MAGNUS ALVESON, LEVI ALVESON & LOMAN ALVESON.

LUGGAGE CARRIER FOR MOTOR VEHICLES.

APPLICATION FILED APR. 13, 1918.

1,280,362. Patented Oct. 1, 1918.

Fig. 1.

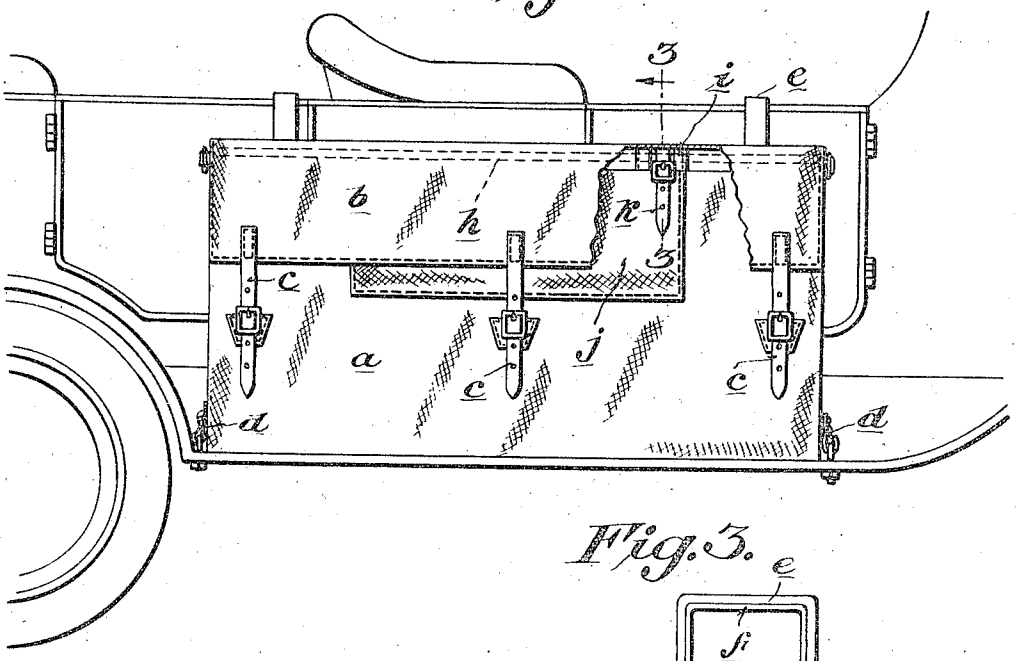


Fig. 3.

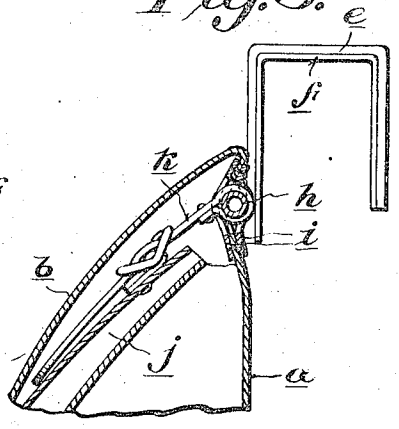


Fig. 2.

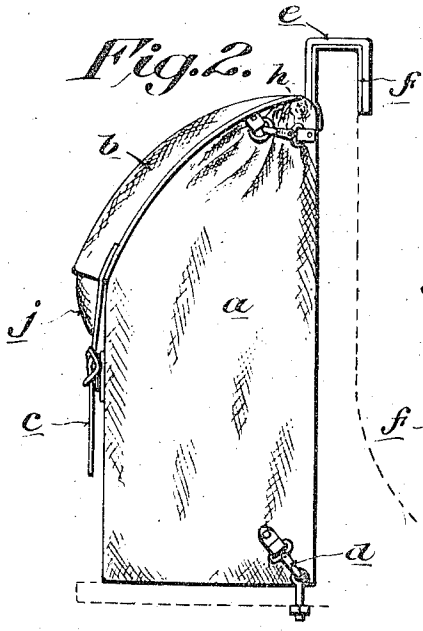
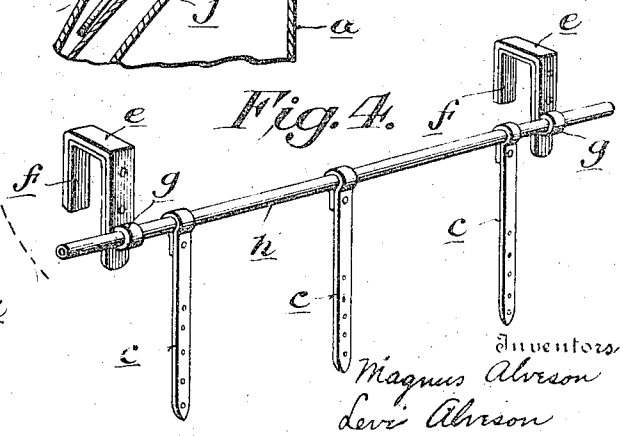


Fig. 4.



Witness

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UNITED STATES PATENT OFFICE.

MAGNUS ALVESON, LEVI ALVESON, AND LOMAN ALVESON, OF DULUTH, MINNESOTA.

LUGGAGE-CARRIER FOR MOTOR-VEHICLES.

1,280,362. Specification of Letters Patent. Patented Oct. 1, 1918.

Application filed April 13, 1918. Serial No. 228,369.

To all whom it may concern:

Be it known that we, MAGNUS ALVESON, LEVI ALVESON, and LOMAN ALVESON, each a citizen of the United States of America, and a resident of the city of Duluth, county of St. Louis, State of Minnesota, have invented certain new and useful Improvements in Luggage-Carriers for Motor-Vehicles, of which the following is a full and clear specification.

The object of this invention is to provide a simple and capacious bag-like carrier especially adapted for attachment to motor vehicles and which when detached therefrom may be rolled up into a small roll-shaped package for convenience in storing and transportation, as more fully hereinafter set forth.

In the drawing—

Figure 1 is a side elevation of so much of a motor vehicle as is necessary to show our appliance, a part of the main flap of the appliance being broken away;

Fig. 2 is an end elevation of the improved device;

Fig. 3 is a section on the line 3—3 of Fig. 1;

Fig. 4 is a detail perspective view of the supporting rod and hangers.

Referring to the drawing by reference characters, *a* designates a substantially rectangular bag-like receptacle preferably being made of canvas, but capable of being made of other flexible material, and having a flat bottom adapted to rest on the running-board of the vehicle. The upper side or edge of the receptacle is open and is closed by a main flap *b* attached to the top edge of the rear wall of the receptacle and adapted to be folded down on the front side of the receptacle and to be fastened in its closed position by means of suitable buckle engaging straps *c*. The receptacle is anchored at its lower or bottom end by means of snap-hooks *d* which are removably connected to the running-board. At its upper edge, the receptacle is adapted to be removably attached to the upper edge of the vehicle body by means of a pair of hanger-hooks *e*, preferably lined with a piece of leather *f*, to prevent abrasive action upon the enameled surface of the vehicle, these hangers being in the form of U-shaped adjustable clips adapted to be engaged over the top edge of the vehicle body. The outer depending leg of each hanger is fastened by means of an eye *g* to a rod *h* which extends along the entire length of the upper edge of the receptacle and is attached to the back wall thereof in any suitable manner, preferably by a pair of reinforcing fabric or leather strips *i*, as shown particularly in Fig. 3.

On the outer wall of the bag is formed one or more pockets *j* open at their upper ends. These pockets are adapted to be closed by buckle-engaging straps *k* which are fastened to the rod *h* by having their upper ends curled around the rod and riveted so as to have a pivotal action on the rod.

It will be observed that a receptacle thus constructed may be quickly and readily attached to a vehicle as well as disconnected therefrom, and that when it is detached from the vehicle and emptied of its contents, it may be rolled up upon the rod to form a comparatively small roll-like package which may be conveniently transported or stored. It will be observed also that a feature of importance lies in the employment of the rod *h* extending practically the entire length of the bag at the upper end thereof, this rod serving not only as a substantial means of connection between the hangers and the bag, but also as a means for suspending the bag and maintaining its shape and upright position.

The clips *e* are slidable along rod *h* to enable them to be adjusted to different vehicles.

The nature and scope of the invention having been thus indicated and its preferred embodiment having been specifically described, what is claimed as new is:

1. A luggage carrier for the purpose set forth, consisting of a flexible receptacle open at its top, means at the lower end of the receptacle for detachably connecting it to a vehicle, and means at the upper edge of the receptacle for attaching the upper edge of the receptacle to a vehicle, said means consisting of a rod extending along the upper edge of the receptacle and attached thereto, this rod being provided with a pair of hangers adapted to engage over the upper edge of the vehicle, said hangers being slidably adjustable independently along said rod.

2. A luggage carrier of the class set forth, consisting of a flexible pouch or bag open at its upper end and provided with a main flap and means for closing same down over

the front wall of the bag, a pocket on the front wall of the bag being open at its upper edge, a hanger-rod attached to the upper edge of the bag and extending the full length thereof, hangers attached to this rod and adapted to engage over the upper edge of the body of the vehicle, and straps attached to said rod and buckles for detachably attaching the free ends of the straps to the face of the pocket to close the mouth of said pocket, said straps lying under said main flap.

3. A luggage carrier of the class set forth, consisting of a flexible pouch open at its upper end and provided with a main flap and means for closing the same down over the front wall of the bag, a hanger rod attached to the upper edge of the bag and extending substantially the full length thereof along said upper edge, hangers attached to this rod and adapted to engage over the upper edge of the body of the vehicle, straps pivotally attached to said rod, and buckles detachably and adjustably connecting the free ends of these straps to the front of the pouch at the upper edge thereof, whereby these straps may be utilized to not only close the mouth of the pouch but also to support and hold taut the front wall of the pouch, said straps and buckles and the mouth of the pouch being covered by said main flap.

4. A luggage carrier adapted to rest upon the foot-board of a motor vehicle, consisting of a bag, devices at each lower inner corner thereof adapted to detachably anchor the bag to the foot-board of the vehicle, a rod running along the length of the bag and attached to the back-wall thereof at a point below its top-edge, a main flap hinged to the top-edge of the back-wall at a point above where the rod is attached, means being provided for fastening this main flap to the front-wall of the bag to thus cover the mouth of the bag, and a pair of hanger-hooks attached to said rod and adapted to engage over the upper edge of the side-wall of the vehicle.

In testimony whereof we hereunto affix our signatures.

MAGNUS ALVESON.
LEVI ALVESON.
LOMAN ALVESON.