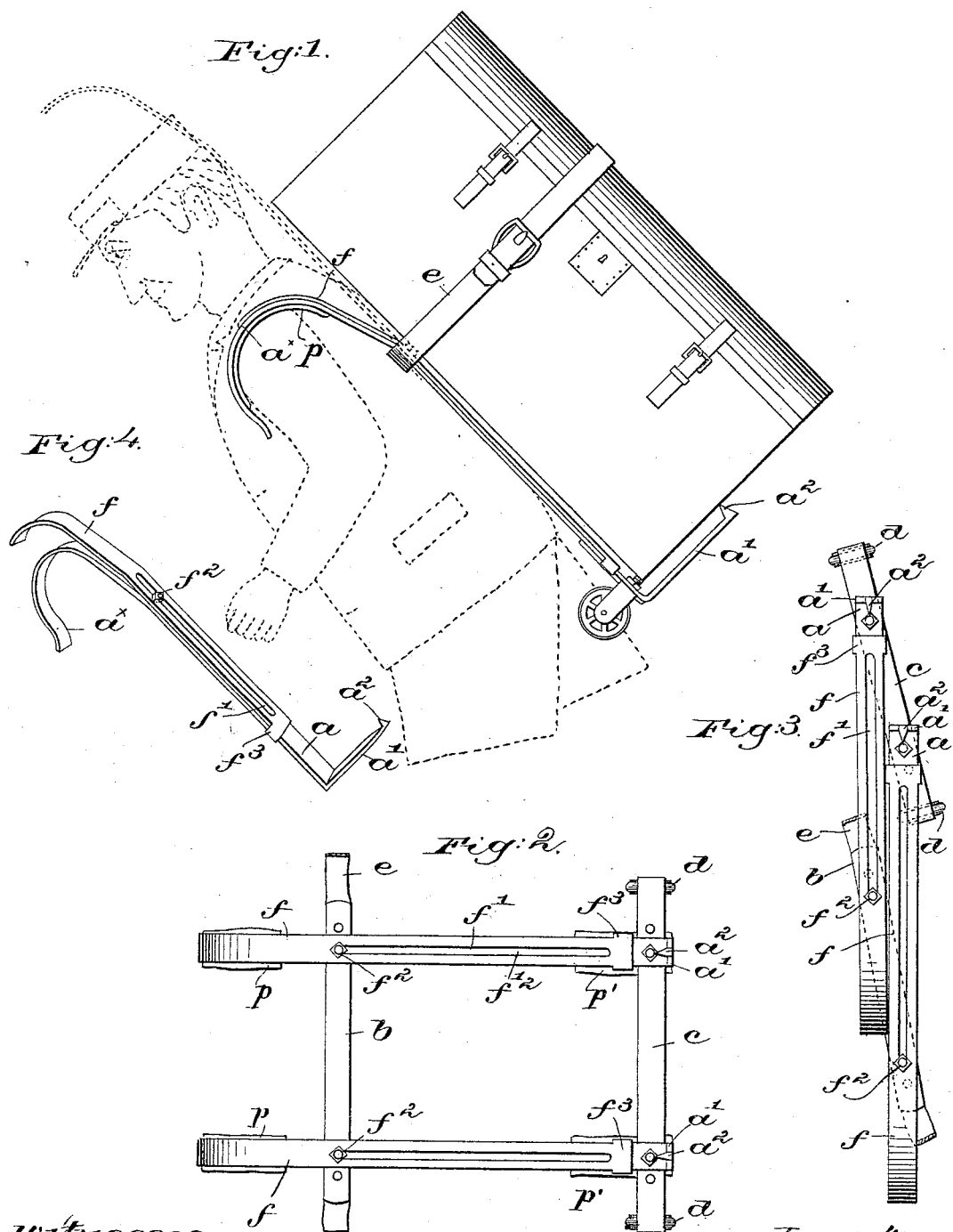


(No Model.)

M. H. BARRY & D. M. CAHILL.  
BAGGAGE CARRIER.

No. 493,348.

Patented Mar. 14, 1893.



Witnesses.  
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# UNITED STATES PATENT OFFICE.

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## BAGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 493,348, dated March 14, 1893.

Application filed May 2, 1892. Serial No. 431,481. (No model.)

### *To all whom it may concern:*

Be it known that we, MICHAEL H. BARRY and DANIEL M. CAHILL, of Danvers, county of Essex, State of Massachusetts, have invented an Improvement in Baggage-Carriers, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention has for its object to provide a baggage carrier by means of which the handling of trunks, and other articles of baggage may be facilitated.

In accordance with this invention the frame or carrier is provided with hooks or supports adapted to be passed over the shoulders of the person handling the baggage and by means of which the carrier holding the trunk may be transported upon the person's back, the said frame or carrier being also preferably provided with wheels or rolls by means of which the baggage may be rolled from one point to another on a floor or platform before or after it is necessary to convey it from one floor to another. The carrier may be provided with handles to be used when the carrier is being rolled from point to point. The carrier will also preferably be so constructed that it may be folded or closed up when not in use to thus occupy as little room as possible.

One part of this invention in baggage carriers therefore consists of a frame having suitable baggage supporting devices and provided with two hooks adapted to pass over a person's shoulders by means of which the carrier and the baggage thereon may be conveyed from one point to another upon a person's back; also in a baggage carrier, the combination with a frame provided with baggage sustaining devices and with hooks adapted to be passed over a person's shoulders, of wheels or rolls by means of which the baggage may be wheeled from one point to another as will be described.

Other features of this invention will be hereinafter described and pointed out in the claims.

Figure 1 of the drawings represents a baggage carrier embodying this invention, a trunk being shown in position upon the carrier, the dotted lines representing the mode of using the carrier. Fig. 2, is a plan view

of the carrier. Fig. 3, shows the carrier when collapsed or closed together when not in use, and Fig. 4, a perspective detail showing the manner of attaching the extensible handles.

Referring to the drawings the carrier frame consists of the two side bars *a, a*, connected together to form a frame by the cross bars *b, c*, the bar *c* being preferably extended beyond the side bars *a, a*, and suitably shaped to carry the wheels or rolls *d*. The ends of the side bars *a*, adjacent to the cross bar *c* are in the present instance represented as turned up to form hooks *a'*, preferably provided at their outer ends with sharpened lugs *a<sup>2</sup>* to sustain an article of baggage which may be placed upon the carrier as represented in Fig. 1, while the opposite ends of the side bars *a* are extended and turned over to form hooks *a<sup>x</sup>* of suitable shape and size to pass over the shoulders of a person who is using the carrier, as in Fig. 1.

The carrier preferably will be provided with a strap or other fastening, cord or chain *e* which may be passed about the article supported, to hold the article in its proper position on the carrier.

In use the baggage, whether a trunk or other article, may be placed upon the carrier and supported by the sustaining hooks *a'*, and the carrier with its load may be wheeled or rolled to any desired point.

To make it easier to wheel the carrier from point to point, the carrier is preferably provided with extensible handles *f, f*, represented as fitted to slide on the side bars *a, a*, of the carrier frame, the handle being slotted at *f'* for the guide bolts *f<sup>2</sup>*, and provided at their lower ends with downturned retaining and guiding ears *f<sup>3</sup>*.

When the carrier is to be wheeled, the handles *f, f*, will be drawn out into their dotted line positions Fig. 1, in which position they are most convenient to be grasped by the hands of the person handling the carrier.

When the carrier is being conveyed upon the back, the handles *f, f*, may be moved back into the full line positions Fig. 1, out of the way. When, however, it is necessary to convey the trunk either to an upper or a lower floor, instead of being obliged to remove the baggage from the carrier and convey it upon his shoulders, the person using the carrier

will simply raise the same and place the hooked handles  $a^x$  one over each shoulder when he may convey the carrier with its load of baggage to any desired floor, the fastening or chain  $e$  being preferably employed to prevent the article of baggage from being displaced from the carrier. The cross bar  $c$  will, preferably be of such length that the wheels or rolls  $d$  will be so far separated as to straddle the hips of the person carrying the load, the carrier or load then resting fairly upon the person's back.

It will be seen that the carrier is of such size that it may be placed upon the tail-board of a wagon, and the trunk or other article of baggage in the wagon placed in proper position and secured by the strap or chain  $e$ , the hooks  $a^x$  then being at the proper height to be easily passed over the shoulders of the person who is to take the load thus making it easy to convey an article from the wagon to a house or building.

The strap or chain  $e$  will preferably be secured to the cross-bar  $b$ , as shown, although such strap or chain may be secured in any other suitable manner, or at any other point, and in lieu thereof any other suitable fastening device may be employed to confine the article of baggage to the carrier.

When the carrier is not in use it is desirable to close it up or collapse it so that it will occupy as little space as possible in the express-wagon, and accordingly the cross-bars  $b$  and  $c$  will preferably be attached to the side bars  $a$ ,  $a$ , at the four points shown by means of a single bolt or screw at each point, so that when not in use the two side bars may be closed together, as shown in Fig. 3, that the carrier may occupy as little space as possible.

The weight of the trunk or article being carried will retain the carrier in its proper form when in use, so that no fastening device is necessary to lock the parts in their position Fig. 2, though such a device may be provided if desired.

It is evident this invention is not restricted to the particular construction of carrier herein shown, the prime feature of the invention lying in the hooks  $a^x$  having their ends downturned to pass over and down in front of the shoulders of the person using the carrier so that the carrier together with the load sustained by it may be supported upon the shoulders of the person using it without requiring any effort to hold the carrier in place upon the shoulders.

The hooks  $a^x$  and the carrier frame may if desired be suitably padded as at  $p$ ,  $p'$ , and the handles  $f$ ,  $f$ , may be fixed in their outermost position.

We claim—

1. A baggage carrier, consisting of a frame, and devices thereon to hold an article of baggage, combined with open down turned supporting hooks for and forming continuations

of the upper ends of the frame sides, and adapted to be passed over the shoulders of a person whereby the carrier and article may be conveyed from one point to another upon the shoulders, substantially as described.

2. In a baggage carrier, side bars, cross bars connecting the same to form a frame to support the article to be carried, the ends of the side bars being extended and downwardly turned to form hooks adapted to pass over a person's shoulders, substantially as described.

3. The combination with the side bars  $a$  provided with hooked ends  $a^x$  of the cross bar  $c$ , extended beyond said side bars and the wheels or rolls  $d$ , carried by said cross-bar substantially as described.

4. The combination in a baggage carrier, of the side bars  $a$ ,  $a$ , and provided at one end with hooked portions  $a^x$ , and of the cross-bars  $b$ ,  $c$ , pivotally connected thereto to permit the said cross-bars to be closed together, said cross-bar  $c$  being extended beyond the side bars, and wheels or rolls carried by the cross-bar, substantially as described.

5. A baggage carrier consisting of a frame to sustain the article, and a transverse strap to fasten the same in position, combined with open down turned supporting hooks for the frame adapted to be passed over the shoulders of a person whereby the carrier and article may be conveyed from one point to another upon the shoulders, substantially as described.

6. The combination with the side bars  $a$  provided at one end with hooked portions  $a^x$  of the cross bar  $c$ , extended beyond said side bars the wheels or rolls  $d$ , carried by said cross-bar and the pads  $p$ ,  $p'$ ; on said hooked portions and side bars respectively substantially as described.

7. A baggage carrier provided at one end with rolls and at the other end with handles by which it may be rolled, combined with two downturned hooks adjacent to said handles, and adapted to pass over the shoulders of a person, substantially as described.

8. A baggage carrier provided at one end with rolls and at the other end with hooks to pass over the shoulders of a person, combined with extensible handles adjacent to said hooks by which to roll the carrier, substantially as described.

9. The combination with the side bars  $a$  provided with downwardly turned hooked ends, of the slotted handles  $f$  having ears  $f^3$ , to embrace and be guided by said bars  $a$  substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

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Witnesses:

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CHRIS NEWHALL.