

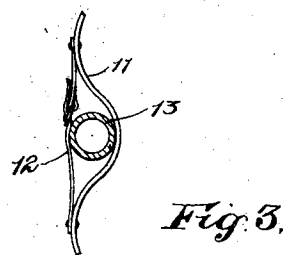
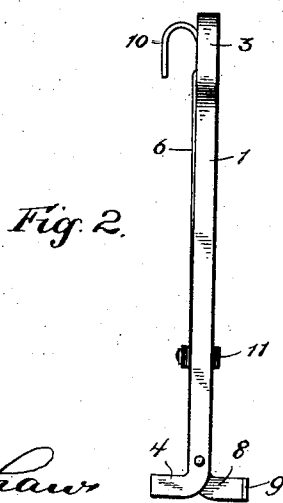
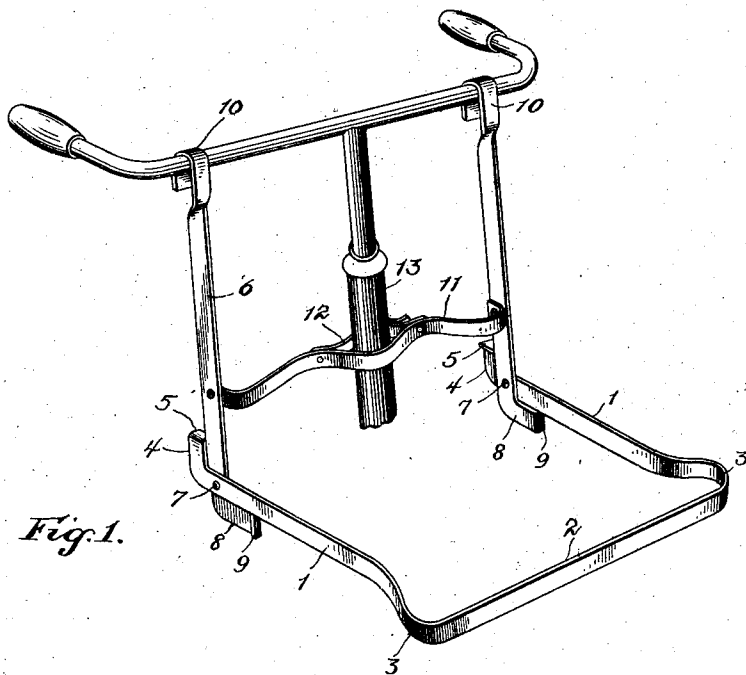
No. 767,823.

PATENTED AUG. 16, 1904.

C. LEDERMAN.
LUGGAGE CARRIER.

APPLICATION FILED MAR. 14, 1904.

NO MODEL.



WITNESSES:

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CHARLES LEDERMAN, OF COLUMBUS, OHIO.

LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 767,823, dated August 16, 1904.

Application filed March 14, 1904. Serial No. 197,988. (No model.)

To all whom it may concern:

Be it known that I, CHARLES LEDERMAN, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a certain new and useful Improvement in Luggage-Carriers, of which the following is a specification.

My invention relates to new and useful improvements in luggage-carriers.

The object of the invention is to provide a luggage-carrier more especially adapted to be applied to the handle-bars and stem-post of a bicycle and such a device as may be readily folded into a compact and neat shape and one which when extended will be substantial and efficient in its purposes.

Finally, the object of the invention is to provide a device of the type set forth that will be comparatively simple and inexpensive to manufacture and one in which the several parts will not be liable to get out of working order.

With the above and other objects in view the invention consists of the novel details of construction and operation, a preferable embodiment of which is described in the specification and illustrated in the drawings, wherein—

Figure 1 is a perspective view of the carrier in position on a bicycle and unfolded and ready for use. Fig. 2 is a detail side elevation of the carrier in its folded position; and Fig. 3 is a partial plan view of the bracing-strip and the fastening means, showing the stem-post in transverse section.

My invention comprises a luggage-carrier formed of strips of iron or steel properly bent and secured together.

In the drawings the numeral 1 designates the shelf or rest, preferably U-shaped in form and slightly enlarged at its forward end 2 by curved portions 3. The shelf 1 is formed at its rear ends with upturned portions or ends 4, lying in the same plane with the side bars of the shelf and formed with inturned right-angular lugs 5, which latter engage the rear edges of supporting-bars 6. The supporting-bars 6 are arranged with their flat sides impinging the inner sides of the shelf-bars 1, to which they are pivoted by rivets or the like 7

and formed with outwardly-extending angular brackets 8. The brackets 8 are formed with outturned lugs 9, projecting at substantially right angles thereto and supporting the side bars of the shelf 1. It is to be observed that when the shelf 1 is in its extended or unfolded position it is securely supported by the lugs 5 and 9; but it is obvious that should either of the lugs 5 or 9 be omitted the shelf would receive sufficient support from the two remaining lugs employed. The upper ends of the bars 6 are given a half-twist and formed into hooks 10, which engage over the handle-bar. The bars 6 are connected by a brace-strip 11, which is suitably secured thereto at each end, thus greatly strengthening the carrier and constituting a means for holding the same in position. The strip 11 is held against displacement by a strap and buckle 12, secured thereto and buckled across the rear side of the stem-post 13, against which the strip 11 rests. When the device is not in use, the shelf 1 may be folded up against the supporting-bars 6, the curved portions 3 accommodating the hooks 10, thus allowing the bars 6 and the side bars of the shelf to stand side by side, as clearly shown in Fig. 2, thereby producing a very compact structure. It is to be observed that the shelf 1 is arranged to support the load upon its edges, as are likewise the bars 6. Thus comparatively light material may be employed and at the same time a device capable of sustaining considerable weight is produced.

It is readily discernible that the lugs 5 and 9 in conjunction with the pivots 7 form a very simple and efficient joint and one which is capable of sustaining great strains. Further, it is to be noted that the lugs 5 and 9 terminate flush with the respective sides of the side bars of the shelf 1 and the supporting-bars 6.

I do not wish to limit myself to the exact details of construction or operation as herein set forth, as I may make various changes in the same without departing from the spirit of my invention.

Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a luggage-carrier, a U-shaped shelf, supporting-bars pivoted to the ends of the shelf and having their upper ends twisted to form hooks, a brace-strip connecting the supporting-bars, and projections from the supporting-bars upon which the shelf rests.

2. In a luggage-carrier, a U-shaped shelf, supporting-bars pivoted to the ends of the shelf and having their upper ends twisted to form hooks, a brace-strip connecting the supporting-bars, and projections from the shelf contacting with the supporting-bars.

3. In a luggage-carrier, a U-shaped shelf having upturned ends formed with inturned lugs, supporting-bars formed with hooks at

their upper ends and having their lower ends extended and formed with outturned lugs, pivot-pins connecting the supporting-bars and the shelf, the inturned lugs of the shelf abutting the supporting-bars, and the outturned lugs of the supporting-bars supporting the shelf when the same is extended, a brace-strip connecting the supporting-bars, and fastening means carried by the brace-strip.

CHARLES LEDERMAN.

In presence of—

A. L. PHELPS,

W. L. MORROW.