No. 707,755. Patented Aug. 26, 1902.

J. A. BRITTON.

LUGGAGE CARRIER.

(Application filed Oct. 17, 1901.)

(No Model.)

Fig. 1.

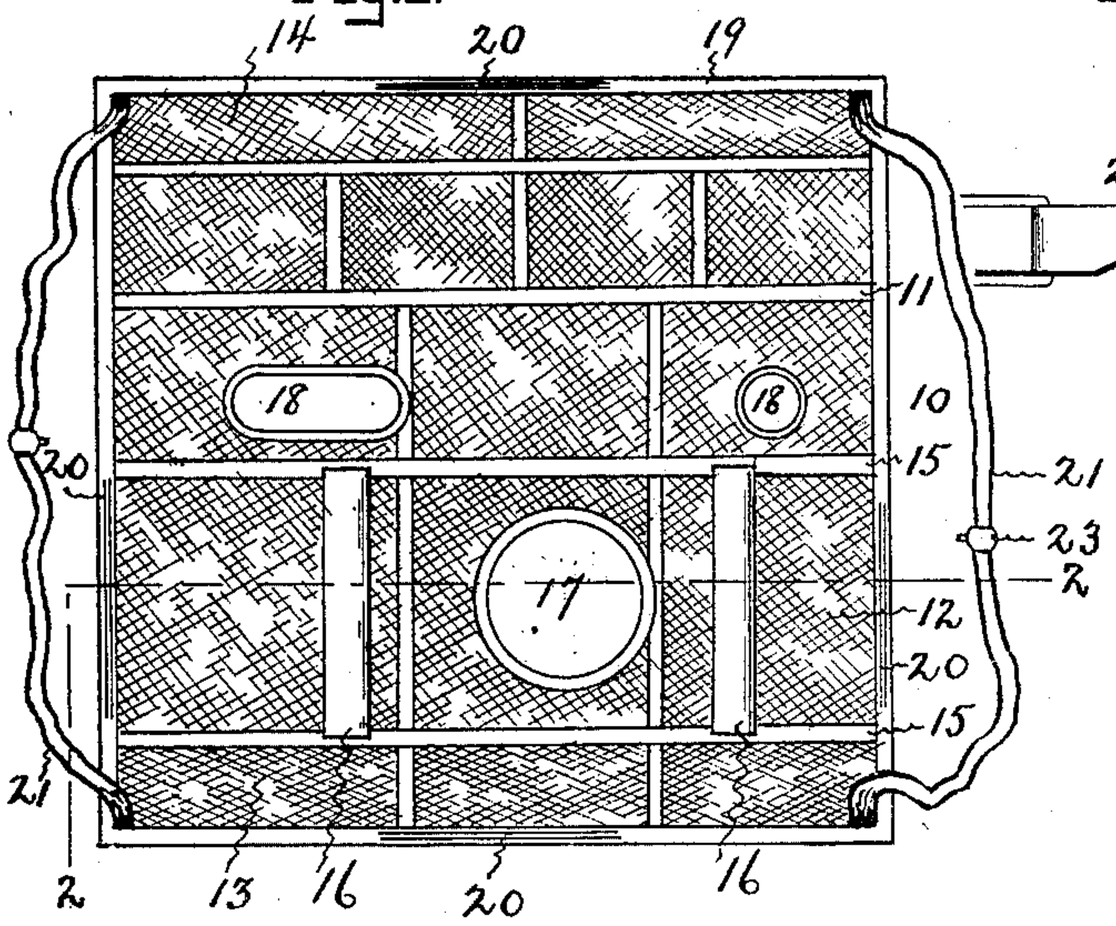
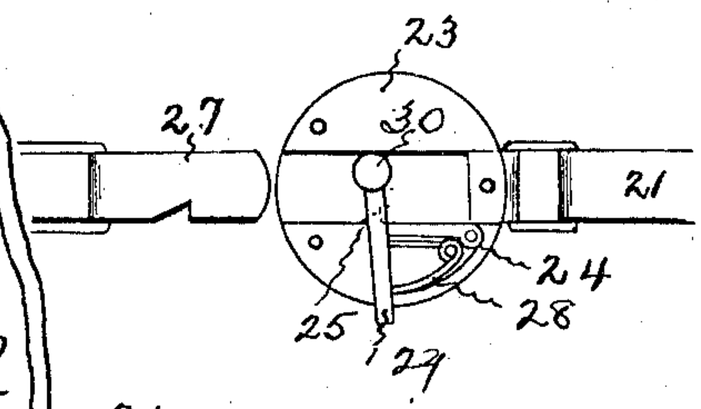


Fig. 4.



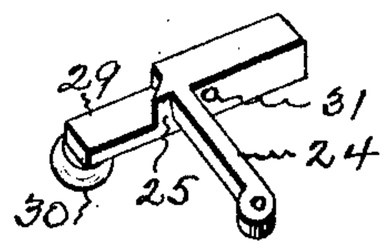


Fig. 5.

Fig. 2.

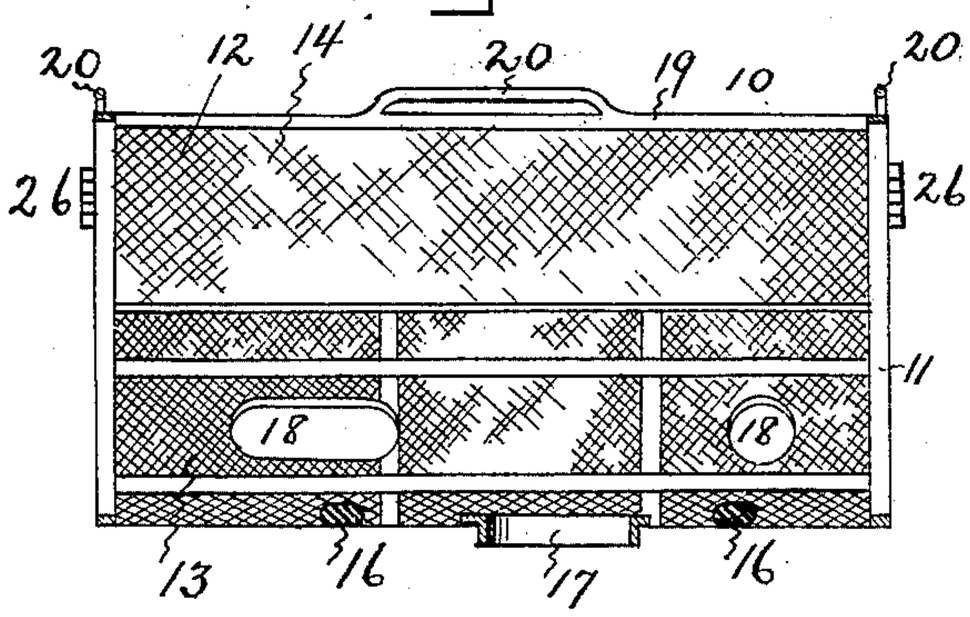
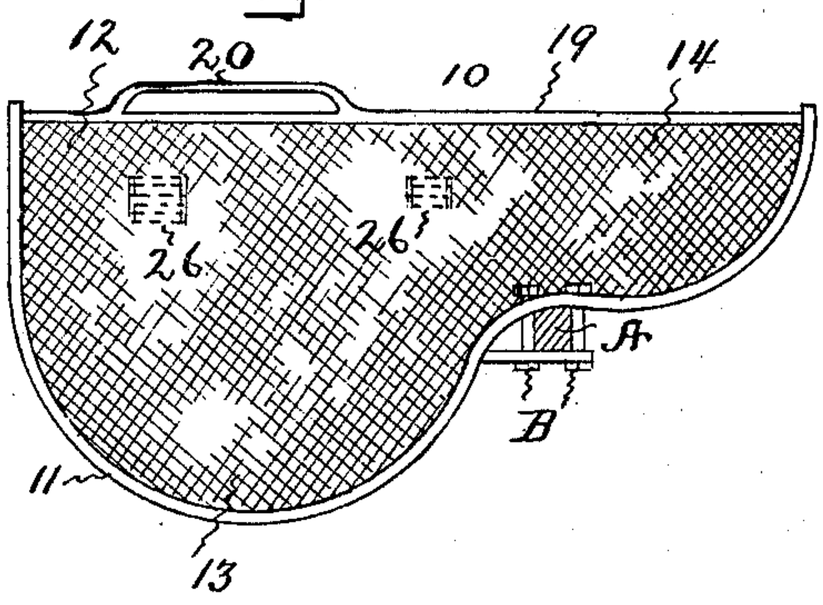


Fig. 3



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UNITED STATES PATENT OFFICE.

JAMES A. BRITTON, OF BETHLEHEM, PENNSYLVANIA.

LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 707,755, dated August 26, 1902.

Application filed October 17, 1901. Serial No. 78,902. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. BRITTON, of Bethlehem, in the county of Northampton and State of Pennsylvania, have invented certain new and useful Improvements in Luggage-Carriers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to certain new and useful improvements in luggage-carriers, and is designed more particularly to be attached to a hose-carriage or other similar fire apparatus.

It is well known that the hose-carriages, hose-wagons, trucks, &c., now in common use are not provided with suitable or adequate receptacles for carrying overcoats, fire-helmets, and other articles used by firemen in the line of their profession, and it is this deficiency that my improved luggage-carrier is designed to overcome.

The invention will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view illustrating my improved luggage-carrier. Fig. 2 is a sectional view thereof on the line 2 2, Fig. 1. Fig. 3 is a side view. Fig. 4 is a plan view of the catch for the securing-straps. Fig. 5 is an enlarged detail perspective view of the latch, showing the same inverted.

Referring to the drawings, 10 designates a basket or receptacle formed of a metallic framework 11, covered with wire mesh 12, said receptacle being secured to the vehicle-axle A by means of suitable bolts B, as illustrated in Fig. 3. The basket or receptacle 10 is provided with a deep pocket or compartment 13, which leads off from a shallow pocket or compartment 14, both of said pockets or compartments extending, preferably, across the entire width of the basket or receptacle. In the bottom of pocket 13 and extending from the bars 15 of the framework 11 are located two transverse strips of rubber 16, forming pads or cushions, which are designed to prevent wear upon the wire mesh in the event that a heavy body—such, for instance, as a hose-washer—is deposited therein. Should it be desired to employ said pocket as a receptacle for a hose-washer, the same is provided with an opening 17 to receive the coupling of said hose-washer, holes or openings 18 being formed to allow the legs or supports of the latter to project under the pocket 13.

On each of the top bars 19 of framework 11 are formed loops 20, each of which is designed to receive the front rim of a fireman's helmet, the latter being held in position by means of straps 21, secured at each corner of said framework, the free ends of said straps being provided with snap-hooks or other similar attachments, whereby they may be readily united or separated, as the case may be. In Fig. 4 I have shown the form of snap which I prefer to employ. The same consists of a plate 23, secured permanently to one of the straps 21 and provided with a pivoted latch 24, having a shoulder 25, which is normally held in engagement with a notched member 27, carried by the opposite strap 21, through the medium of a spring 28, one end of which enters a hole 31 in the handle 29 of said latch. The latch is moved out of engagement with the notched plate 27 by means of a knob 30.

In practice a hose-washer or the like is preferably carried in the pocket or compartment 13, the overcoats and other similar garments of the firemen being placed thereupon and extending into the pocket or compartment 14. The helmets are then placed in position, the front rims being passed under the loops 20, the straps 21 being passed around the rear of said helmets and united by means of the snaps 23. Axes, hatchets, crowbars, jimmies, and similar tools are carried in the pockets 26, as before stated.

From what has been said it will be observed that I have produced a simple and inexpensive luggage-carrier in which many garments, tools, and implements employed by firemen can be compactly packed and yet be ready for instant use.

While I have described a hose-washer as being deposited in pocket 13, I do not intend to be understood as limiting myself in the employment of my luggage-carrier to any one article, as any useful article, no matter of what nature, may be deposited therein. Said

pocket, however, is intended to receive bulky articles which might be thrown from side to side by the vibration caused in the rapid transit of fire-fighting apparatus, and hence said pocket is made deeper than the extension in order to prevent such articles being thrown out by the swaying of the vehicle; but aside from this while my improved luggage-carrier is primarily intended for use in connection with fire-fighting apparatus yet I do not limit myself in this particular, as the same can be applied to any vehicle and employed for carrying articles of any character.

I claim as my invention—

1. A luggage-carrier for fire apparatus comprising a metallic framework, the top bars of which are provided with loops, and securing-straps connected to said framework and arranged to coact with said loops, as set forth.

2. A luggage-carrier for fire apparatus comprising a framework, the top bars of which are provided with loops, securing-straps attached to said framework and arranged to coact with said loops, and means for detachably connecting the free ends of said straps, as set forth.

3. A luggage-carrier comprising a framework forming a deep receptacle the bottom of which is curved to form a shallow extension, loops arranged upon the top bars of said framework, and securing-straps connected to said framework and arranged to coact with said loops, substantially as set forth.

4. A luggage-carrier for fire apparatus comprising a framework forming a deep receptacle the bottom of which is curved to form a shallow extension, pads or cushions arranged transversely across said deep receptacle, loops arranged upon the top bars of said framework, securing-straps connected to said framework and arranged to coact with said loops, and loops or pockets secured to the sides of said framework, substantially as set forth.

5. A luggage-carrier comprising a basket or receptacle, loops formed on the top edges thereof, straps secured to said basket, plates secured to the free ends of said straps, spring-pressed catches carried by said plates, additional straps secured in juxtaposition to said former straps, and notched members carried by the free ends of said latter straps and arranged to be engaged by said catches, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JAMES A. BRITTON.

Witnesses:

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