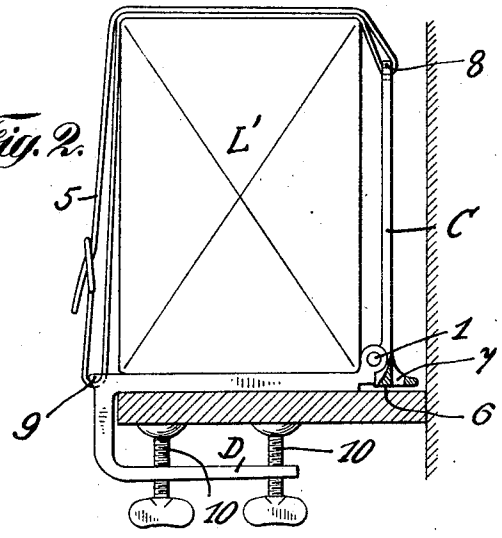


Fig. 2.



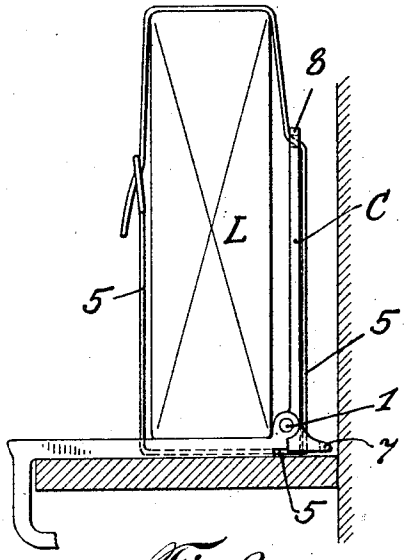


Fig. 3.

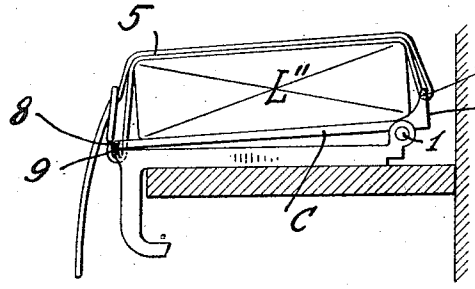


Fig. 4.

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UNITED STATES PATENT OFFICE.

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LUGGAGE CARRIER.

Application filed October 5, 1921. Serial No. 505,629.

To all whom it may concern:

Be it known that we, JOHN AMEY and FREDERICK W. BECKER, citizens of the United States, the former a resident of Long Island City, Queens County, New York State, and the latter of Rutherford, Bergen County, New Jersey, have invented certain new and useful Improvements in Luggage Carriers, set forth in the following specification.

This invention relates to luggage carriers adapted to be secured to the running board of an automobile and preferably readily removable therefrom and adapted to be stowed away compactly in the tool box.

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

A further object is the provision of means positively preventing chafing of the luggage against the side of the automobile.

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

Fig. 1 is a diagrammatic, perspective view of the article in position for use;

Fig. 2 is a diagrammatic, vertical section through the running board with a piece of luggage in position;

Fig. 3 is a similar view showing adaptability of the article to a differently shaped piece of luggage; and

Fig. 4 is a similar view showing a still further use.

A luggage carrier A may be used as a single unit for securing a piece of luggage but is preferably employed in pairs. It comprises a base member B; a strut C hinged to the base member B by the elbow hinge 1, which prevents backward movement from the vertical position of Figs. 1, 2 and 3 but permits free movement in the position of Fig. 4; and a securing jaw D adapted to underlie the running board, truss-connected to the base member B by the bridge-piece E.

The base member B, together with the members D and E, may preferably be cast integrally of malleable iron or stamped out of suitable sheet metal. The base member B is preferably of inverted channel shape having flanges 2 and 3 adapted to rest upon the top surface of the running board and provide a passage or channel 4 for the passage of a luggage strap 5. A series of slots *b* are provided through the top ledge of the base member B to extend transversely and are spaced longitudinally and located towards the outer end of the base member B so as to provide suitable exits for the strap 5, which may be adjustably positioned, as indicated in Fig. 3, to accord most exactly with the thickness of the piece of luggage L to be secured. The strut C preferably has a heel-piece 6 provided with a strap eye 7 through which the strap 5 may be riven directly as it emerges rearwardly from the channel 4, as indicated in Fig. 3, or independently, as indicated in Fig. 4.

As shown in Fig. 3, a tall, narrow piece of luggage L is secured in a most efficient manner, although it should be understood that in practice the hinge occupies no more space than is provided by the irregular corner-edge of a piece of luggage, so that the luggage rests flat against the strut C. A strap eye 8 at the free end of the strut C serves as a guide and stay for the strap in this instance.

To secure a piece of luggage of maximum width such as L′, it is more convenient to use the strap eye 9 provided at the outer end of base member B, all as indicated in Fig. 2. For a small piece of luggage L″, it is most convenient to secure it as indicated in Fig. 4, in which the strap 5 loops through the eye 7 of the heel piece and through both the eye 9 and the eye 8, which rests against the eye 9 in this use.

In the embodiment illustrated a pair of spaced thumb screws 10 are employed to clamp the carrier to the running board.

What we claim and desire to secure by United States Letters Patent is:—

1. A luggage carrier comprising a base member adapted to be secured transversely to the top of a running board; a strap eye provided towards the outer end of said base member; a back strut for the inner end of

said base member provided with a strap eye at its free end; and an elbow hinge hinging said strut member to said base member at approximately the inner end of said base member, permitting said strut to fold down upon said base member but preventing its swinging back substantially beyond a right-angular position relatively to said base member, all whereby a piece of luggage may be secured through the medium of a strap engaging said eyes upon said base member and is positively prevented by said elbow hinged strut from contacting with the side of the vehicle extending up from said running board.

2. The luggage carrier as described in claim 1 and further characterized by the fact that a strap eye is provided at the heel of said strut to cooperate with a strap to hold small packages when said strut is folded down upon said base member.

3. A luggage carrier comprising a base member adapted to be secured transversely to the top of a running board and having a substantially inverted channel shape providing a strap passage between its top portion and the running board, said base member being provided with transverse slots longitudinally spaced towards the outer end providing strap eyes for adjusting a securing strap to conform to the size of a piece of luggage; and a vertically positionable strut hinged to said base member towards the rear end thereof and provided with strap securing means said strut being so hinged that it cannot swing back beyond a right angular position relatively to said base member.

4. A luggage carrier comprising an inverted channel-shaped base member having a series of transverse slots towards its outer end whereby a strap passage is provided longitudinally within said base member and out any one of said slots; means for detachably securing said base member to the running board of an automobile; a strap eye at the outer end of said base member; a strut; an elbow hinge securing said strut to the rear end of said base member, permitting it and constraining it to movement between a vertical position relatively to said base member and the position lying flat against said base member; and a strap eye at each end of said strut, all whereby a securing strap may be riven through the eyes and slots of the luggage carrier in any one of numerous selective arrangements for adaptation to various sizes of luggage, and whereby chafing engagement with the body of the automobile is positively prevented by the said elbow hinged strut.

In witness whereof we have signed our names to this specification, this 18th day of August, 1921.

JOHN AMEY.
FREDERICK W. BECKER.