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LUGGAGE CARRIER.

APPLICATION FILED JUNE 10, 1919. RENEWED APR. 13, 1921.

1,377,997. Patented May 10, 1921.

2 SHEETS—SHEET 1.

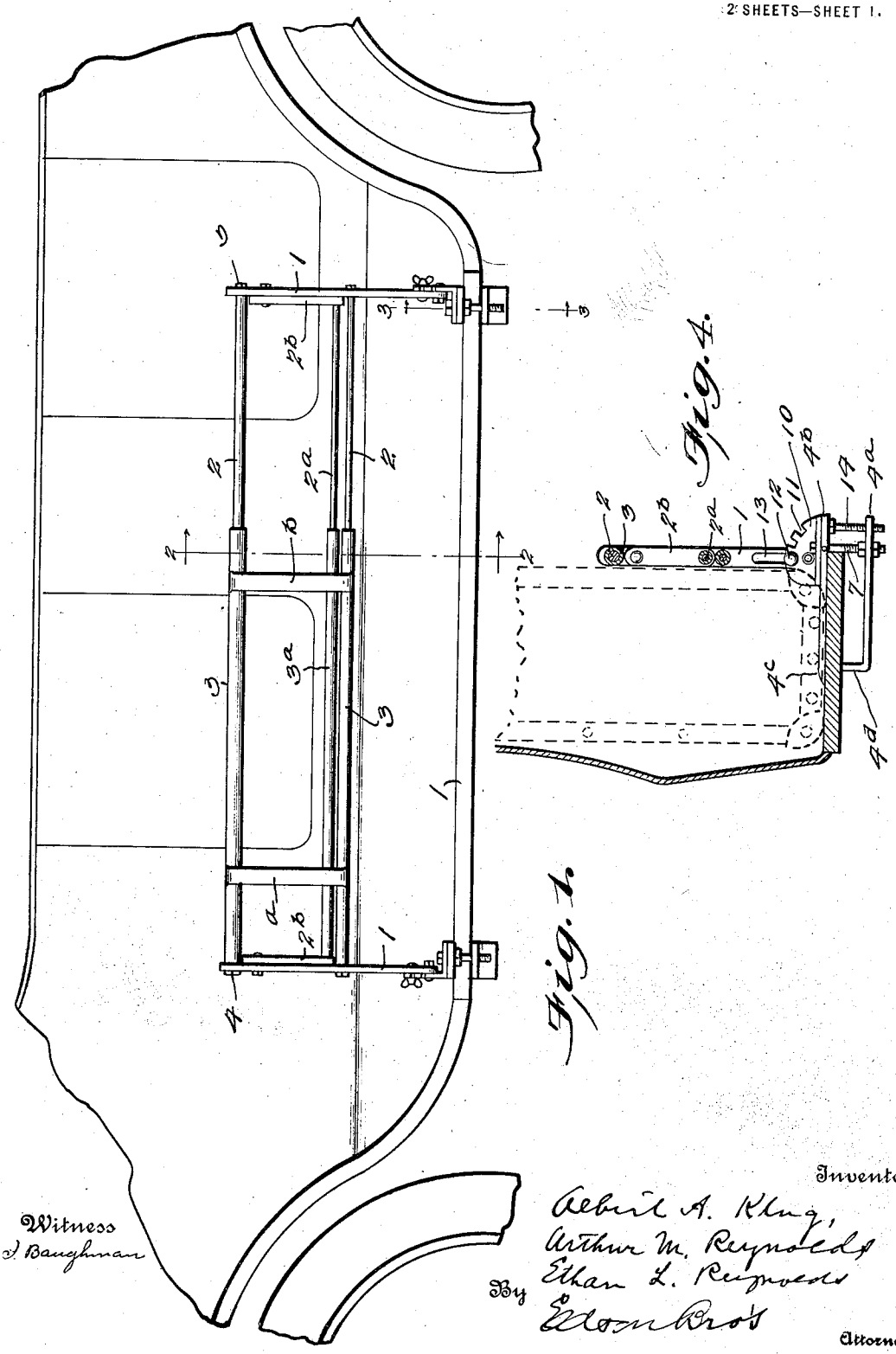


Fig. 1.

Fig. 4.

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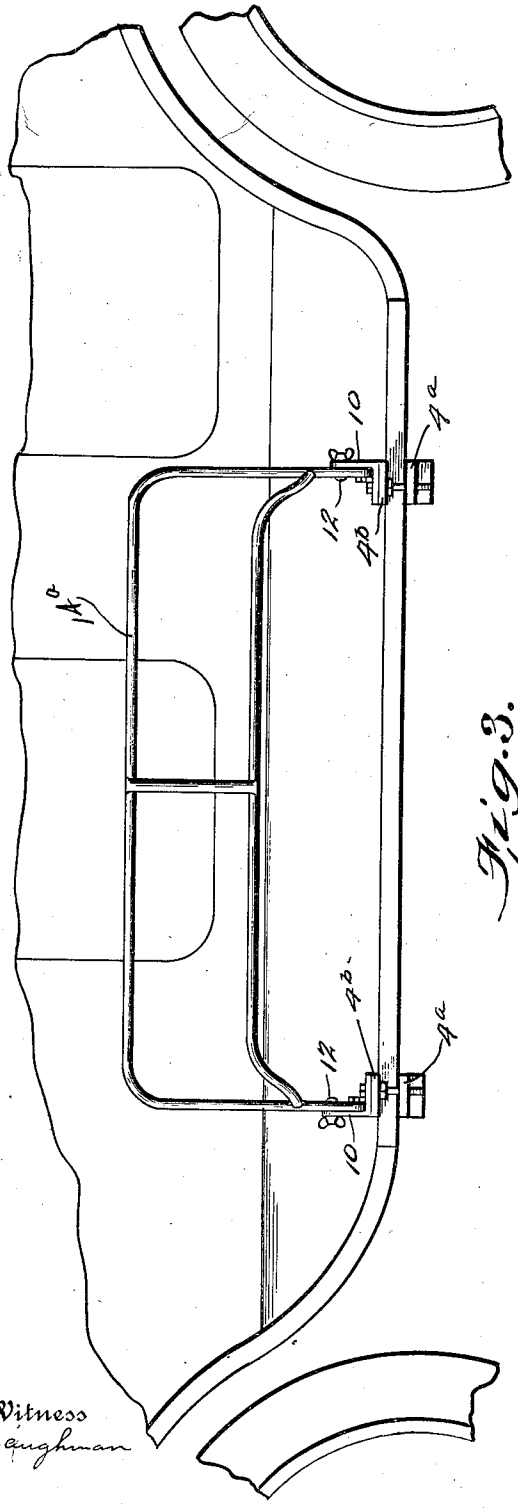


Fig. 3.

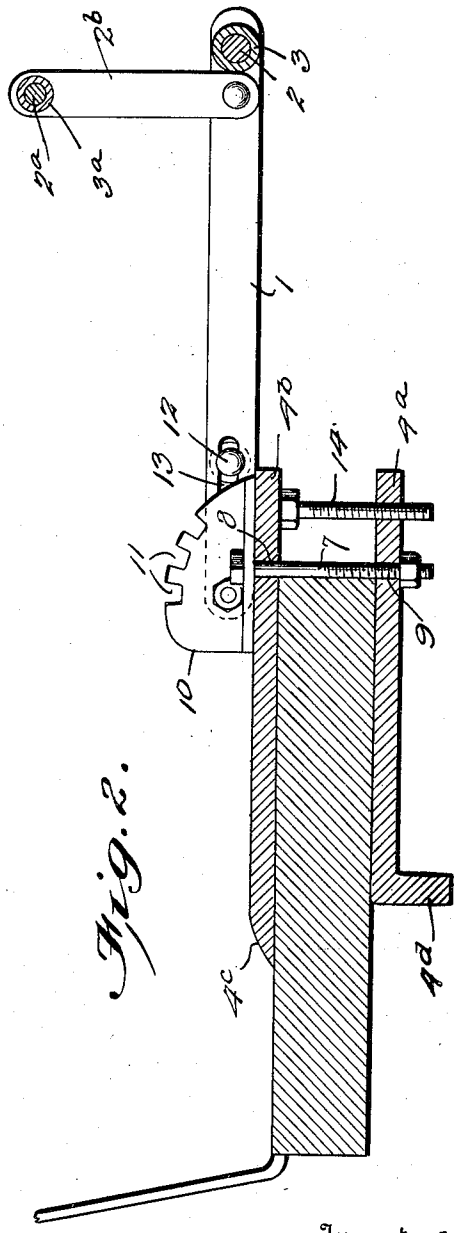


Fig. 2.

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UNITED STATES PATENT OFFICE.

ALBERT A. KLUG, ARTHUR M. REYNOLDS, AND ETHAN L. REYNOLDS, OF DELTON, WISCONSIN.

LUGGAGE-CARRIER.

1,377,997. Specification of Letters Patent. Patented May 10, 1921.

Application filed June 10, 1919, Serial No. 303,135. Renewed April 13, 1921. Serial No. 460,911.

To all whom it may concern:

Be it known that we, ALBERT A. KLUG, ARTHUR M. REYNOLDS, and ETHAN L. REYNOLDS, citizens of the United States, residing at Delton, in the county of Sauk and State of Wisconsin, have invented certain new and useful Improvements in Luggage-Carriers; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in baggage or luggage carriers especially adapted for use in connection with automobiles, being applicable for attachment to the running boards thereof.

The invention has for its object more particularly to provide for conveniently carrying baggage or luggage, as trunks and suit cases, as well as other types of baggage or luggage, and whereby the same may be disposed or accommodated outside of the machine, out of the way of, and avoiding discomfort to, the occupants.

A further object of the invention is to carry out the aforesaid ends in a simple and inexpensive manner, it being characterized in its organization by few parts of simple construction and ready application and manipulation.

Other objects will be apparent as the following description more fully discloses the nature of the invention.

The invention consists of certain instrumentalities and features of construction, substantially as hereinafter more fully described and defined by the appended claims.

In the accompanying drawings is illustrated the preferred embodiment of our invention wherein it will be understood that various changes and modifications as to the detailed construction and arrangement of parts may be made without departing from the spirit or scope of the claims.

In the drawings:

Figure 1 is a front elevation of our invention as applied for use to the running board of the automobile type.

Fig. 2 is a transverse vertical section taken through Fig. 1 on line 2—2 of said figure, viewing in the direction of the arrow, said Fig. 2 being on an enlarged scale, with the parts extended laterally as in providing for carrying additional baggage or luggage.

Fig. 3 is a front elevational view of a modified form of our baggage or luggage carrier adapted more particularly for carrying small baggage or luggage.

Fig. 4 is a vertical transverse sectional view of our invention, showing more particularly the lower member of the clamp inverted with its toe terminal presented to the underside of the running board.

Referring to the drawing in detail, 1, 1 designate end members or uprights, preferably in the form of flat metal or iron bars, suitably connected together at their upper ends and a suitable distance therefrom, preferably as shown. This preferred connection comprises rods and tubes 2 and 3, respectively, said tubes being slidably connected together and spaced apart by transverse bars *a*, *b* preferably welded to said tubes, the tubes 3 being suitably connected at one end by what may be termed "cap" screws 4 to one upright 1, the other ends of said tubes being free. The rods 2 2^a, which are received by, or telescope the tubes 3, are fixedly connected at one end to the other end member or upright 1, as at 5, this arrangement providing for the elongation of the connections between the end members and accordingly the varying of the spacing apart of the latter as, for instance, may be required to accommodate the carrying of a greater amount of baggage or luggage disposed end to end, than provided for by the initial carrying capacity of the carrier. A further telescoping rod and tubular connection 2^a, 3^a is provided between the end members 1, 1, direct connection, however, being effected between the tubular and rod members and the end members by pivoted links 2^b, and whereby the rod and tubular members 2, 3 are held in operative position against displacement.

Clamps 4 of the general construction, as disclosed more particularly by Fig. 2, to adapt them for readily effecting a clamping action between their jaws and the running board of an automobile, consists each, of two principal parts or members 4^a 4^b, one being preferably straight throughout its length. The lower member 4^a of the clamp has an inner-end right angled extension or toe 4^d, the purpose of which will be subsequently explained. The upper member 4^b of the clamp has its corresponding end, preferably beveled off upon its upper sur-

face, as at 4^c, for obvious reasons, and extended a short distance beyond the toe portion 4^d of the lower clamp member. An inner ended threaded bolt 7 is provided for each clamp near its outer end to cause its members to forcibly engage the running board, said bolt having its unthreaded portion passing through an aperture 8 in the upper clamp member, and its lower threaded portion engaging a hole 9 in the lower clamp member, the walls of which hole are threaded for that purpose.

Upon the upper member of each clamp is positioned a right-angled bracket 10, through the horizontal portion of which is passed the securing bolt 7 of said clamp, the head of the bolt clamping down the bracket upon the latter. The vertical portion of each bracket is in the form substantially of a segment and is provided with a plurality of radial slots 11, opening out through, and conforming to the arc of the segmental contour of the bracket.

A finger-manipulated pin 12 is applied to each end member 1 which is adapted to work in a slot 13 in the end-member and caused to engage the required slot 11 in the bracket 10 according to the vertical inclination or adjustment it may be desired to impart to the end-members and accordingly to the frame work of the baggage carrier, as in providing for accommodating the carrier to any outstanding portions of baggage.

In this form of adjustment, it will be understood that provision is also made for enlarging the carrying capacity of the device laterally or outwardly, when that may be required as will be appreciated from Fig. 2.

The right-angled toe or extension 4^d of the lower clamping member 4^a is intended for use in accommodating the device to a running board to which it may not be applicable in its primary form, as for instance in case the running board may be too thin. In that event, the lower member or limb 1 is inverted to present its extension or toe 4^d to the running board as will be seen from Fig. 4 and by the manipulation of a second bolt 14 threaded at one end into said lower member, and by applying a wrench to the bolt head and suitably manipulating the same, the toe 4^d is caused to bear against the running board and thus clamp the device in position thereon. It will be understood that the bolts are not inverted, but retain their initial position, only the lower clamp-member being removed from the bolts and inverted.

As shown in Fig. 3, provision is made only for carrying the minimum amount of baggage as a single trunk, a suit case, or the like. In this disclosed form of our invention a framing 14^a, with all of its parts in fixed relation, is provided, the only parts employed therein in common with the aforesaid form of my invention being the clamps with the retaining screw bolts for their attachment to the running board.

Having thus described our invention, what we claim and desire to secure by Letters Patent is:

1. A device of the type described, including end members, means for the attachment thereof to carrying means, telescoping extensible and retractable means of connection between said end members and an additional rod and tubular like connection between said end members, the rod and tubular members of the latter connection having direct pivotal link connections with said end members.

2. A device of the type described, including a clamp comprising two connected members, one member being invertible and provided with a right-angled terminal and an adjustable member coöperative with said clamp-member and adapted to cause said right-angled terminal to bear against an object to which the clamp may be attached, and carrying means for said clamp.

3. A luggage carrier of the type described, including a clamp comprising two connected members, one member being invertible and provided with a right angled terminal, the other clamp member being provided with a slotted bracket, luggage carrier attaching means, and an adjustable member coöperative with said luggage carrier attaching means and with said invertible clamp-member and adapted to cause the right angled terminal of the latter to bear upon an object to which said clamp may be attached.

In testimony whereof we affix our signatures.

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