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LUGGAGE CARRIER

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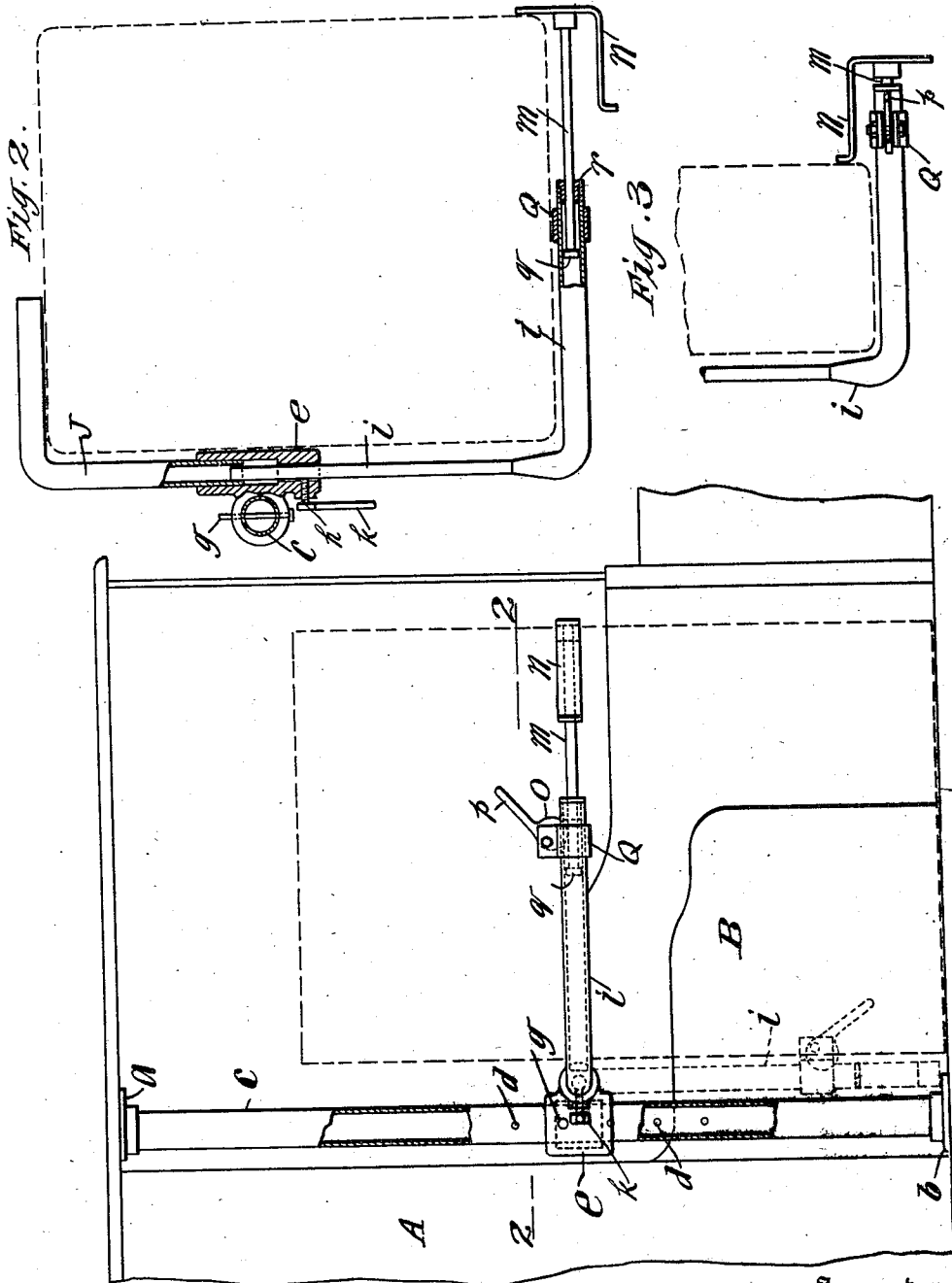


Fig. 1.

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# UNITED STATES PATENT OFFICE.

JOHN W. WHITESIDE, OF NEW YORK, N. Y.

LUGGAGE CARRIER.

Application filed February 13, 1922. Serial No. 536,151.

To all whom it may concern:

Be it known that I, JOHN W. WHITESIDE, a citizen of the United States, residing at New York city, county of New York, and State of New York, have invented certain new and useful Improvements in Luggage Carriers, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

This invention relates to improvements in luggage carriers, more particularly of the collapsible type used on automobiles and similar vehicles.

The object of the invention is the provision of a simple, cheap and compact device of this character which may readily be moved into and out of operative position, provide adjustability for different size pieces and to securely maintain luggage in transit.

The invention comprises various details of construction and arrangement of parts shown in the accompanying drawings which will hereinafter be fully described and specifically pointed out in the accompanying claims.

In the drawings,—

Fig. 1 is a side elevation of the device shown in operative (dotted lines indicating inoperative) position on a taxicab;

Fig. 2 is a plan view on the line 2—2 of Fig. 1 with parts broken away; and

Fig. 3 is a detail view.

Referring to said drawings, and particularly to Fig. 1, A represents so much of a taxicab as is necessary to illustrate the invention, with a single seat B on one side for the driver, to the ceiling and floor of the operating section of which taxicab are secured in any suitable manner a ceiling plate *a* and a floor plate *b*, which will preferably be positioned at the rear of the luggage carrying space and will be adjacent the seat of the driver approximately half the distance between the seat of the driver and the opposite side of the car and close to the partition back of said seat, in which plates will be stepped the ends of a supporting column *c*. This supporting column will preferably be a hollow cylinder or tube as shown broken away, Fig. 1, for lightness and strength, provided with holes or slots *d* to admit of vertical adjustment thereon of a bracket *e*, adapted to slide on said supporting column *c*, which bracket will be provided with holes to register with holes *d* in said

column to provide for different size pieces of luggage. By any suitable means, as the pin *g* passing through bracket and column, said bracket will be held in any desired position on the length of said column to accord with the size of luggage carried. One end of said bracket will be provided with a smaller bore than the other, in order that it may receive arms of different size, and the side of said bracket having such smaller bore will preferably be provided with a screw thread to receive a screw *h* which will be used to lock bracket arm *i* in any desired position whether in or out of use through turning of handle *k* (or by a wrench), as shown in broken parts, Fig. 2, which screw will preferably be of the quick action type. The form of yoke shown, and which I prefer to use, will consist of two arms *i*, *j*, bent to form substantially right angles, one of which arms will be adjustable as hereinafter described. The stationary arm *j* will preferably be so positioned that it will not come in contact with the seat of the driver and, for cheapness and lightness will preferably consist of a hollow cylinder bent to form substantially a right angle, with its outer end closed in any suitable manner, its inner open end being secured against movement in one end of bracket *e*, while arm *i* will also be a hollow cylinder or tube and will have the portion which enters bracket *e* so reduced in size that it will, when desired, enter and telescope into the end of tube *j* secured in bracket *e* for the purpose of allowing adjustment of said arm *i* to different distances to take different size pieces of luggage. This arm *i* also will have both its portions longer than those of arm *j*. The large end or portion of bent arm *i* will also be of hollow tube form thus adapting it to receive an extension rod *m* which will be so constructed that it will be capable of horizontal adjustment and provide for carrying a gripper finger or stop *n* to engage the luggage, which rod and gripper finger will be capable of being locked in the position desired by a lock, preferably in the form of a cam roll *o*, as shown, supported in a split ring *q*, which ring will be provided with one or more screws and nuts for so tightening said cam roll that it will not jar loose in transit, and secured to arm *i* in any suitable manner and will be permitted, through a slot in arm *i*, to contact on rod *m*, through downward movement of handle *p*. This rod *m* will prefer-

ably be provided with an enlarged end, or collar *g*, which, in conjunction with the perforated collar *r* or arm *i*, will prevent accidental removal of said rod *m*. This gripper 5 finger will preferably be L-shaped in order to provide greater adjustability and will be rotatable with said rod *m* and thus adapted to different size pieces, as shown in Figs. 2 and 3 respectively, and will also preferably 10 be provided with a bent end, as also shown in said figures, to avoid its injuring articles it will hold.

The operation of the device is as follows: Assuming the bracket *e* to be in folded or 15 inoperative position, as shown in dotted lines in Fig. 1, cam lock *o* will first be loosened through raising handle *p*, in order that gripper finger *n* and its rod *m* may be moved freely to any position; lock screw *h* 20 will then be loosened and bracket *e* and arm *i* and the parts carried by them raised to a height about equal to that of the center of the piece of baggage and said bracket and arm then secured in such position by the insertion of pin *g* through slots in said bracket 25 and slots *d* in supporting column *c* registering therewith and then tightening the screw *h*. The gripper finger *n* with the rod *m* by which it is carried will then be pulled out 30 for large luggage (Fig. 3) such distance as necessary to accommodate it to the size of the piece of luggage to be secured, and the longer or shorter arm of said gripper *n*, as may be desired, adjusted against the 35 luggage, when cam lock *o* is tightened through depressing its handle *p*. This operation is repeated in reverse order when it is desired to remove the luggage and return the device to inoperative position.

40 Through such construction, it will be seen that when not in use, by simply loosening screw *h* through its handle, bracket arm *i* and the parts carried by it may be folded down alongside its supporting column *c*

and be out of the way, while arm *j*, because 45 of its size, shape and location, will cause little, if any, inconvenience.

While the invention has been shown and described as applied to the front of a taxicab, it will be understood that it is equally 50 applicable to other parts of such vehicle, as at the back or a side thereof, and also to vehicles other than taxicabs.

It will be understood that various changes may be made in the specific construction of 55 the mechanism employed for carrying out the invention without departing from its spirit, and that the invention is not to be restricted to the precise details of construction shown and described. 60

What is claimed:

1. A luggage carrier for taxicabs and the like, comprising a supporting column, and an arm carrying bracket adjustable on said supporting column, one arm of said bracket 65 being adjustable, said adjustable arm also being provided with an adjustable extension.

2. A luggage carrier for taxicabs and the like, comprising a supporting column, an 70 arm carrying bracket adjustable on said supporting column, one arm of said bracket being adjustable, said adjustable arm also being provided with an adjustable extension, and means for securing said bracket, 75 arm and extension in adjusted position.

3. A luggage carrier for taxicabs and the like, comprising a supporting column, an arm carrying bracket adjustable on said supporting column, one arm of said bracket 80 being adjustable, said adjustable arm also being provided with an adjustable extension, means for securing said bracket, arm and extension in adjusted position, and a stop on said extension. 85

In testimony whereof, I have hereunto set my hand.

JOHN W. WHITESIDE.