

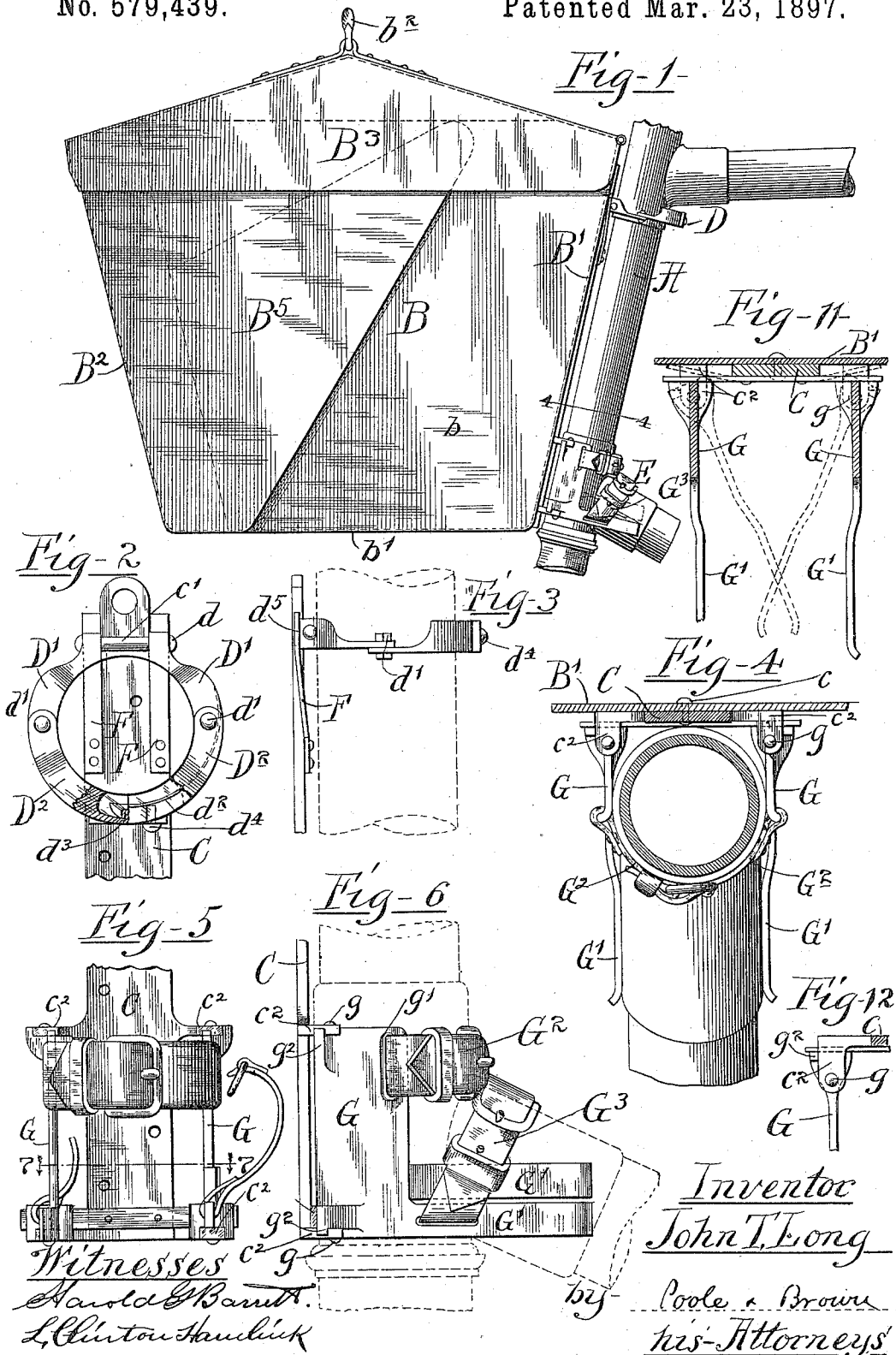
(No Model.)

2 Sheets—Sheet 1.

J. T. LONG.
LUGGAGE CARRIER FOR BICYCLES.

No. 579,439.

Patented Mar. 23, 1897.



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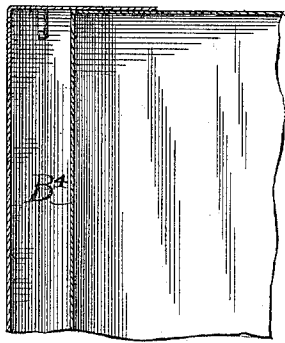
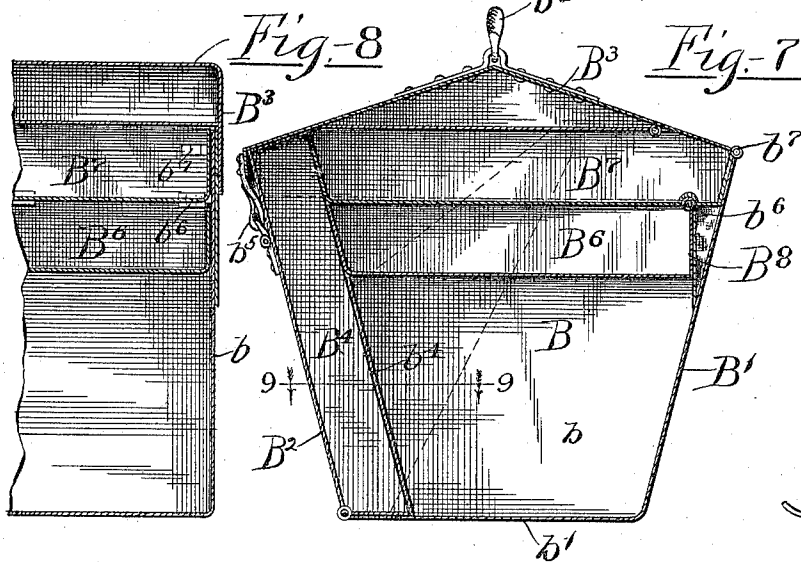
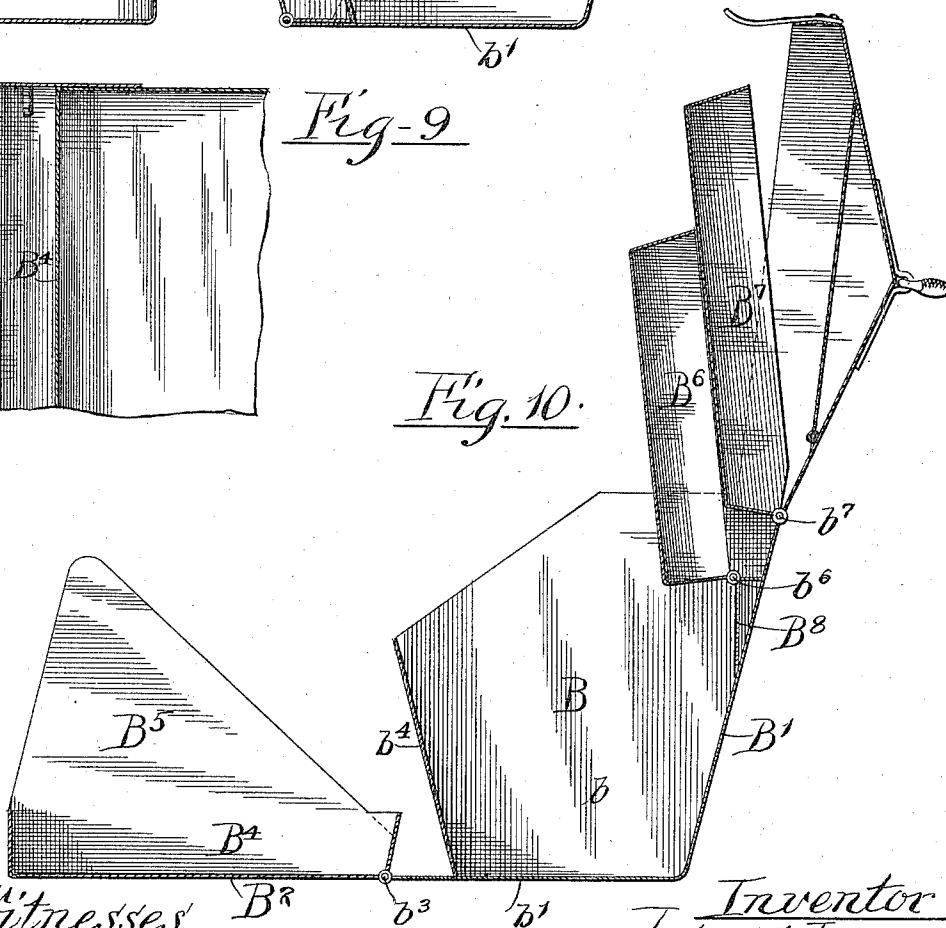


Fig. 10.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN T. LONG, OF EVANSTON, ILLINOIS.

LUGGAGE-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 579,439, dated March 23, 1897.

Application filed September 24, 1896. Serial No. 606,812. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. LONG, of Evanston, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Luggage-Carriers for Bicycles; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to an improved construction in luggage-carriers for bicycles of that class adapted for detachable connection with the front frame-standard or steering-head of a bicycle.

The invention consists in the matters hereinafter described, and pointed out in the appended claims.

In the accompanying drawings, illustrating my invention, Figure 1 is a view in side elevation of a steering-head of a bicycle with the luggage-carrier attached thereto. Fig. 2 is a rear face view of the upper holding-ring of the carrier when folded down into the horizontal position. Fig. 3 is a side elevation of the same in its lifted or extended position. Fig. 4 is a detail plan view of the lower fastening device of the carrier, said view being taken upon section-line 4 4 of Fig. 1. Fig. 5 is a rear face view of the lower fastening device when separated from the steering-head. Fig. 6 is a side elevation of the same. Fig. 7 is a central vertical section through the carrier, showing the carrier itself without its attaching devices. Fig. 8 is a fragmentary sectional view through one end of the same. Fig. 9 is a plan section of the same, taken on line 9 9 of Fig. 7. Fig. 10 is a central vertical section with the parts of the carrier open. Fig. 11 is a sectional plan view of the lower fastening device, taken on the line 11 11 of Fig. 5. Fig. 12 is a detail view from beneath of one of the hinged connections of one of the holding-arms with the base-plate.

As illustrated in said drawings, A indicates the steering-head of a bicycle, and B the luggage-carrier, which in this instance generally resembles a small trunk or satchel, but which is inclined at its rear face or that adjacent to the steering-head to correspond with the inclination of the latter, and also prefer-

ably inclined at its front wall to a corresponding extent, so as to give symmetrical form to the carrier, as seen in end view.

First describing the devices for detachably securing the luggage-carrier to the bicycle-frame, these parts are made as follows: C, Figs. 1 to 6, indicates a flat base plate or strip which is secured rigidly to the outer face of the rear wall B of the carrier at the middle thereof by means of rivets *c* or other suitable attaching means. At its upper end said plate carries a holding-ring D, adapted to engage the steering-head, preferably at a point below the upper frame-bar, and at its lower end a holding device E, adapted to clasp the steering-head just above the lower frame-bar, so as to support the carrier against downward pressure, due to its own weight and the weight of its contents, and to also engage the sides of said frame-bar in such manner as to prevent the carrier from having any swinging motion about the steering-head.

In order to enable the carrier to be conveniently used when detached from the machine, the holding devices are so constructed that they may be folded flat against the rear wall of the carrier.

Referring now to the upper securing-ring D, the same is shown more clearly in Figs. 2 and 3 and is made as follows: D' D' are two curved or segmental arms adapted to embrace the outer part or surface of the steering-head and pivoted to a rearwardly-projecting lug *c'* on the upper end of the plate C by means of a pivot-stud or rivet *d*. At their rear or free ends the segmental arms D' D' are pivotally connected to other segmental arms D² D², which are adapted to extend around or embrace the rear surface of the steering-head. Said arms D² are connected with the arms D' by means of vertical pivots *d'* *d'*, so that the arms D² may swing on said pivots to carry their free ends apart to admit the steering-head between them and to bring them together for the purpose of closing them around the said steering-head.

A catch or holding device is provided for securing together the free ends of the arms D² when closed around the steering-head. The same is herein shown as consisting of a spring-detent *d*², which is arranged in a recess in one of the arms and is adapted to en-

ter a recess in the other arm and to engage a holding projection d^3 thereon, Fig. 2. A sliding stud d^4 is adapted to bear upon the spring-detent d^2 in such manner that the detent may easily be released from the holding projection d^4 by pressure of the thumb or finger on the outer end of said stud.

The arms D' being pivoted on a horizontal pivot d , the entire ring formed by said arms and the arms D^2 is adapted to be folded against the plate C by the swinging of said arms D' on said pivot. Preferably the ring is arranged to swing or fold downwardly against the plate. For the purpose of holding the ring in its elevated or extended position and to thereby facilitate the attachment of the ring to the bicycle-frame two flat springs F are secured to the plate C , with their free ends in position to bear outwardly against the swinging ends of the arms D' , and said inner ends of the arms are provided with flat bearing-surfaces d^5 , which rest in contact with the springs when the ring is in its extended position. Said springs serve by contact with the said flat surfaces to hold the ring extended, while at the same time they are free to yield or bend and to thus permit the ring to be swung on its pivot in folding it downwardly against the plate. Said springs also act upon the flat side faces of the arms D' when the ring is folded downwardly and thereby serve to hold the ring from movement when in that position.

Next referring to the construction of the lower holding device E , the same is made as follows: G G indicate two metal plates which are mounted to swing on vertical pivots at the lower end of the plate C and are so located as to extend rearwardly at opposite sides of the lower member of the steering-head when the carrier is in position thereon. Said plates G are herein shown as pivoted to the plate C by means of rearwardly-extending lugs or hinge projections c^2 c^2 on the lower end of the plate and bearing studs or pins g , which are inserted through said lugs and engage the upper and lower margins of the plates. Said plates g are further provided with rearwardly-extending rigid arms G' G' , which extend rearwardly from the plates in such manner as to reach past the steering-head and engage the sides of the lower frame-bar, said arms serving by their contact with the said bar to hold the carrier from any swaying or sidewise movement, such as might occur by the turning of the holding device on the steering-head. The plates G G with the arms G' G' are adapted to fold inwardly or toward each other, but are restrained from outward movement past their rearward or parallel position by means of suitable stops. For the purpose of limiting the outward movement of said plates the latter are provided at their upper and lower ends with lugs or stop projections g^2 g^2 , which extend outside of the bearing-lugs c^2 c^2 and are adapted to strike against the outer faces of said lugs at points near the

base-plate in order to limit the movement of said plates. Said plates, moreover, are adapted to swing inwardly or toward each other about their pivots g when being folded, the arms G' G' being arranged one above another, so that they will pass each other when the plates are folded flat against the rear wall of the carrier.

As a means of holding or clamping the lower part of the steering-head within or between the plates G G straps G^2 G^2 are attached to the free ends of said plates in such manner as to pass around the steering-head above the lower frame-bar, and similar straps G^3 G^3 are attached to the arms G' G' , so as to pass over said bar, the free ends of said straps being connected by means of buckles in a familiar manner. Said straps G^2 and G^3 are shown as engaged with the plates G and arms G' by means of elongated slots g' and g^3 , formed in the said plates and arms, as clearly seen in Fig. 6.

While two sets of straps are shown, yet both may not in all cases be needed, and one set alone may be used, preferably the straps G^3 , which serve mainly to sustain the weight of the luggage-carrier.

The manner of attaching the luggage-carrier to the bicycle-frame may be readily understood. Assuming the fastening devices to be folded flat against the back of the carrier, the upper clamping-ring D is thrown outwardly and its arms D^2 D^2 open, while the straps G^2 G^3 are unbuckled and the plate G and arms G' are swung outwardly parallel with each other. The carrier is then placed against the steering-head, so as to bring the arms G' at opposite sides of the front end of the lower frame-bar, and the straps G^2 G^3 are then buckled and the arms D^2 D^2 of the clamping-ring closed about the steering-head. When the parts are attached, the upper and lower holding devices firmly hold the carrier upon the steering-head, while the arms G' prevent any swinging or sidewise movement of the carrier.

To now refer to improved features of construction in the carrier B itself, the same is made as follows: The body of the carrier consists of end walls b b , a rear wall B' , and a bottom wall b' , the same being permanently connected with each other. Hinged to the rear wall is a top or lid B^3 , consisting of a top and front and side flanges and having attached to its center a hand-grip or handle b^2 . The front wall B^2 of the carrier forms the bottom of a separate compartment or tray B^4 , Figs. 7 and 10, which is connected by a hinge b^3 with the front edge of the bottom b . An internal wall b^4 extends between the end walls at the rear of the front wall B^2 and is connected at its lower edge with the bottom wall b' at a distance from the hinge b^3 practically equal to the depth of the folding tray B^4 . It follows from this construction that the carrier contains a main compartment formed by the end, bottom, and rear walls and by

the partition b^4 and a second compartment formed by the folding tray B^4 and the inner wall of which is formed of said partition b^4 when the tray is folded upwardly, as seen in Fig. 7. Said tray B^4 is held in its folded position by engagement of the flanged front portion of the lid B^3 therewith. A suitable strap or equivalent fastening device, as seen at b^5 , will be employed to hold the lid closed. The side walls of the tray B^4 are extended to form projections B^5 , which overlap and extend outside of the end walls b when the tray is folded upwardly into closed position, as clearly seen in Figs. 1 and 10.

In addition to the compartment above described I also provide in the upper part of the carrier two hinged trays B^6 B^7 , of which the tray B^6 is connected by a hinge b^6 to an inward projection from the rear wall B^8 , while the tray B^7 is connected with the upper margin of the rear wall by a hinge b^7 , which is in axial alinement with the hinge of the cover or lid.

When the carrier is closed, the tray B^6 rests at its front edge upon the top of the wall b^4 , while the tray B^7 rests horizontally on top of the tray B^6 . By reason of the position of the hinges b^6 and b^7 both trays can be swung upwardly to approximately vertical positions, as seen in Fig. 10, thereby affording free access to the lower or main compartment of the carrier.

By making the attaching devices of the carrier so that they may be folded flat against its rear wall, as described, and by providing a handle at its top said carrier forms a useful satchel when detached from the bicycle.

I claim as my invention—

1. A luggage-carrier for bicycles provided with detachable securing devices comprising rearwardly-projecting arms which are adapted to engage opposite sides of one of the frame-bars of the machine to hold the carrier from lateral oscillation.

2. A luggage-carrier provided with attaching devices which consist of vertically-separated parts for engagement with the steering-head and two rearwardly-projecting, parallel arms adapted to engage opposite sides of one of the frame-bars of the machine.

3. A luggage-carrier provided with attaching devices for securing it to the steering-head, said attaching devices comprising a clamping-ring which has pivotal connection with the wall of the carrier so that it may be folded flat against the same.

4. A luggage-carrier provided with means for securing it to the steering-head of a bicycle, said means embracing arms which extend rearwardly from the carrier and engage the front surface of the steering-head and other segmental arms pivoted to the rear end of the first arms and provided at their free ends with securing means.

5. A luggage-carrier provided with means for securing it to the steering-head of a bicycle, said means embracing arms which ex-

tend rearwardly from the carrier and engage the front surface of the steering-head and other segmental arms pivoted to the rear ends of the first arms and provided at their free ends with securing means consisting of a spring-catch on the free end of one of said arms adapted to engage a detent projection on the other of said arms.

6. A luggage-carrier embracing means for securing the same to the steering-head of a bicycle, the same embracing two plates hinged to the rear wall of the carrier and provided with rigid arms which engage one of the frame-bars of the bicycle and provided also with a detachable securing device adapted to extend around or embrace a part of the frame.

7. A luggage-carrier embracing means for securing the same to the steering-head of a bicycle, the same embracing two plates hinged to the rear wall of the carrier and provided with rigid arms which engage one of the front bars of the bicycle and provided also with attaching means extending around a part of the frame, consisting of straps attached to said plates.

8. A luggage-carrier embracing means for securing the same to the steering-head of a bicycle, the same embracing two plates hinged to the rear wall of the carrier and provided with rigid arms which engage one of the frame-bars of the bicycle and provided also with attaching means extending around one of the frame-bars of the machine and straps for limiting the outward movement of the said arms when in their extended position.

9. A luggage-carrier comprising means for detachably securing the same to the steering-head of a bicycle, said means embracing a clamping-ring which is hinged to the rear wall of the carrier so as to fold flat against the same and two hinged plates also hinged to the said rear wall so as to fold flat against the same, said plates being provided with rigid rearwardly-extending arms, and also with attaching means adapted to embrace one of the frame-bars of the bicycle.

10. A luggage-carrier comprising means for detachably securing the same to the steering-head of a bicycle, said means embracing a clamping-ring which is hinged to the rear wall of the carrier so as to fold flat against the same and two hinged plates also hinged to the said rear wall so as to fold flat against the same, said plates being provided with rigid rearwardly-extending arms, and also with securing means, and the plates being further provided with stops to limit their outward movement.

11. As a means of securing a luggage-carrier to the steering-head of a bicycle, a plate adapted for attachment to the luggage-carrier and provided at its upper end with a clamping-ring which is hinged to the plate and has at its lower end two hinged plates provided with rigid rearwardly-extending arms and with securing means.

12. A luggage-carrier provided with attach-

ing devices for securing it to the steering-head of a bicycle, said attaching devices being secured to the rear wall thereof and adapted to fold flat against the same, and
5 provided also with a grip or handle at its top.

13. A luggage-carrier comprising permanently-connected bottom, end, rear and front walls, a tray hinged at the lower end to the front of the carrier and adapted to fold up-
10 wardly against the front wall thereof, and a lid or cover hinged to the rear wall and flanged at its front wall to engage said tray and hold the same closed.

14. A luggage-carrier comprising perma-
15 nently-connected bottom, end, rear and front walls, a tray hinged at its lower edge to the bottom of the carrier and adapted to fold upwardly against the front wall thereof, and a lid or cover hinged to the rear wall and
20 flanged at its front wall to engage said tray

and hold closed the same, the side walls of said tray being extended to form projections which overlap the end walls of the carrier.

15. A luggage-carrier comprising permanently-connected bottom, end, rear and front
25 walls, a tray hinged at its lower edge to the bottom of the carrier and adapted to fold upwardly against the front wall thereof, and a tray or trays hinged to the rear wall and resting at their front margins upon the station-
30 ary front wall of the carrier.

In testimony that I claim the foregoing as my invention I affix my signature, in presence of two witnesses, this 22d day of September, A. D. 1896.

JOHN T. LONG.

Witnesses:

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