Jan. 10, 1933. J. M. DEEN 1,893,752

LUGGAGE CARRIER

Original Filed Nov. 1, 1929 2 Sheets-Sheet 1

Fig. 1.

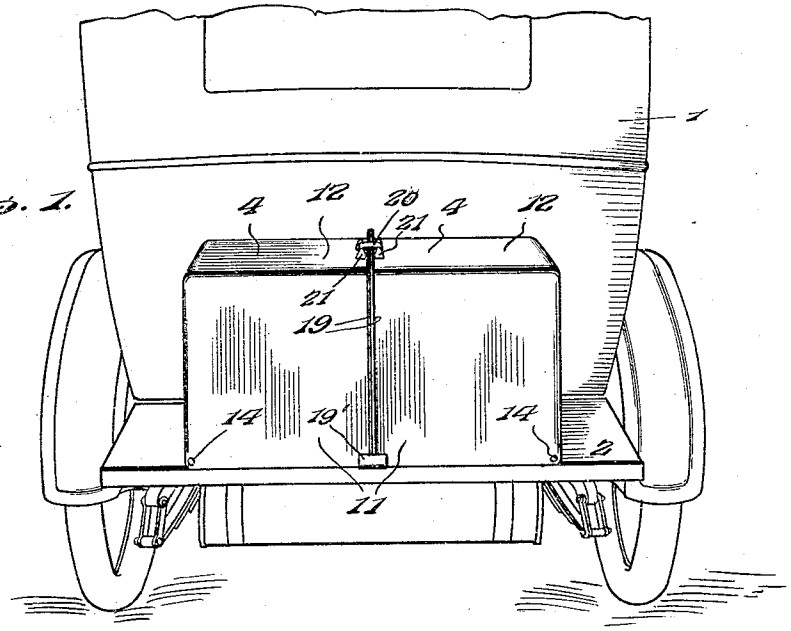
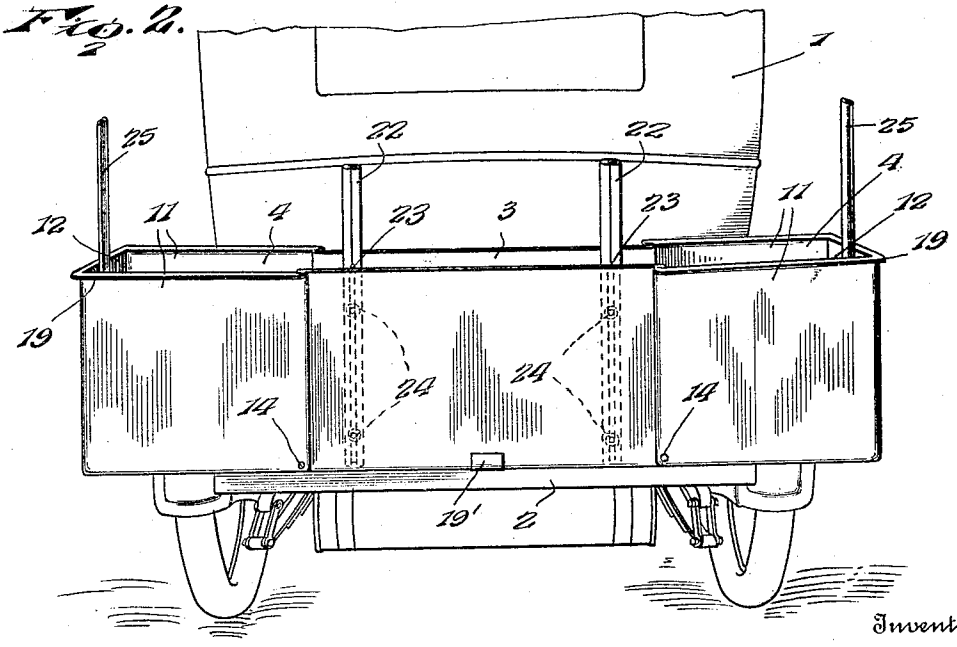


Fig. 2.



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Fig. 3.

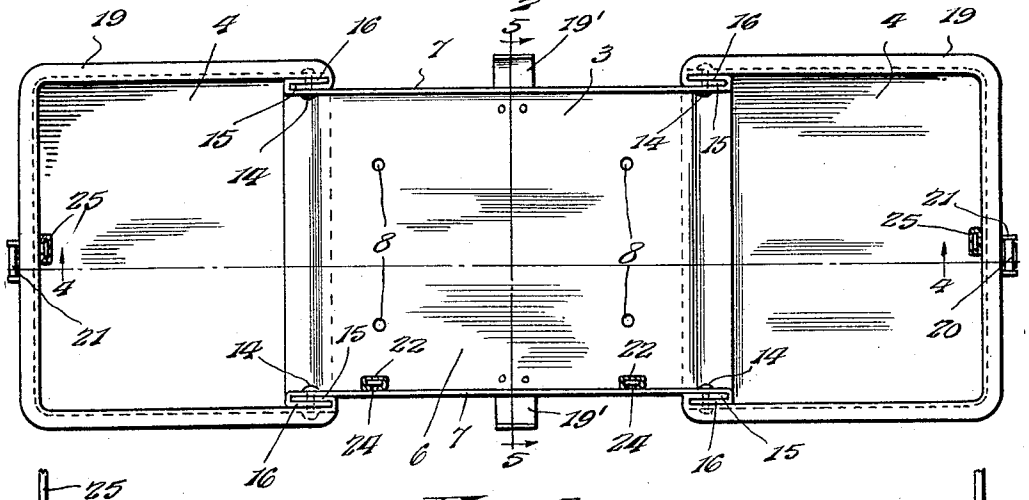


Fig. 4.

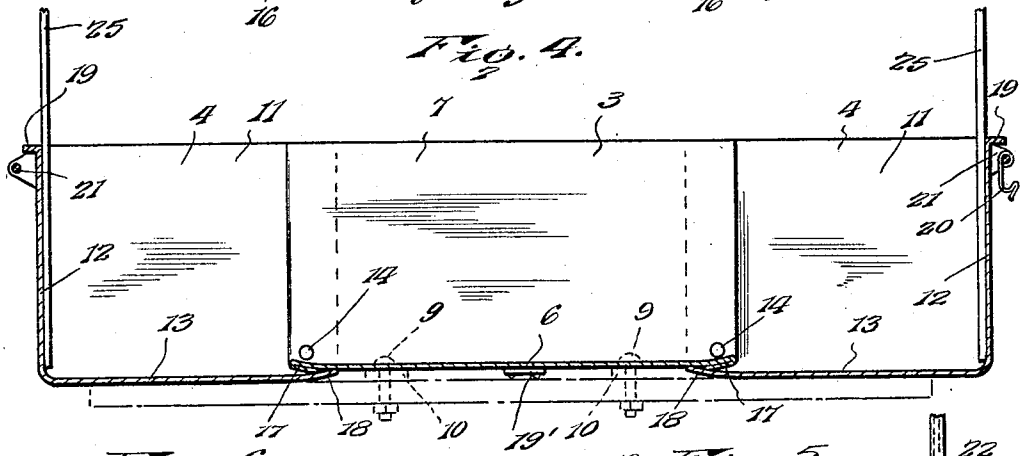


Fig. 6.

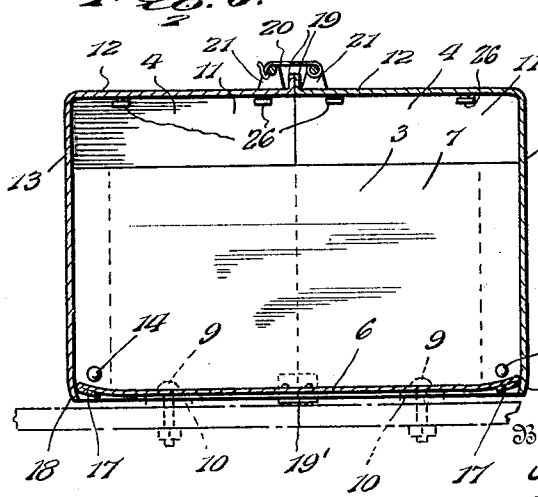
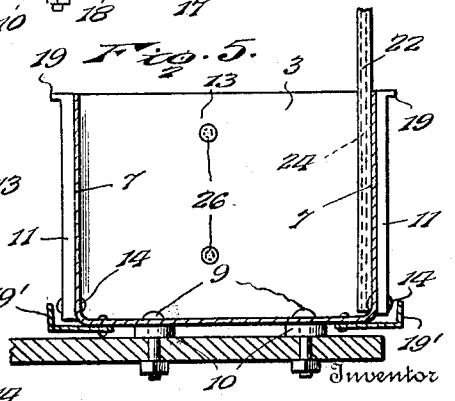


Fig. 5.



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UNITED STATES PATENT OFFICE

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LUGGAGE CARRIER

Application filed November 1, 1929, Serial No. 404,155. Renewed September 21, 1932.

This invention relates to luggage carriers and more particularly to a device of this character adapted to be mounted upon a platform or equivalent support at the rear of the automobile.

One object of the invention is to provide a luggage carrier which may be used in either a closed or open condition and may, therefore, be used to carry articles which should be protected from exposure or as a receptacle in which poultry may be transported without danger of smothering.

Another object of the invention is to so form closures for the luggage carriers that when they are opened they may constitute end extensions for an intermediate section or main body portion of this device and thereby not only allow poultry to be transported without danger of being smothered but also increase the carrying capacity of the device and allow a large quantity of material which would not be damaged by exposure to be transported.

Another object of the invention is to allow the contents of the luggage carrier to be shielded from exposure but at the same time so associate the closures with the body portion or intermediate section of the carrier that when the closures are moved to an open position the contents of the carrier may be very easily removed therefrom.

Another object of the invention is to so form walls of the intermediate section or body portion of the carrier and end sections or closures that tight joints will be formed between the same when the end sections are swung outwardly to an open or extended position and thereby prevent danger of grain, sand or similar material flowing outwardly between the walls of the intermediate and end sections.

Another object of the invention is to so form the walls of the closures or end sections that when they are in a closed or retracted position a tight joint will be formed between them and danger of rain or snow leaking into the luggage carrier prevented.

Another object of the invention is to allow stakes to be removably applied to the outer side wall of the body portion or intermediate section of the luggage carrier with upper portions of the stakes projecting upwardly so that when a camping outfit is to be transported or other bulky material portions thereof may extend above the luggage carrier and the stakes prevent the same from slipping rearwardly out of place.

The invention is illustrated in the accompanying drawings, wherein

Figure 1 is a perspective view showing the improved luggage carrier mounted at the rear of an automobile and closed,

Fig. 2 is a view similar to Fig. 1 showing the closures or end sections swung outwardly to an opened or extended position,

Fig. 3 is a top plan view of the carrier when opened,

Fig. 4 is a longitudinal sectional view taken on the line 4—4 of Fig. 3,

Fig. 5 is a transverse sectional view taken on the line 5—5 of Fig. 3, and

Fig. 6 is a view taken longitudinally through the luggage carrier when closed.

This improved luggage carrier is intended for use in connection with an automobile, such as shown in Figures 1 and 2 and indicated in general by the numeral 1, and is to be mounted upon a platform or equivalent support 2 mounted at the rear of the automobile.

By referring to the drawings, it will be seen that my improved luggage carrier consists of a body portion or intermediate section 3 and end sections 4 which serve as closures for the intermediate section or body portion when in the retracted position shown in Figures 1 and 6. The body portion or intermediate section is preferably formed of sheet metal of sufficient thickness, although other materials may be used, and this intermediate section or body is open at its ends and has a bottom 6 and side walls 7, openings 8 being formed through the bottom to receive bolts 9 by means of which the luggage carrier is secured to the platform 2 and washers 10 are provided to hold the bottom of the body in slightly spaced relation to the platform. Therefore, water will be prevented from accumulating beneath the body and causing it to rust and also the end sections or closures 4

will be permitted to move easily to an extended or opened position, as shown in Figure 4.

The end sections or closures are also formed of sheet metal and each has side walls 11 joined by walls 12 and 13. The ends of the intermediate section fit between the walls 11 of the end sections and rivets 14 are passed through corners of the walls 7 and 11 to pivotally mount the end sections or closures for swinging movement from a closed or retracted position shown in Figures 1 and 6 to an opened or extended position shown in Figures 2, 3 and 4. Therefore, the end sections may be swung from a closed position in which they entirely enclose the body portion or intermediate section to an extended position in which they project longitudinally from the ends of the intermediate section and in effect constitute continuations of the intermediate section and provide a receptacle which is somewhat wider than the body portion of the automobile but preferably not of sufficient length to project outwardly beyond the rear mudguards. By this arrangement material which should be protected from exposure may be entirely enclosed, as shown in Figures 1 and 2, but by extending the end sections a device will be provided capable of holding a large quantity of material. It should also be noted that when the end sections are extended chickens or other poultry may be placed in the luggage carrier and easily transported from one place to another. When so used, the poultry will be permitted to have plenty of air but it will, of course, be necessary to place wire screening or an equivalent shield over the open upper end of the carrier to prevent the poultry from escaping.

When the end sections are extended, a large quantity of sand, grain or similar material may be transported in the carrier, and in order to prevent this material which flows freely from leaking out between the intermediate and end sections, the walls 11 of the end sections are provided with inwardly extending tongues 15 and the side walls 7 of the intermediate section are provided with outwardly extending tongues 16. These tongues are spaced slightly from their walls, as shown in Figure 3, and from an inspection of this figure it will be seen that when the end sections are swung outwardly to an extended position the tongues 15 and 16 interlock. This not only forms a tight joint between the walls of the intermediate and end sections but also limits outward movement of the end sections. The bottom 6 of the intermediate section has its ends curved upwardly a slight amount and each end is formed with a tongue extension bent back flat against its under face, as shown at 17, to reinforce the bottom at its ends. The adjacent ends of the walls 13 of the end sections are also curved slightly, as shown at 18. This curving of the adjacent ends of the bottom 6 and walls 13 not only forms a tight joint between the same when the end sections are extended but also allows the end sections to be easily swung to an extended or folded position. When the end sections are moved to a retracted or closed position, it is desirable to limit their movement toward each other, and in order to do so, the walls 11 and 12 are bent outwardly to form a bordering flange 19 for each end section. These flanges abut when the end sections are closed and not only prevent one section from partially or entirely fitting into the other but in addition cause a very tight joint to be formed between the two sections when the latch 20 carried by the handle 21 of one end section is engaged with the corresponding handle of the other end section. The flanges 19 not only permit a tight joint to be formed between the two end sections when closed in order to prevent rain and snow from leaking into the luggage carrier but also permit a sheet of screening or wire mesh to be tightly bound beneath them when the end sections are extended and thereby prevent danger of the wire guard working loose and allowing poultry to escape. Clips 19′ are secured against the bottom of the intermediate section 3 and extend outwardly and upwardly therefrom at its front and back to serve as abutments limiting downward movement of the end sections when closed and also prevent their walls 11 from springing outwardly.

When a camping outfit or other bulky material is being transported, a portion of the load usually extends upwardly above the carrier or is piled upon it and it is then necessary to prevent danger of the material slipping rearwardly and falling upon the ground. In order to do so, I have provided stakes 22 which are disposed in an upright position against the inner face of the rear side wall of the body portion or intermediate section. These stakes are preferably formed of strong sheet metal and have their side portions folded inwardly. The stakes are hollow, although their upper portions may be flattened so that they are substantially solid and for a portion of its length each stake has the edges of the sheet metal strip from which it is formed terminating in spaced relation to each other to provide a slot 23 leading from its lower end. Therefore, when the stakes are set in place, pins 24 which project inwardly from the rear or outer side wall of the body may be engaged through the slots of the stakes with their heads disposed within the stakes and the stakes will be securely but removably held in an upright position with their upper portions projecting upwardly beyond the carrier. Therefore, the portion of the load piled upon the luggage carrier will be confined between the stakes and the rear of the body of the automobile and

prevented from sliding rearwardly and falling upon the ground. These stakes are of such length that when they are not in use they may be placed in the body portion or intermediate section against the rear wall with each stake secured by having one end engaged with one of the lower pins. If it is desired to support ladders, pipes, tent poles or other long objects at the sides of the automobile, the stakes 22 or similar stakes 25 may be set in place against the walls 12 of the end sections 3 and retained in a vertical position by engagement with studs or pins 26 carried thereby.

I have, therefore, provided a luggage carrier which, when closed, is very compact and will prevent perishable material placed therein from becoming damaged by rain or snow and I have further provided a luggage carrier which, when opened, can carry a large quantity of goods without the weight causing the automobile to be liable to tilt rearwardly. I have further provided a luggage carrier in which poultry may be transported and allowed to have plenty of air so that they will not be liable to smother.

Having thus described the invention, I claim:

1. A luggage carrier comprising a receptacle having an intermediate section open at its top and ends, and end sections pivoted to said intermediate section for swinging from retracted to extended positions, said end sections when extended being open at their tops and inner ends and constituting continuations of said intermediate section and when retracted being disposed about the intermediate section in closing relation thereto, the walls of said end sections being provided with abutment flanges contacting when the end sections are retracted to limit movement thereof towards each other and form a tight joint between the same.

2. A luggage carrier comprising a receptacle having an intermediate section open at its top and ends, and end sections pivoted to said intermediate section for swinging from retracted to extended positions, said end sections when extended being open at their tops and inner ends and constituting continuations of said intermediate section and when retracted being disposed about the intermediate section in closing relation thereto, handles carried by the end walls of said end sections and projecting outwardly therefrom, and a latch carried by one handle and engageable with the other handle to releasably secure the end sections retracted.

3. A luggage carrier comprising a receptacle having an intermediate section open at its top and ends, and end sections pivoted to said intermediate section for swinging from retracted to extended positions, said end sections when extended being open at their tops and inner ends and constituting continuations of said intermediate section and when retracted being disposed about the intermediate section in closing relation thereto, the bottom of said intermediate section having its end portions curved upwardly and the inner ends of corresponding walls of the end sections being curved upwardly to facilitate movement of the end sections and form close joints between the said walls when the end sections are extended.

4. A luggage carrier comprising an intermediate section consisting of front and rear sides and a bottom and further comprising end sections hinged to the lower end portions of the intermediate section, each end section consisting of front and rear sides and two walls, said end sections being movable from retracted to extended positions and adapted, when retracted, to envelope the body section, and when extended, to form continuations of the intermediate section, and opposed abutment stops on the intermediate section medially thereof, each cooperating with the corresponding sides of said end sections to limit the retracting movements thereof.

5. A luggage carrier comprising an intermediate section consisting of front and rear sides and a bottom and further comprising end sections hinged to the lower end portions of the intermediate section, each end section consisting of front and rear sides and two walls, said end sections being movable from retracted to extended positions and adapted, when retracted, to envelope the body section, and when extended, to form continuations of the intermediate section, and an abutment stop on the intermediate section cooperating with one side of one end section and with the corresponding side of the other end section to limit the retracting movements of both end sections.

In testimony whereof I affix my signature.

JAMES M. DEEN. [L. S.]