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REMOVABLE LUGGAGE CONTAINER

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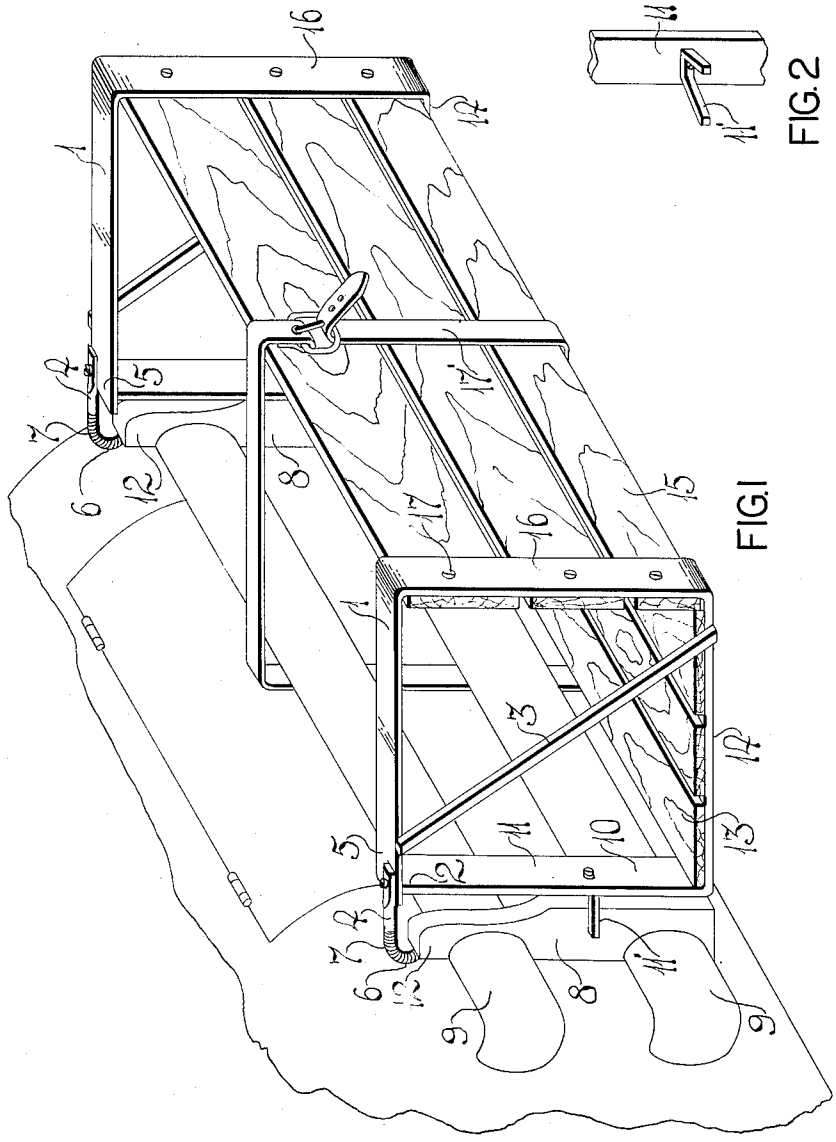


FIG. 1



FIG. 2

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their Att'ys

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## REMOVABLE LUGGAGE CONTAINER

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1 Claim. (Cl. 224—42.07)

1

My invention relates to new and useful improvements in detachable luggage containers for automobiles, an object of my invention being to provide a device of the character herewithin described which can rapidly be removed or installed as desired, and which, when removed, can be stored conveniently within the trunk of the automobile.

A further object of my invention is to provide a device of the character herewithin described which includes extremely simple attaching means whereby the weight of the device holds same in position upon the bumpers of an automobile without the use of bolts, clips or the like.

A still further object of my invention is to provide a device of the character herewithin described which has a relatively large capacity and can receive luggage of various configurations and sizes.

Another object of my invention is to provide a device of the character herewithin described which, due to the mounting thereof upon the bumpers of an automobile, is provided with a resilient mounting thereby relieving the container of strain and shock.

A yet further object of my invention is to provide a device of the character herewithin described which is capable of being fitted upon any automobile having vertical crash bars irrespective of the span of said bars.

A still further object of my invention is to provide a device of the character herewithin described which is economical in manufacture, simple in construction, and otherwise well suited for the purpose for which it is designed.

With the foregoing objects in view, and such other objects and advantages as will become apparent to those skilled in the art to which this invention relates as this specification proceeds, my invention consists essentially in the arrangement and construction of parts all as hereinafter more particularly described, reference being had to the accompanying drawings in which:

Figure 1 is a perspective view of my device in situ upon the rear of an automobile, shown in fragmentary outline.

Figure 2 is a fragmentary perspective view of the front side of one of my rectangular frames.

In the drawings like characters of reference indicate corresponding parts in the different figures.

Luggage storage space of present day automobiles is generally conceded to be unsatisfactory inasmuch as the lid of the trunk normally hinges upwardly thereby limiting the amount of

2

luggage that can be stored within the trunk area. Several attempts have been made in the past to provide luggage grids or carriers of various designs all of which, however, require the drilling and provision of brackets, bolts and the like in order to secure the carrier upon the rear of the car and, once in position, the carrier usually becomes a permanent fixture, a situation undesirable in many instances.

The only other alternative is to utilize the conventional roof storage racks which, however, although adapted particularly for elongated objects, are unsatisfactory for the storage and transportation of suitcases and the like.

The container hereinafter to be described overcomes these disadvantages and provides a storage container which can be dismantled readily at will and stored within the conventional trunk.

Proceeding now to describe my invention in detail it will be seen upon reference to the accompanying drawings that I have provided a pair of frames 1 manufactured preferably from flat stock and having a substantially rectangular, open configuration as illustrated. It is desired that these frames be made from one piece of flat stock material and welded at the obscure corner 2, diagonal braces 3 providing rigidity for the open frames.

A hook extension 4 is bolted or otherwise secured to the upper front corner 5 of each frame, said hook extension extending forwardly from the frame and turning downwardly to provide the hook portion 6. The hook portions 6 are preferably padded or bound as indicated by the reference character 7 to prevent damage to the conventional vertical crash bars 8 and to prevent undesirable vibration and noise occurring when in position.

The crash bars 8 are normally manufactured from sheet stock in the form of a pressing thereby leaving a hollow interior (not illustrated) adjacent the parallel and horizontal bumpers 9 of the automobile to which they are secured vertically and in spaced relationship as shown in the drawings.

Extending forwardly from the lower portion 10 of the front side members 11 of the frame 1, I have provided a yoke brace 11' manufactured from flat stock and angulated as clearly shown in Figure 2, said brace being secured to the front side 11, by means of a bolt or rivet as desired. These yoke braces 11 coact with the hook extension 4 to maintain the rectangular frames 1 in position upon the crash bars as clearly illustrated in Figure 1 of the accompanying draw-

ings and in this connection it will be seen that the hook portions 6 of the extensions 4 engage within the upper hollow ends 12 of the crash bars 8, the weight of the frames maintaining same in position.

Board members 13 span the bases 14 of the frames 1 and comprise a plurality of planks which are laid upon the bases and which may be bolted thereto if desired.

Further board members 15 in the form of planks are secured to the rear sides 16 of the frames by readily detachable bolts 17 and form the rear enclosure portion of the container.

In operation, the board members 13 and 15 are placed in position whereupon the frames 1 are hooked over the outer ends 12 of the crash bars 8, the yoke braces 11 coacting with the hooks and embracing the crash bars to maintain the assembly in the desired position.

Luggage may then be placed within the enclosure thus formed, the board members 15 and diagonal braces 3 preventing undesirable displacement thereof.

If desired a conventional strap 17 may surround the entire enclosure as illustrated thereby firmly maintaining the luggage in position within the enclosure.

Since many modifications can be made in the invention herein described and since the accompanying drawings have been prepared only to illustrate the relative arrangement and interaction of parts and not with regard to accuracy of dimensions for manufacturing purposes which in view of this disclosure I consider to entail merely mechanical skill together with the skill of the mechanical draftsman, and since many apparently widely different embodiments of this invention may be made within the spirit and scope



of the accompanying claim without departing from such spirit and scope, it is intended that all matter contained in the accompanying specification shall be interpreted as illustrative only and not in a limiting sense and I desire only such limitations placed thereon as justice dictates.

What I claim as my invention is:

A removable luggage container for attachment to the vertical crash bars of rear bumpers of automobiles comprising in combination a pair of substantially rectangular open frames, hook extensions extending forwardly from adjacent the forward top corners of said frames and engageable within the upper ends of said crash bars, yoke braces secured to and extending forwardly from the lower portion of the front sides of said frames, said yoke braces embracing said crash bars and coacting with said hook extensions to maintain said frames in position, and a plurality of detachable board members spanning the bases and front sides of said frames to form an enclosure for the retention of luggage and the like.

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