June 3, 1930. W. KOECK 1,761,214

LUGGAGE CARRIER

Filed Aug. 6, 1928

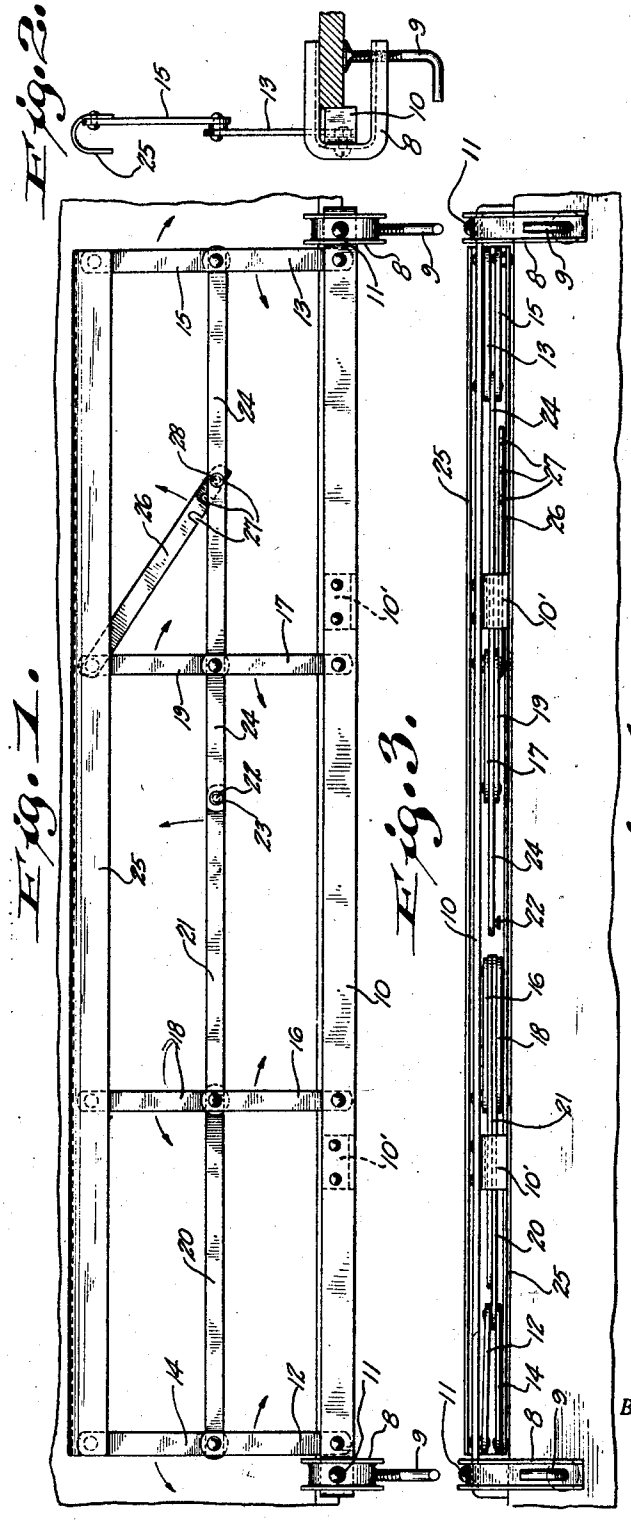


Fig. 2.

Fig. 1.

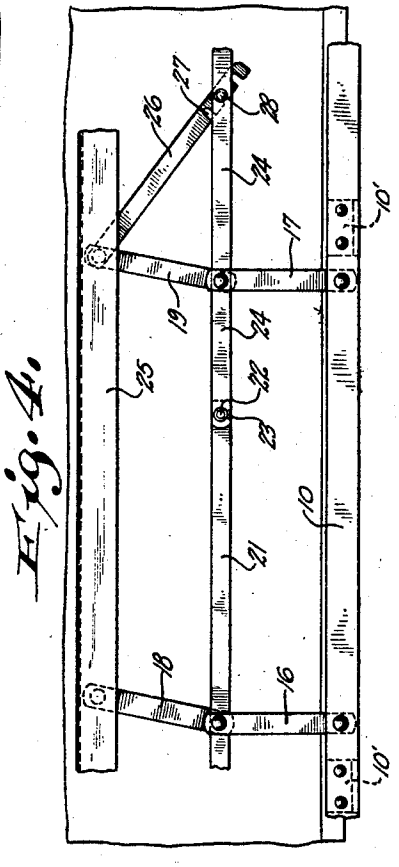


Fig. 3.

Fig. 4.

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LUGGAGE CARRIER

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This invention relates to improvements in luggage carriers.

It is one of the objects of this invention to provide an improved luggage carrier adapted to be secured to the running board of an automobile, which may be folded up while the carrier is in place without changing the position of the clamping members.

It is a further object of this invention to provide an improved luggage carrier which may be folded up without the use of tools, the folding operation consuming but a few minutes of time.

It is a further object of this invention to provide an improved luggage carrier which will be entirely out of the way, and practically hidden from view when in a folded state, and in which the parts will be covered over and protected from the weather.

It is a further object of this invention to provide an improved luggage carrier which will fold up in a very small space and lie parallel to the edge of the running board.

It is a further object of this invention to provide a luggage carrier, the height of which, when in operative position, may be varied.

It is a further object of this invention to provide a luggage carrier in which the parts are rigidly braced when in the raised position.

It is a further and important object of this invention to provide a luggage carrier which when pivoted to a folded position will be of no greater length than when in an open position.

It is a further object of this invention to provide a luggage carrier which is simple in construction and operation and well adapted to the purpose described.

With the above and other objects in view, the invention consists of the improved luggage carrier and all its parts and combinations as set forth in the claims and all equivalents thereof.

In the accompanying drawing, in which the same reference numerals designate the same parts in all of the views:

Fig. 1 is a side elevation of the improved luggage carrier in a raised position attached to a running board, parts being broken away;

Fig. 2 is an end view thereof;

Fig. 3 is a bottom view of the luggage carrier in the folded position; and

Fig. 4 is a broken away, detail view of a portion of the carrier.

Referring to the drawing, the numeral 8 designates clamping members of the usual U-shaped type, having clamping bolts 9 threaded in perforations in the lower portions thereof. Extending between the clamping members is a lower horizontal bar 10 having one of its ends secured to each of the clamping members by bolts and nuts 11. Vertical end links 12 and 13 are pivotally connected at one end to the horizontal bar 10, and upper links 14 and 15 are pivoted at their lower ends to the upper ends of the links 12 and 13. Intermediate vertical links 16 and 17 are also pivoted at one end to the bar 10, and intermediate upper links 18 and 19 are pivoted at their lower ends to the upper ends of the links 16 and 17. An intermediate horizontal bar 20 is pivotally secured at one end at the pivotal connection between the links 12 and 14, and at its other end at the pivotal connection between the links 16 and 18 and to one end of a horizontal member 21. The other end of the member 21 is formed with a pin 22 for engagement with a slotted opening 23 in the end of a horizontal member 24. The member 24 is pivoted at its other end at the pivotal connection between the links 13 and 15, and also intermediately at the pivotal connection between the links 17 and 19.

The upper ends of the links 14, 15, 18, and 19 are pivotally connected to an upper horizontal U-shaped member 25. L-shaped stop members 10′ are riveted, or otherwise secured to the side of the bar 10, one portion extending underneath to support the bars when in folded condition. Pivoted at one end to the upper end of the link 19 is an adjustment link 26. The links 26 has its other end formed with openings 27 for engagement with a pin 28 on the bar 24. By using different openings 27 for engaging the pin 28, the height of the carrier may be varied as in Fig. 4.

To fold up the carrier, the member 21 is swung back, out of engagement with the opening 23 in the member 24. Next, the link 26 is moved so that the slotted opening 27 no longer engages the pin on the bar 24. This allows the device to be swung down, as indicated by the arrows in Fig. 1, so that the parts assume the folded position shown in Fig. 3, the U-shaped member 25 fitting over and protecting the links and horizontal members. It may readily be seen that the length of the carrier when folded is not increased. The parts are held against downward movement by the stops 10'.

It will be observed that it is important that the bar 25 shall be in the form of a channel and that its longitudinal flanges shall be directed downwardly so that when the frame is collapsed the inner flange will lie adjacent the edge of the running-board while the outer flange will lie adjacent the outer face of the bar 10, thus forming a protecting hood for said bar 10 and the folded members.

To raise the device to an upright position it is merely necessary to pull up the parts and cause the slotted openings to engage their respective pins. By using different openings 27 in the link 26 for engaging the pin 28, the height of the device may be varied as shown in Fig. 4. The link 26 also serves as a brace to prevent lateral movement of the device.

It will also be observed that the hood 25 is protected against end injury by the two clamping members 8 between which it lies when the parts are folded down to non-use position.

From the foregoing description it may be seen that the improved luggage carrier is simple in construction and operation and well adapted for the purpose described.

What I claim is:

1. A foldable luggage carrier comprising a lower horizontal bar, an upper horizontal bar, U-shaped in cross section, a pair of end links and a pair of intermediate links pivotally connecting said bars together in spaced apart relation, said links each being formed in two pivoted together sections, an intermediate horizontal bar pivoted at one end to one of the end links and at its other end to the adjacent intermediate link at the point where the two sections of said links are pivoted together, a second intermediate horizontal bar pivotally connected at one end to the last mentioned intermediate link and to the first mentioned intermediate horizontal bar and having its other end formed with a pin, a third intermediate horizontal bar pivotally connected to the other end link and to the other intermediate link at the point where the two sections of said links are pivoted together and having an end extending beyond said intermediate link and formed with a slotted opening for engagement with the pin on the second mentioned intermediate horizontal bar when the carrier is in raised position, and adjustable means for bracing the carrier when raised at any one of several predetermined heights.

2. A foldable luggage carrier comprising a lower horizontal bar, an upper horizontal bar, links pivotally connecting said bars together in spaced apart relation, said links being formed in two pivoted together sections, one section of each of said links folding back on the other when the carrier is being collapsed, and a plurality of intermediate horizontal bars pivoted to links at a point where the two sections of said links are pivoted together, one of said intermediate horizontal bars being pivoted at one end and having its other end detachably engageable with the adjacent intermediate horizontal bar, said engagement being effected by pivoting said bar.

3. A foldable luggage carrier comprising a lower horizontal bar, an upper horizontal bar, a pair of end links and a pair of intermediate links pivotally connecting said bars together in spaced apart relation, said links each being formed of two pivoted together sections, an intermediate horizontal bar pivoted at one end to one of the end links and at its other end to the adjacent intermediate link at the point where the two sections of said links are pivoted together, a second intermediate horizontal bar pivotally connected at one end to the last mentioned intermediate link and to the first mentioned intermediate horizontal bar and having its other end formed with an engaging portion, and a third intermediate horizontal bar pivotally connect to the other end link and to the other intermediate link at the point where the two sections of said links are pivoted together and having an end extending beyond said intermediate link and formed with means for engagement with the engaging portion of the second mentioned intermediate horizontal bar when the carrier is in raised position.

4. A luggage carrier embodying a horizontal supporting-bar and a pair of clamping members for attaching it to a running-board, one member being at each end of said supporting-bar, a top bar in the form of a channel having its longitudinal flanges directed downwardly, and foldable members connecting said bars and adapted when folded to lie between the supporting-bar and the running-board, said channel bar being adapted when the parts are collapsed to form a hood for the folded members and said supporting-bar, one of its flanges lying adjacent the edge of the running-board and the other flange lying adjacent the outer face of the supporting-bar, said channel bar when thus collapsed lying between said clamping members so as to be thereby protected against end injury.

In testimony whereof, I affix my signature.

WILLIAM KOECK.