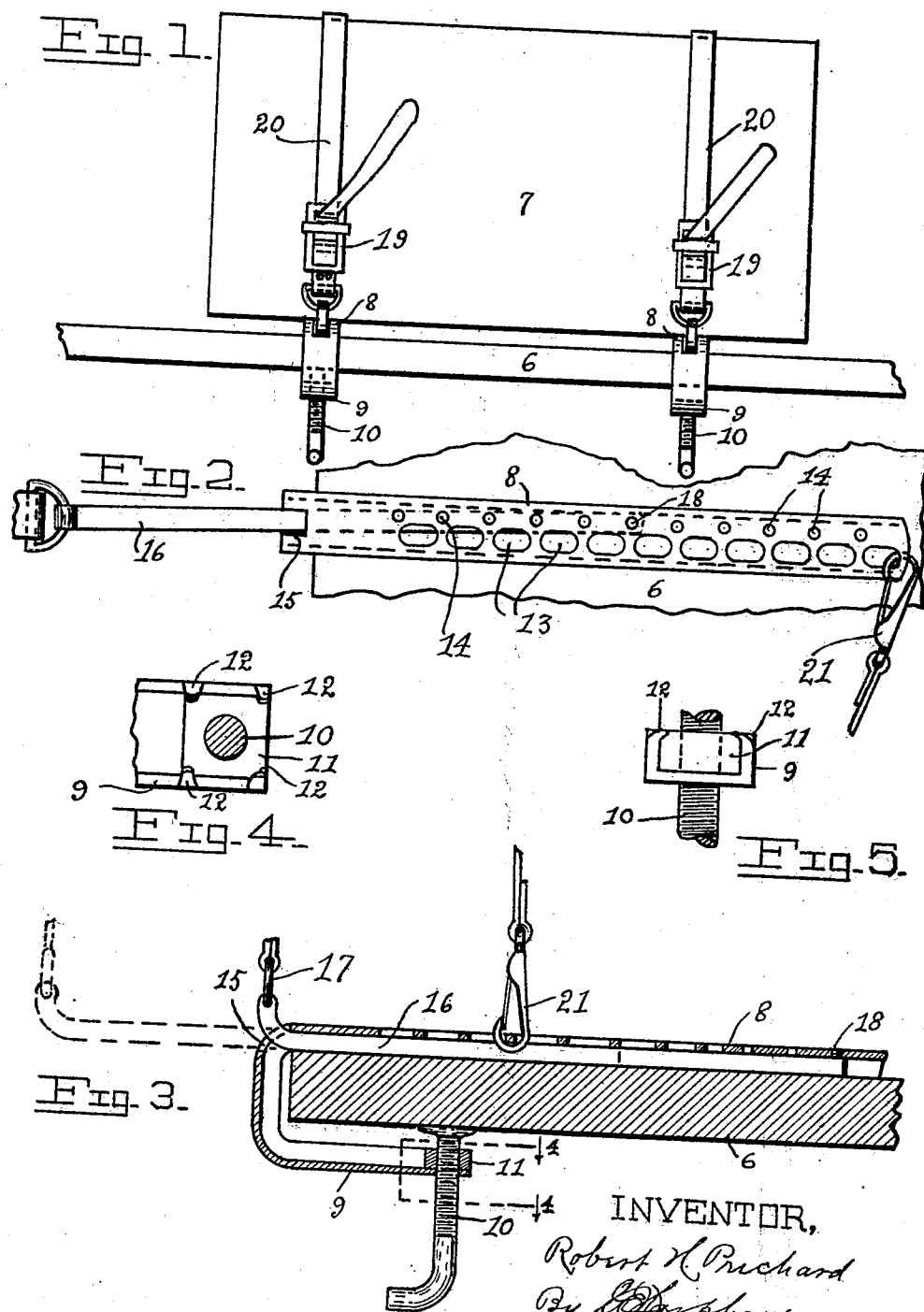


1,428,706.

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INVENTOR,
Robert H. Prichard
By *[Signature]*
HIS ATTORNEY.

UNITED STATES PATENT OFFICE.

ROBERT H. PRICHARD, OF LOS ANGELES, CALIFORNIA.

LUGGAGE CARRIER.

Application filed March 3, 1919. Serial No. 280,502.

To all whom it may concern:

Be it known that I, ROBERT H. PRICHARD, a citizen of the United States, residing at the city of Los Angeles, county of Los Angeles, State of California, have invented new and useful Improvements in Luggage Carriers, of which the following is a specification.

My invention relates to a device primarily designed for securing luggage upon an automobile; and the object thereof is to provide a device that is easily attached to or detached from the running-board of an automobile, and which is easily adjusted for carrying parcels of different dimensions.

In the drawings forming a part of this application Fig. 1 shows a fragment of a running-board of an automobile with a package secured thereon by a pair of my luggage carriers. Fig. 2 is a top plan of a fragment of the running-board of an automobile, and of my luggage carrier in place thereon, with a portion of the securing strap thereof broken away. Fig. 3 is a cross section of a fragment of the running-board and a longitudinal section of the base bar and clamp taken on an irregular line. Fig. 4 is a plan view of a portion of the clamping means on line 4—4 of Fig. 3. Fig. 5 is an end view of the parts shown in Fig. 4.

Referring to the drawings 6 is the running board of an automobile, the other parts of which are omitted for clearness of illustration. 7 is a package secured thereon by means of two of my luggage carriers. My luggage carrier consists of a base bar 8, preferably of U-shaped channel iron. One end the base bar is bent downwardly and around to be in a plane parallel with the other portion for a short distance and forms the body member 9 of the clamp and is pierced for the passage therethrough of the screw clamp 10. This clamp passes in threaded engagement through nut 11, but 11 has the upper corners rounded off and is secured in the trough of member 9 by having small portions of the sides of the trough deformed and bent over on the top of the nut as shown in Figs. 4 and 5 at 12. In the top portion of bar 8 are punched at one side a row of snap-holes 13 and on the other side a row of smaller extension bar holes 14. At the downward turn there is

punched a central extension bar hole 15 through which is passed the extension bar 16, one end of which turns upwardly and has secured thereto a ring 17. The other end of bar 16 has an upwardly extending small round lug or pin 18 which is adapted to pass into any one of holes 14 when the carrier is positioned for use and thereby hold bar 16 in its adjusted position. A buckle 19 is secured to ring 17. A strap 20 has attached to one end a snap hook 21. When a package or a number of packages are to be secured upon the running-board of an automobile, I take two or more of my carriers and adjust bar 16 as required, and then clamp the carriers on the board. The snap hooks of the straps are then positioned in the desired holes, and the packages are then placed on the board and the straps passed through the buckles and tightened, thereby securing the packages firmly on the machine. I could omit the extension bar and secure buckle 19 to bar 8.

It will be observed that by this construction I have provided a luggage carrier that can be quickly attached to or detached from the running board of an automobile, in which packages can be securely fastened without the use of any tools. It will also be observed that my carrier is adjustable as to length, thereby adapting it to the carriage of packages of different widths.

Having described my invention I claim:

1. A luggage carrier comprising a U-shaped base bar having two rows of perforations therein, one row being larger than the other, and an end perforation, one end of said bar being bent under to form the body of a clamp; a screw in said body; an extension bar having a pin at one end and a ring secured to the other end, said extension bar passing through the end perforation in the base bar, said pin being adapted to enter any of the smaller perforations of the base bar; a buckle secured to the ring in the extension bar; a strap, and a snap hook secured to one end of said strap, said hook being adapted to fasten onto said base bar at any one of the larger perforations therein.

2. In a luggage carrier a base bar composed of U-shaped channel iron having one

end bent around and under the other portion to lie parallel thereto, said end being pierced and adapted to receive between it and the other portion the edge of the running board of an automobile; a nut in said
5 pierced end held positioned therein by deforming portions of the walls of said end;

and a screw in threaded engagement with said nut and passing through the hole in said end.

In witness that I claim the foregoing I have hereunto subscribed my name this 21st day of February 1919.

ROBERT H. PRICHARD.