Oct. 5, 1965 G. T. HENNAGIN, JR 3,209,969

AUTO TRUNK CLOTHING CARRIER

Filed July 10, 1964 2 Sheets-Sheet 1

FIG. 1.

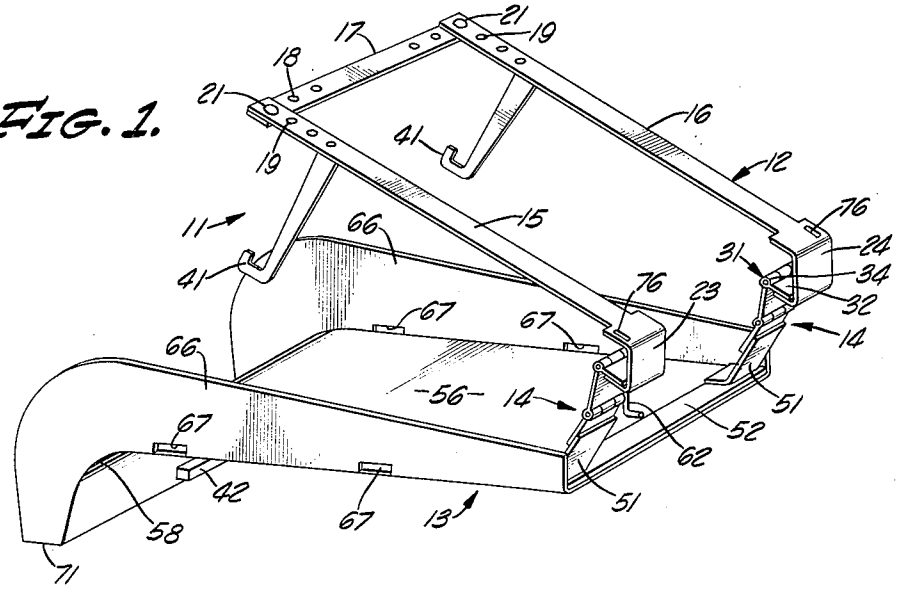



FIG. 2.

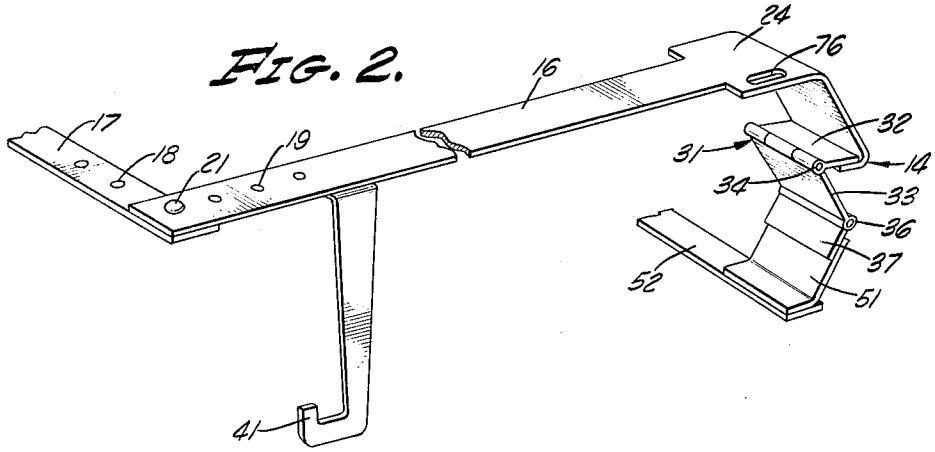
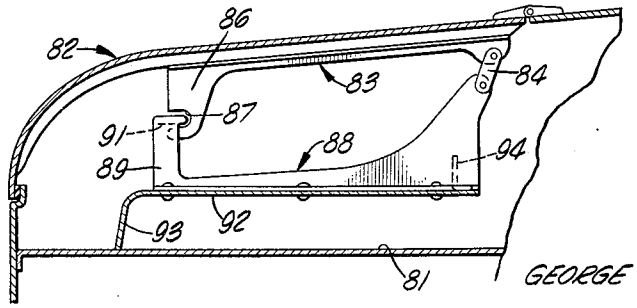



FIG. 5.




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FIG. 3.

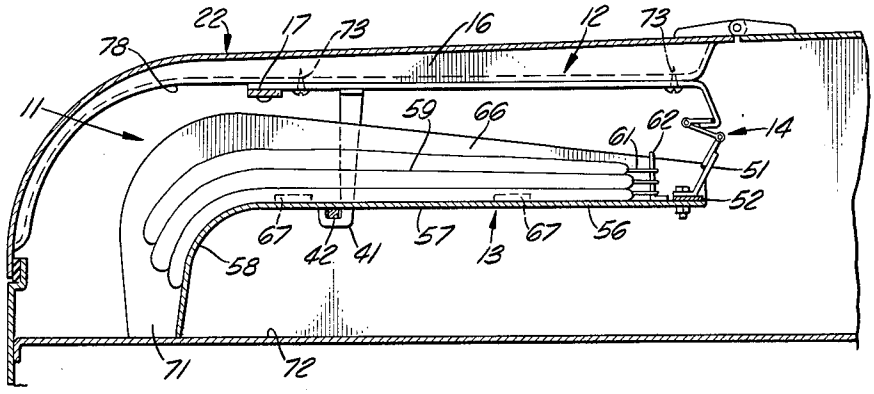
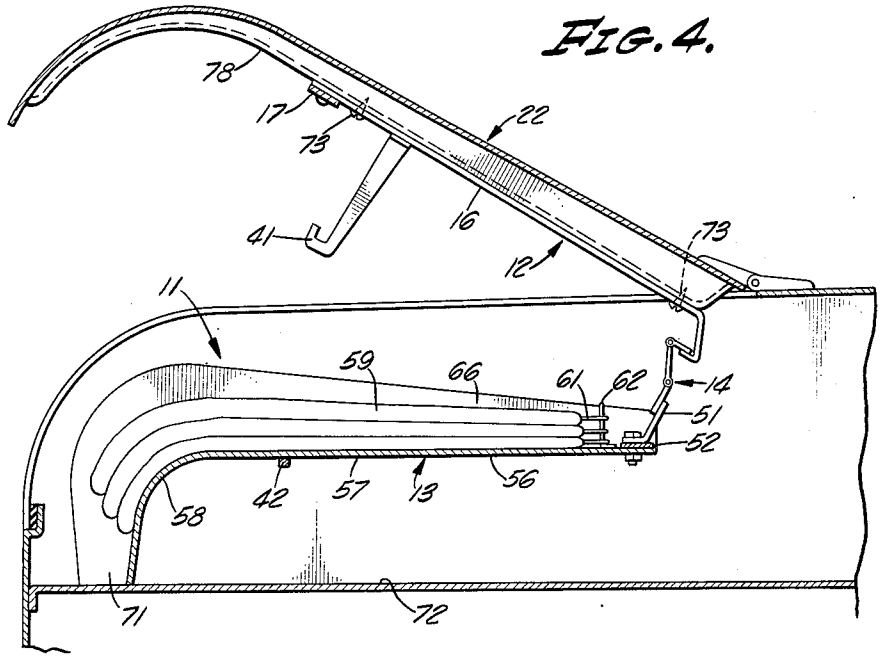



FIG. 4.




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# AUTO TRUNK CLOTHING CARRIER

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6 Claims. (Cl. 224—29)

The invention relates generally to devices for carrying clothes and similar personal effects in an automobile, and, more particularly, to clothing carriers installed in the trunk compartment of a motor vehicle.

Many people, especially while driving on a trip, hang their clothes on hangers placed near the rear side windows. No only does this arrangement impair visibility, impede getting in and out of the car, and take up space, but it also subjects the clothes to sun, wind and dust. Further, this placement of the clothing tempts thievery and offers but little protection against theft and malicious mischief.

It is therefore an object of the invention to provide an auto trunk clothing carrier which protects clothes and other comparable personal items against theft and against the deleterious effects of the sun, moisture, wind and dust.

It is another object of the invention to provide a clothes carrier which can readily be installed in a car trunk and as readily removed therefrom when desired.

It is a further object of the invention to provide a carrier which is capable of supporting a large amount of clothing with but a minimum of wrinkling.

It is still a further object of the invention to provide a carrier in which clothing can easily be stored and yet is readily accessible and removable.

It is yet another object of the invention to provide a clothes carrier which is economical, yet is sturdy and long-lived.

It is another object of the invention to provide a generally improved auto trunk clothes carrier.

Other objects, together with the foregoing, are attained in the embodiment described in the following description and shown in the accompanying drawings in which:

FIGURE 1 is a front perspective view, looking toward the rear, of the carrier in unlatched condition, a portion of the upper framework's side rail being broken away for greater clarity of disclosure;

FIGURE 2 is a perspective view, looking toward the front, of the hinge and the latching hook, the view being to an enlarged scale, and with portions broken away to reduce the extent of the figure;

FIGURE 3 is a fragmentary median vertical sectional view showing the carrier installed in a typical car trunk, with the trunk lid in closed position;

FIGURE 4 is a view comparable to that of FIGURE 3, but with the lid in raised, or open, position; and

FIGURE 5 is a median vertical sectional view showing a modified form of carirer installed in a typical car trunk, with the trunk lid in closed position.

While the clothes carrier is susceptible of numerous physical embodiments depending on the environment and requirements of use, substantial numbers of the herein shown and described embodiment have been made, tested and used, and all have performed in an eminently satisfactory manner.

The carrier of the invention, generally designated by the reference numeral **11**, comprises an upper framework **12** pivotally connected to a lower, clothing supporting case **13** by a pair of hinges **14**.

The framework **12** is preferably generally rectangular in outline and includes a pair of side rails **15** and **16** joined at their after ends by a transverse end rail **17**. Suitable openings **18** and **19** in the rails enable the rails to be connected by fastenings **21** at various locations so



that the width and length of the framework can be adjusted to fit the trunk lid **22**.

Adjacent their forward ends, the side rails **15** and **16** are enlarged to form plates **23** and **24**, respectively. The plates **23** and **24** curve forwardly and downwardly, as appears most clearly in FIGURE 2, and terminate in a rearwardly extending lip **26**.

Mounted on the lip **26**, as by welding, is a double-acting hinge **31** including a first or top hinge plate **32** hingeably mounted on a second or middle plate **33** by a first pin **34**, the second plate being, in turn, hingeably mounted by a second pin **36** to a third or bottom plate **37**.

The double hinge structure **31** provides not only for relative angular movement of the upper framework **12** with respect to the lower case **13**, but it also enables the lower case **13** to be shifted somewhat in a fore and aft direction so that the lower case **13** can be latched to the upper framework **12** in a manner now to be described.

The latching structure includes a pair of latching hooks **41** depending from the after portion of the framework side rails and adapted to engage with the adjacent projections **42** of a transverse latching bar mounted on the lower case **13**.

The double hinge structure, in other words, owing to the articulation between the various hinge elements, enables the lower case **13** to be slightly moved fore and aft so that with the case in close juxtaposition to the framework (approximately parallel thereto) the latch bar projections can be shifted rearwardly, thence upwardly, thence forwardly and swung into engagement with the latch hooks

To unlatch the case from the framework, for example, after the trunk lid is lifted from the closed position shown in FIGURE 3 (the lid carrying with it both the framework **12** and the case latched to the framework) the rear end of the case can be slightly lifted and swung slightly in a rearward direction to disengage the latch members 42 from the latch hooks **41**. Then, the case can be lowered, about the hinge as an axis, to the position shown in FIGURE 4.

The mechanical connection between the hinges and the forward end of the lower case **13** is effected by fastening a bracket **51** welded to the third or bottom hinge plate **37** to a transverse bar **52** mounted on the forward end of a clothes supporting floor member **56** of the case.

The floor **56** includes a forward planar portion **57** and an after arcuate portion **58** and is adapted to support a plurality of clothing **59** or similar items.

Ordinarily, the clothing would be hung on clothes hangers **61** and to restrain the hangers against rearward movement an upstanding hook **62** is provided, the hook **62** engaging the hooks on the clothes hangers.

It is to be noted that the aftermost portions of the clothes **59** drape downwardly over the arcuate portion **58** of the floor **56**. This depending portion of the clothing serves to restrain the clothes against forward movement, such as might be occasioned by suddenly stopping the car, or by lifting the trunk lid with the case latched to the framework.

Restraint against lateral movement of the clothing is furnished by a pair of lateral side walls **66**, the walls having a sweeping contour adjacent their after ends conforming generally to the adjacent arcuate portion of the trunk lid **22**. The walls **66** are also somewhat higher adjacent the curved location than they are at the forward end of the case. Clothing is usually thicker at the end distant from the hangers and the walls **66** conform to this condition. A plurality of openings **67** on the bottom of the walls **66** permit the use, if desired, of belts (not shown) to hold the clothes in place even more securely.

The after end of the case terminates in a footing **71** sup-

ported on the floor 72 of the trunk compartment when the case is in loading and unloading position, as in FIGURE 4.

The upper framework 12 is readily mounted on the bottom side of the trunk lid by fastenings such as sheet metal screws 73, four of such screws being ordinarily sufficient. The screws 73 extend upwardly through appropriate ones of the openings 19 in the after end of the side rails and through a pair of fore and aft elongated openings 76 in the enlarged plate portions 23 and 24 at the after ends of the side rails. The screws fasten to the reinforcing plate 78 encountered on the bottom side of the trunk lids of substantially all motor vehicles.

FIGURE 4 illustrates the clothes loading and unloading position of the carrier, showing the ready access to the case by a person standing at the rear of the trunk. When it is desired to close the trunk lid, the after end of the case is first raised until the case 13 is substantially parallel with the framework 12 and the latch projections are adjacent the latch hooks. Then, the after end of the case is given a short semi-circular motion so as to lodge the latch projections into the latch hooks. The lid can thereupon be lowered, carrying with it the latch case and framework, to the position shown in FIGURE 4. The reverse steps, as heretofore described, disengage the case from the framework after the lid is opened.

For the same general purpose and with a similar mode of operation, but of different mechanical construction, is the device shown in FIGURE 5. In this instance the automobile body includes a floor 81 with respect to which a trunk lid 82 is movably related. A supporting framework has duplicate side plates 83 fastened to the lid 82. Each side plate is enlarged forwardly to furnish a support for a link 84 loosely pivoted thereto and is rearwardly enlarged to afford a depending side guard 86 having a rearwardly facing notch 87.

The lower end of the link 84 is loosely pivoted to the forward end of a case frame bracket 88. The rearward end of the case frame is provided with an upstanding strap 89 bent at its upper end to afford a latch 91 receivable in the notch 87. A leg strap 92 is appropriately fastened to the case frame and curves downwardly to constitute a leg 93 engaging the floor 81. A stud 94 is fastened to the case frame and projects upwardly between the two brackets 88. Clothing hangers and the like can be hung on the stud.

In use, the lid 82 is lifted in the usual way, raising the clothing carrier with it. The legs 93 can be used as handles and the latch 91 can be lifted from the notch 87 since the links 84 allow upward and rearward motion of the case frame. The case frame can then be swung downwardly again to rest on the floor 81 to allow access to the clothing. A reverse operation re-engages the parts. These are normally held against dislodgment by their weight and against rearward shifting by engagement of the legs 93 with the floor 81.

It can therefore be seen that I have provided a highly convenient clothing carrier which protects the clothing in a most effective manner.



What is claimed is:

1. A clothing carrier for use in an auto trunk comprising:

(a) a substantially rectangular framework adapted to be mounted on the bottom side of an auto trunk lid, said framework including a pair of elongated side rails and a transverse end rail;

(b) a clothing supporting case disposed within the auto trunk below said framework, said case including an elongated floor member having a forward planar portion and an after arcuate portion conforming generally to the configuration of the rear end of the trunk lid, and a pair of upstanding lateral retaining walls;

(c) a hinge connecting the forward ends of said framework and said case to provide relative angular movement therebetween as said framework moves with the trunk lid; and,

(d) latch means for detachably securing said case to said framework.

2. The device of claim 1 wherein said hinge is of the double acting variety to enable said case to move both angularly with respect to said framework and in a relative fore and aft direction with respect thereto.

3. The device of claim 2 wherein said latch means includes a pair of latch hooks on said framework and a pair of laterally projecting latch bars on said case substantially in registry with said latch hooks as said framework and said case are moved into close juxtaposition.

4. A clothing carrier for use in an auto trunk comprising a fixed framework mounted on the bottom side of an auto trunk lid, said framework being movable with said lid as said lid is opened and closed, an elongated clothing supporting case hinged at its forward end to said framework and being angularly movable between a first position in close juxtaposition to said framework and a second position removed therefrom, means for latching said case to said framework in said first position of said case whereby said case is constrained to move as a unit with said framework and said trunk lid, and means for unlatching said case from said framework whereby said case is rendered capable of being moved to said second position thereof.

5. The device of claim 4 further characterized by a double acting hinge connecting said framework and said case, said hinge having a freedom of motion in a fore and aft direction, said case being thereby rendered capable of translating within limits in a fore and aft direction.

6. The device of claim 4 wherein said latching and unlatching means are operative in dependence upon said limited fore and aft translation of said case.

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