E. G. RUST.

PARCEL CARRIER.

APPLICATION FILED JULY 21, 1919.

1,357,005. **Patented Oct. 26, 1920.**

2 SHEETS—SHEET 1.

FIG. 1

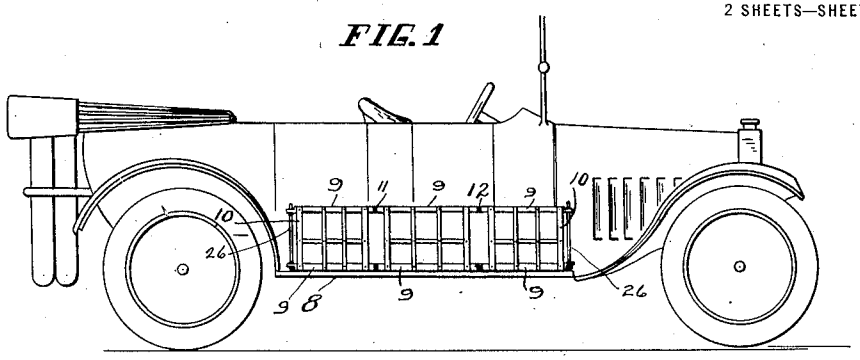


FIG. 2

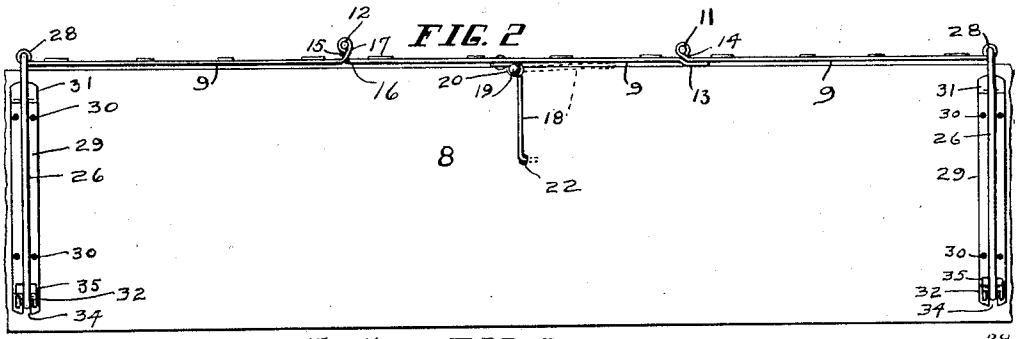


FIG. 3

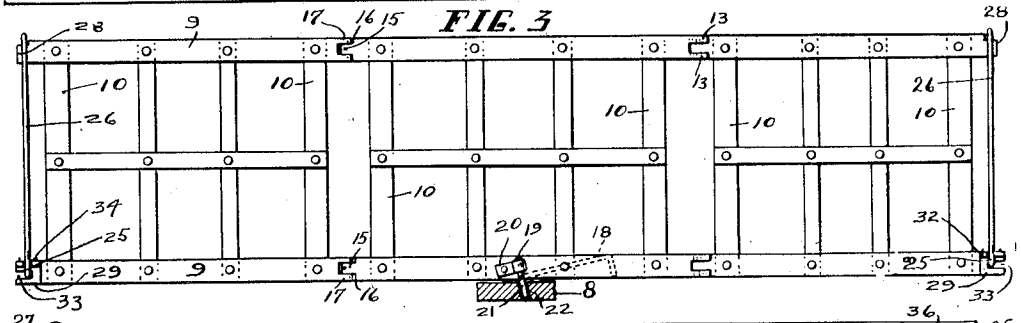


FIG. 4

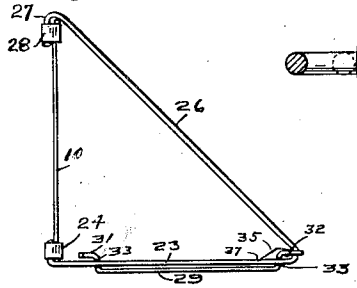


FIG. 6

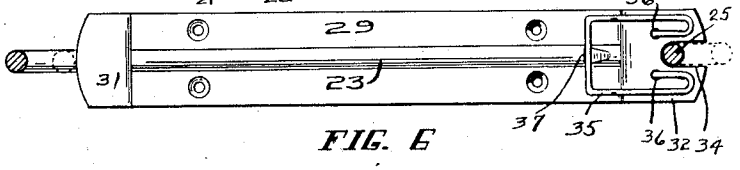


FIG. 7

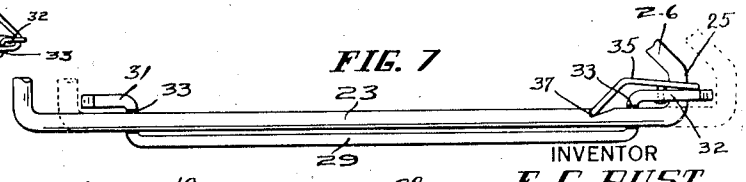
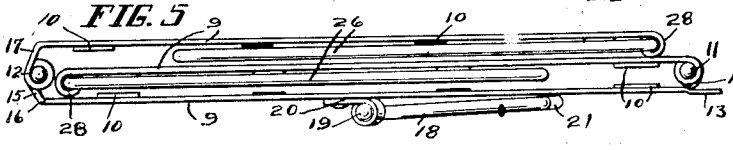


FIG. 5



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2 SHEETS—SHEET 2.

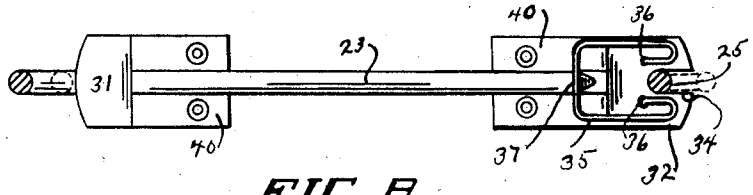


FIG. 8

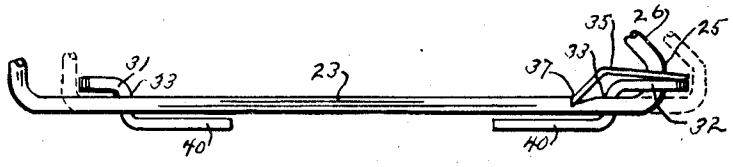


FIG. 9

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UNITED STATES PATENT OFFICE.

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PARCEL-CARRIER.

1,357,005. Specification of Letters Patent. Patented Oct. 26, 1920.

Application filed July 21, 1919. Serial No. 312,241.

To all whom it may concern:

Be it known that I, EDWIN G. RUST, a citizen of the United States, and a resident of Sioux City, in the county of Woodbury and State of Iowa, have invented certain new and useful Improvements in Parcel-Carriers, of which the following is a specification.

The parcel carrier presented in my United States Patent No. 1,218,702, March 13, 1917, consists of a folding frame adapted to be mounted upon the foot-board of an automobile to prevent the displacement of articles carried thereon. This structure, it has been found, suffers from inefficiency of the members employed for holding the frame securely when in use.

The present invention has, therefore, for its primary object the production of a parcel-carrying device embodying improved means whereby the device may be readily and securely attached to or detached from the footboard.

Furthermore, the invention contemplates an improved device of this class so constructed as to occupy a minimum amount of space when not in use.

Another object of the invention is the production of an improved parcel-carrying device for the foot-board of an automobile, simple and inexpensive in construction, yet sturdy and thoroughly efficient in operation.

With these and other objects in view, the invention, consisting in the construction, combination and novel arrangement of parts, will be fully understood from the following description, reference being had to the accompanying drawings which form a part of this application, and in which like characters of reference indicate corresponding parts throughout the several views, of which—

Figure 1, is a side elevation of a motor vehicle equipped with the device of my invention;

Fig. 2, is an enlarged plan of the device and a portion of the foot-board upon which it is mounted;

Fig. 3, is a side elevation of the same;

Fig. 4, is an end elevation of the same;

Fig. 5, is a further enlarged plan of the device folded as when not in use;

Fig. 6, is an enlarged plan of one of the securing members, the bracket being cut away;

Fig. 7, is a side elevation of the same;

Fig. 8, is a plan of a modified form of the bracket-retaining clips; and the associated bracket portions; and

Fig. 9, is a side elevation of the same.

Although I have illustrated and hereinafter described the preferred embodiment of the invention, I would not be understood as being limited to the specific structure chosen for illustration for various alterations and modifications may be made in the details of construction and arrangement of parts disclosed without departing from the spirit and scope of the invention as defined in the appended claims.

Referring, now, to the illustrations, 8, represents the foot-board of an automobile, at the outer edge of which is mounted an upright guard, preferably comprising three rectangular frames placed end to end and each including upper and lower horizontal strips, 9, suitably inter-connected by upright strips, 10. The end portions of the horizontal strips, 9, extend a distance from the uprights and are hinged to the said end portions of the adjacent frames, as at 11 and 12, respectively. The axes of the said hinges are relatively so positioned with respect to the plane of the guard that one of the outer frames may be swung outwardly and against the outer side of the intermediate frame, and the opposite end frame folded over against the other end frame.

The end portions of the frame members, 9, adjacent the hinges, 11, are offset inwardly as at 13, to overlap and embrace the members, 9, of the adjacent frame to prevent outward buckling at this point of the wall, the intermediate portions of said offset portions being sheared from the side portions and bent outwardly to form the members, 14, of the hinges, 11, (Fig. 5). The opposite end portions of the members, 9, of the intermediate frame are reduced in width, as at 15, forming shoulders, 16, (Figs. 2 and 5) and the end portions of the strips, 9, of the adjacent frame are bifurcated, as at 17, to receive the reduced portions, 15. The portions, 15, and 17, are extended outwardly and pivoted together as

at 12, and when extended, the portions, 17, engage the shoulders, 16, to prevent outward buckling of the frame at this point.

On the inner side of the intermediate portion of the lower member, 9, of the intermedite frame is pivoted a hook, consisting of an arm, 18, having an upwardly-turned end, 19, pivoted in a suitable bearing, 20, on the said frame member. The free end of said arm is extended downwardly, as at 21. In use the arm is extended at right angles to the frame and the hooked end thereof is engaged in an opening, 22, in the running board to prevent inward movement of the intermediate portion of the wall. The bearing, 20, is so positioned on the frame that the axis of the upturned end of the arm, 18, will be disposed at such an angle that when the arm, 18, is swung against the frame, as indicated in dotted lines in Fig. 3, the hooked end, 21, thereof will not depend below the frame. At the ends of the guard are brackets, each consisting of a rod having a horizontal portion, 23, the outer end of which is turned upwardly and pivoted in a lower bearing, 24, formed on the end of the adjacent lower frame member 9. From the inner end of said horizontal portion, 23, the rod extends substantially vertically a distance, as at 25, and then is inclined diagonally, as at 26, in the direction of the upper edge of the guard, the upper end portion of the rod being then bent downwardly, as at 27, and pivoted in a bearing, 28, formed on the end of the upper frame member, 9.

The said brackets are detachably secured to the running board, preferably by means of elongated flat strips, 29, adapted to be mounted transversely of the foot-board, as by screws, 30, or otherwise. The end portions of each strip are offset vertically as at 31 and 32, respectively. The remote edges of the offsets of the strips being notched, as at 33, to receive the horizontal rod portions, 23, whereby vertical displacement and movement of the brackets toward each other is prevented.

The rear end portion of each strip is provided with a notch, 34, to receive the bracket portion, 25, whereby relative movement of the brackets from each other is prevented. Retrograde movement of the bracket portions, 25, from the notches, 34, is prevented by means of spring clips, 35, secured to the end portions, 32, as at 36, and engageable with a shoulder, 37, in the bracket portions, 23.

It is now evident that in applying the device the brackets are first positioned relative to the strip, 29, as shown in dotted lines in Figs. 6 and 7. The bracket portions, 23, are then introduced into the notches, 33, and the brackets then slid forwardly until the portions, 25, enter the notches, 34, and the springs, 35, snap into engagement with the shoulders, 37. Obviously, to remove them it is only necessary to lift the springs, 35, from engagement with the shoulders, 37, whereupon the brackets may be slid inwardly and then swung outwardly from the strips. As will be clearly seen in Fig. 5, the device when not in use occupies a minimum amount of space.

In the modification presented in Sheet 2, of the drawings, the clips, or bracket-retaining members, 31 and 32, are not connected by the strip, 29, but rather are separate and each provided with a base plate, 40, adapted to be secured to the foot-boards.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent of the United States, is,—

1. A parcel guard comprising a wall adapted to be mounted on a vehicle foot-board, brackets on the wall, each including a substantially horizontal arm on the wall, and an upwardly-extending part on the arm, and clips for removably securing the brackets on the foot-board, each including a base adapted to be mounted on the foot-board, an upright portion on the base, notched to receive the arm, a substantially horizontal portion on the upright portion and having a notch to receive the upwardly-extending part of the bracket, and means for preventing displacement of said part from the latter notch.

2. A parcel guard comprising a folding wall adapted to be mounted on a vehicle foot-board, means for removably securing the end portions of the wall to the foot-board, a hooked arm, and a bearing on the intermediate portion of the wall, to which the arm is pivoted to be swung at right-angles to the wall or against the wall, the bearing being so disposed that when the arm is swung against the wall, the hook thereon will not depend below the wall, and the foot-board having an aperture to receive the hook.

3. A parcel guard including a wall adapted to be mounted on a vehicle foot-board, brackets at the ends of the wall, each including a horizontal arm pivoted on the wall, and an upwardly-extended part on the arm pivoted on the wall, offset clips adapted to be mounted on the foot-board, each provided with side notches to receive the free end portions of the arms, and end notches to receive said parts, and means for releasably securing said parts within the latter notches.

4. A parcel guard including a wall adapted to be mounted on a vehicle foot-board, brackets at the ends of the wall, each including a horizontal arm having one end pivoted to the wall to swing laterally, and a part extended upwardly from the free end of the arm and pivoted to the wall, off-

set clips adapted to be secured to the foot-board, and each provided with side notches to receive the arms, and end notches to receive said parts when the arms are moved longitudinally in the direction of the wall, and means for preventing longitudinal movement of the arms from the wall.

5. A parcel guard including a wall adapted to be mounted on a vehicle foot-board, brackets at the ends of the wall each including a horizontal arm having one end pivoted to the wall, to swing laterally and a part extended upwardly from the free end of the arm and pivoted to the wall, a pair of offset clips, for each bracket and having side notches to receive the bracket arm, to prevent vertical movement of the arm, one of said brackets being adapted to be secured on the foot-board adjacent the respective end portions of the arm, one of said clips of each pair having an end notch to receive said part when the arm is shifted longitudinally in one direction, to prevent swinging of the brackets, and means for releasably preventing longitudinal movement of the arm in the other direction.

6. A parcel guard including a wall adapted to be mounted on a vehicle foot-board, brackets each including a horizontal arm having one end pivoted to the wall to swing laterally, and a part extended upwardly from the free end of the arm and pivoted to the wall, a pair of offset clips for each bracket, adapted to be secured to the foot-board, and having lateral notches to receive the arms, one of said clips being positioned to prevent vertical movement of the pivoted end of the associated arm, and the other positioned adjacent the free end of the arm, the latter clip having an end notch to receive said part, a shoulder on the arm, and a latch on one of the clips releasably engageable with the shoulder to prevent displacement of said part from the end notch.

7. A parcel guard comprising a wall adapted to be mounted on a vehicle foot-board, brackets on the wall, each including a substantially horizontal arm on the wall, and an upwardly-extending part on the arm, and clips for removably securing the brackets on the foot-board, each including a base adapted to be mounted on the foot-board, means for engaging the arm, and an element carried by and above the plane of the base and having a notch to receive the upwardly-extending part of the bracket and means for preventing relative displacement between said part and notch.

8. The combination with a running board, of a pair of securing plates fastened transversely across the running board and each having offset ends, a carrier frame, and end braces connected to said frame and adapted to be engaged with the offset ends of said plates to maintain the frame in upright position on the running board.

9. The combination with a running board, of a pair of securing plates fastened transversely across the running board and each having offset ends with recesses therein, a carrier frame, and end braces connected to said frame and adapted to be engaged in the recesses of the offset ends of said plates to hold the frame in upright position on the running board.

10. The combination with a running board, of a pair of securing plates fastened thereto and having offset ends, one offset end of each plate having a slot, a carrier frame, and end braces connected to said frame and adapted to engage the offset ends and the slots of said securing plates to hold the frame in upright position on the running board.

11. The combination with a running board, of a pair of securing plates fastened thereto and having recessed offset ends, one offset end of each plate having a slot, a carrier frame, and braces connected to the ends of said frame and adapted to be engaged with said offset ends in the recesses and the slots therein to hold the carrier in upright position on the running board.

In testimony whereof I have hereunto set my hand this 28th day of June, 1919.

EDWIN G. RUST.