(No Model.)

T. G. ALLEN, Jr., W. L. SACHTLEBEN & J. F. WALTERS.

LUGGAGE CARRIER FOR CYCLES.

No. 444,642. Patented Jan. 13, 1891.

FIG. 1.

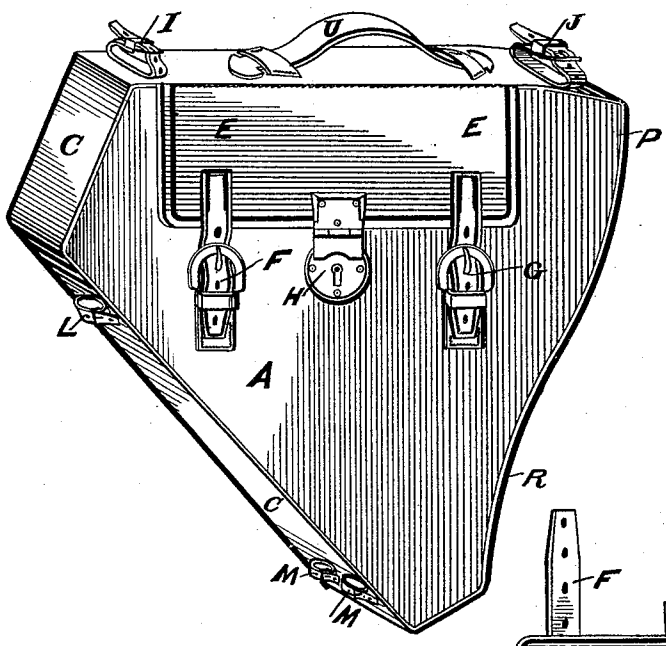


FIG. 2.

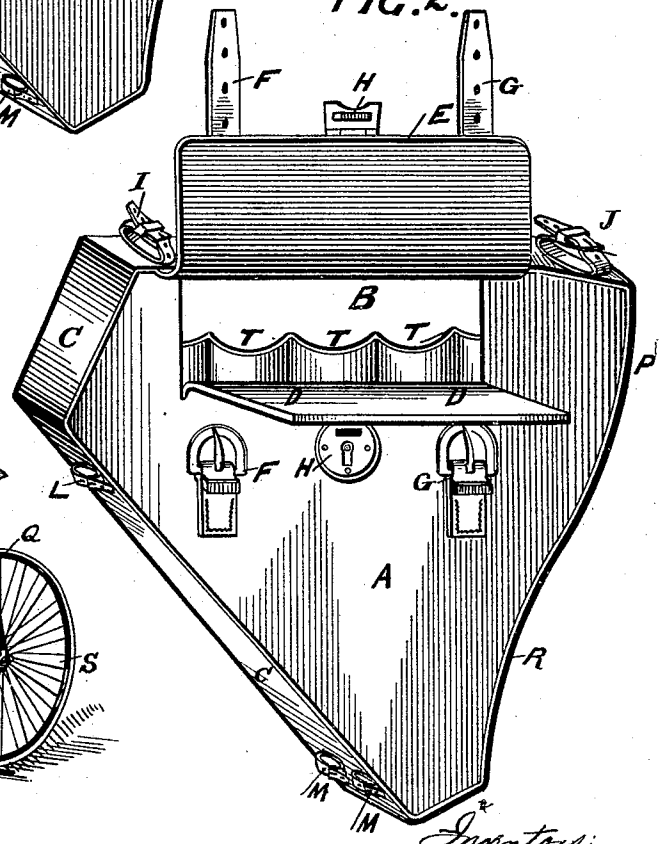
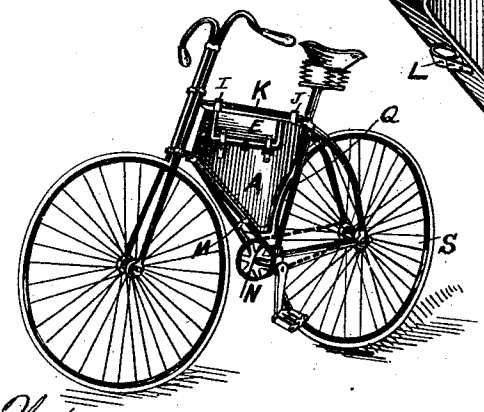


FIG. 3



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LUGGAGE-CARRIER FOR CYCLES.

SPECIFICATION forming part of Letters Patent No. 444,642, dated January 13, 1891.

Application filed October 21, 1890. Serial No. 368,845. (No model.) Patented in England September 10, 1890, No. 14,276.

To all whom it may concern:

Be it known that we, THOMAS GASKELL ALLEN, Jr., of Ferguson, Missouri, WILLIAM LEWIS SACHTLEBEN, of Alton, Illinois, United States of America, citizens of the United States, and JOHN FORREST WALTERS, of 47 Queens Road, Bayswater, county of Middlesex, England, a subject of the Queen of Great Britain, have invented a new and useful Improved Construction of Carrier for Cycles, (patented in Great Britain, No. 14,276, September 10, 1890,) of which the following is a specification.

The usual and present construction of carrier for attaching to a cycle is of laced metal or of basket-work like a flat rectangular screen, with fasteners for fixing it onto the tip of the frame of the machine, and it is on such a screen that a coat or other article of wearing-apparel is usually fastened by a cord or a strap, and in some cases when a small bag is used it is generally hung from the handle-bar, there being in every instance a difficulty of adjusting the carrier to the balance of the machine, which renders it inconvenient for the rider to master the motion of the machine and necessarily increases his labor in working the pedals.

Another disadvantage arises from the tendency of the machine to overbalance itself by the height of the article fastened on the upper frame, circumstances which have always prevented cyclists from taking a change of clothing with them on a journey.

All the foregoing disadvantages are completly eclipsed by our invention, which consists of a hold-all or casing of a shape corresponding to the space between the "arch," "strut," and "tie" of a machine, so that it occupies a position below the rider's body and sufficiently low to the gravity-center as to steady the machine while traveling. Its position in no wise interferes with the rider's legs while operating the pedals, and its capacity is such that all the necessary articles for personal use, beside a stock of the most essential small articles of wearing-apparel, suck as socks, collars, and the like, beside a complete change of clothing, can be stored in it for use, as required. The hold-all is provided internally with web-loops or pockets, and the opening, which is at the side, is covered by a flap, over which is another flap to fold in an opposite direction to enable the inclosed articles to be protected from dust and rain.

To enable our invention to be understood, we show on the annexed drawings two representations of the hold-all detached from a machine in a closed and an open state, another view showing the hold-all in the position it occupies in the space between the arch, strut, and tie of a Safety bicycle known as the "Minnehaha."

Figure 1 is a detached perspective elevation of our hold-all invention, with the outside flap fastened down by buckles and straps; Fig. 2, a detached perspective elevation with the outside flap thrown up and the inside flap folded down sufficient to show a few of the pockets or web-loops by which small articles can be kept in place in the hold-all; Fig. 3, a perspective elevation of a Minnehaha Safety bicycle with the hold-all in position in the space between the arch, strut, and tie of the machine.

A B are two side plates held at the respective distance apart by edge strip C by sewing or riveting if of leather, but by rivets or solder if of metal.

D is a flap of one plate to fold downward to enable the contents to be got at and which when closed or folded up lies in flush with the surface of said side plate A.

E is an outside flap to fold upward, as at Fig. 2, to enable the other flap D to be folded downward, but which otherwise covers the inner flap when folded down, as at Fig. 1, in which position it may be temporarily fastened by the straps and buckles F G or by the lock H, or by both, as desired.

I J are strap and buckle fasteners on the top of the edge strip C for the attachment of the hold-all to the arch K of the machine, as at Fig. 3, and L M are other straps and buckles for attachment to the struts N N for fixing the hold-all in place. The rear upper portion at P of the hold-all rests against the tie Q of

the machine, and the lower rear portion R is of curved formation to escape the rim of the rear drive-wheel S; but the shape or formation of the hold-all will depend, essentially, upon the curvature of the machine-frame, the hold-all being in every case, according to our invention, of such a character that it can be fixed into and occupy the space between the arch, strut, and tie of a cycle-machine propelled by manual power acting on pedals, as hereinbefore set forth.

T T are pockets or loop-straps in hold-all for the reception of articles for personal use.

The hold-all, when removed from the cycle-machine, can be readily carried in the hand, like an ordinary hand-bag, by the loop-strap U.

What we claim as our invention, and desire to secure by Letters Patent of the United States, is—

A hold-all adapted to fit within the space between the arch, strut, and tie of a cycle-machine, and composed of two side plates A B, edge strip C, one of the side plates being provided with a flap D to fold downward and coverable by an outside flap E to fold upward for inclosing the contents and preserving them from dust and rain, substantially as described.

In witness whereof we have hereto signed our names, in the presence of two subscribing witnesses, this 11th day of September, 1890.

THOMAS GASKELL ALLEN, JR.
WILLIAM LEWIS SACHTLEBEN.
JOHN FORREST WALTERS.

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