No. 680,213. Patented Aug. 13, 1901.

A. L. BAKER & A. W. TAYLOR.

LUGGAGE CARRIER.

(Application filed Aug. 29, 1900.)

(No Model.)

Fig. 1.

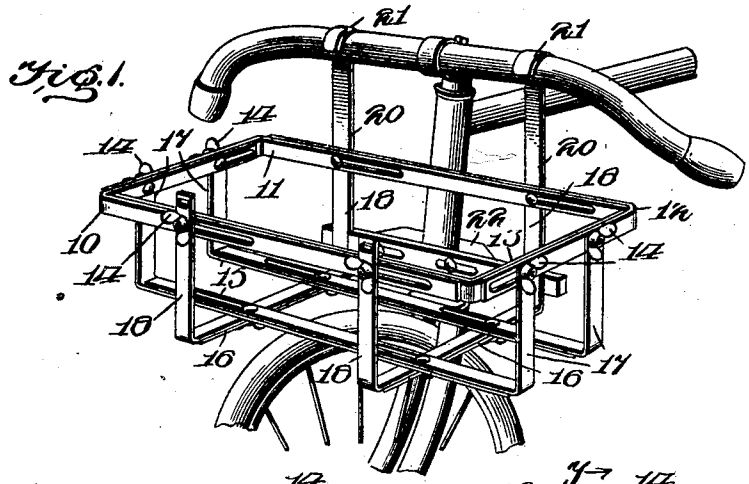


Fig. 2.

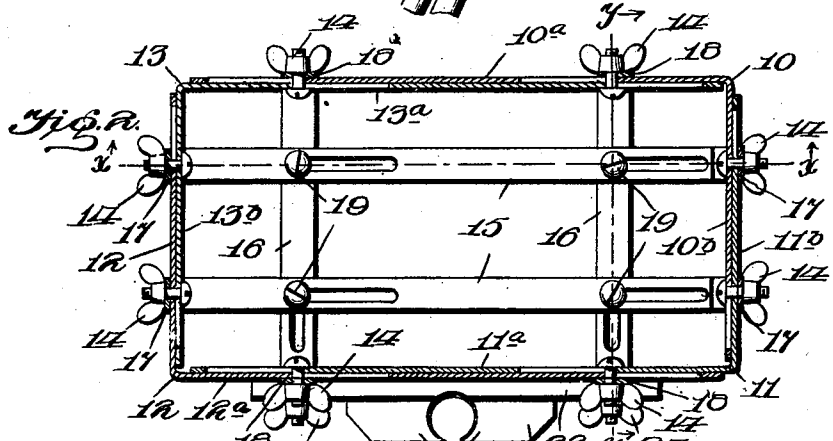


Fig. 3.

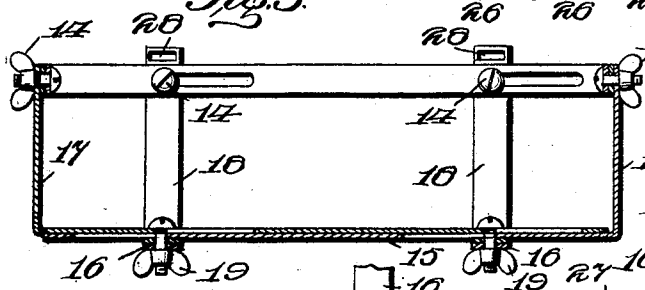


Fig. 4.

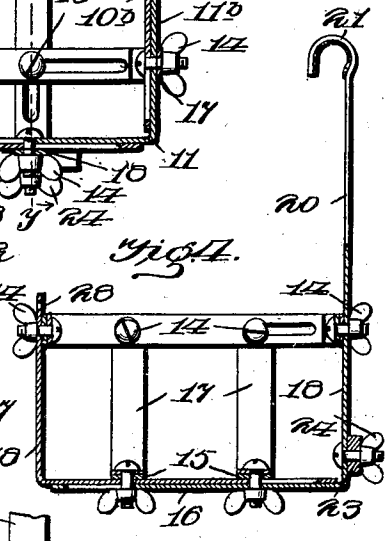
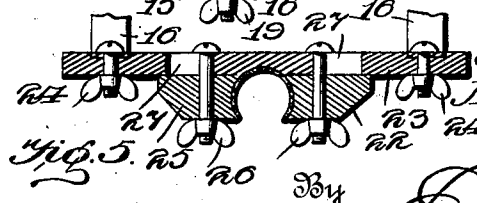


Fig. 5.



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UNITED STATES PATENT OFFICE.

ALFRED LUDELL BAKER AND ARTHUR WILLIAM TAYLOR, OF BAKERS, MICHIGAN.

LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 680,213, dated August 13, 1901.

Application filed August 29, 1900. Serial No. 28,405. (No model.)

To all whom it may concern:

Be it known that we, ALFRED LUDELL BAKER and ARTHUR WILLIAM TAYLOR, citizens of the United States, residing at Bakers, in the county of Hillsdale, State of Michigan, have invented certain new and useful Improvements in Luggage-Carriers; and we do 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, reference being had to the accompanying drawings, and to the numerals of reference marked thereon, which form a part of this specification.

The present invention relates to improvements in luggage-carriers, the object being to provide a device of this character that can be adjusted to the size of the articles carried therein.

More particularly, the object of the invention is to provide a luggage-carrier which can be readily secured to and detached from a bicycle or other velocipede and can be expanded or contracted to suit the articles to be carried.

A still further object is to provide a carrier the sides and ends of which are independently adjustable to provide for different shapes and sizes of articles and also to provide means for securing said ends and sides in their adjusted position.

In the following specification the preferred form of the invention is fully described, and this preferred form is also illustrated in the drawings which accompany and form a part of the same; but it is to be understood that the construction is not to be limited to that shown and described, but is capable of modification and change within the scope of the claims hereto appended.

In the accompanying drawings, Figure 1 is a perspective view of the front portion of a bicycle, showing the improved carrier applied thereto. Fig. 2 is a horizontal sectional view through the rim. Fig. 3 is a vertical longitudinal sectional view taken on the line X X of Fig. 2. Fig. 4 is a vertical cross-section taken on the line *y y* of Fig. 2. Fig. 5 is a horizontal sectional view of the head-clamp.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

The improved carrier in the construction shown is in the form of an expansible and contractible basket or skeleton frame, the ends and sides of which can be independently adjusted toward or from each other. In the present instance this is accomplished by means of the following construction: An upper expansible rim is constructed of four angular sections, (designated, respectively, 10, 11, 12, and 13,) each section comprising two arms arranged at substantially right angles to each other, the arms of section 10 being designated 10^a and 10^b; of section 11, 11^a and 11^b; and of section 12, 12^a and 12^b. In assembled position the arms of one section are arranged to overlap and coincide with the arms of the adjacent sections, whereby a complete rectangular rim is provided, each section forming one corner and the overlapping arms the ends and sides thereof. These overlapping arms are slidably associated with each other, so that the rim may be enlarged or diminished. This is preferably accomplished by connecting them with clamping-bolts 14, certain of the arms being provided with elongated slats through which said bolts pass.

Depending from the rim is the body of the receptacle, consisting of connected longitudinal and transverse extensible slats 15 and 16, which have upturned end portions 17 and 18, that are secured to the rim, preferably by means of the clamping-bolts 14, and form the sides and ends of the receptacle. These longitudinal and transverse slats are connected at their points of intersection by means of clamping-bolts 19, which pass through the same. Each of these slats is preferably made of two sections which overlap, the projecting ends being turned up to form the end and side slats 17 and 18 of the basket. The overlapping portions are slidably associated with each other and are connected by the clamping-bolts 19, that pass through elongated slots with which said sections are provided.

In order to support the carrier upon a bicycle or similar velocipede, a pair of supporting-hooks is provided upon one side of the same and are adapted to engage over the handle-bar of the bicycle. These are preferably constructed by extending a pair of the side

slats 18 above the top of the receptacle, as shown at 20, and bending these over to form forwardly-projecting hooks 21. To provide for holding the carrier against accidental displacement, the side of the receptacle which carries the hooks is furthermore provided with a clamp 22, arranged to engage around the head of the bicycle. By referring particularly to Fig. 5 it will be seen that this clamp comprises a bar 23, secured by bolts 24 to the side slats 18, and this bar carries a pair of clamp-jaws 25, which are arranged to clamp about the steering-head and are movable toward and away from each other, being held in adjusted position by clamp-bolts 26, that pass through slots 27 in the bar 24. The side bars 18, opposite the supporting-hooks, preferably project a slight distance above the rim of the receptacle and are provided with openings 28, through which straps may be passed to secure the articles placed in the carrier.

In using the device the hooks are placed over the handle-bars, and the clamp 22 is engaged around the steering-head. In this position the carrier is securely held upon the bicycle, for it will be evident that by having the hooks turned forward any weight placed in the carrier will only tend to hold said hooks in tighter engagement. The sections of which said hooks form a part are preferably made of heavier material, for the reason that the entire weight is supported by them, as will be understood by reference to Fig. 4. By constructing the basket or body of the carrier of extensible slats it will be seen that it may be expanded in any direction by loosening the clamp-bolts and drawing out the ends and sides. Furthermore, these ends and sides are independently adjustable, so that any or all may be extended, according to the size and shape of the bundle or article to be carried.

While the carrier has been described with particular reference to application to a bicycle or other velocipede, it is to be understood that in its broadest aspect the invention is applicable to receptacles and carriers of various sorts.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described invention will be apparent to those skilled in the art without further description, and it will be understood that changes in the size, shape, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

Having now described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a receptacle of the class described, a rim, and extensible slats having upstanding portions secured to the rim and forming side walls of the receptacle.

2. In a receptacle of the class described, a rim, and extensible slats made of overlapping angular sections and having upstanding portions secured to the rim and forming side walls of said receptacle.

3. In a receptacle of the class described, a rim, and a plurality of crossed extensible slats having upstanding end portions secured to the rim and forming the side walls of said receptacle.

4. In a receptacle of the class described, a basket comprising a plurality of crossed extensible slats, and fastening means engaging said slats at their points of intersection.

5. In a receptacle of the class described, the combination with an expansible and contractible rim, of a plurality of intersecting slats secured to said rim, and fastening means engaging said slats at their points of intersection.

6. In a receptacle of the class described, the combination with an expansible and contractible rim, of a plurality of independently-extensible intersecting slats, each of which is made up of overlapping sections, said slats being secured to the rim, and means for holding the sections of said slats against movement, said means engaging the slats at their points of intersection.

7. In a receptacle of the class described, the combination with an expansible and contractible rim, of a plurality of intersecting extensible slats having upturned portions secured to the rim and forming the side walls of said receptacle, and fastening means engaging said slats at their points of intersection.

8. In a receptacle of the class described, the combination with an expansible and contractible rim, of a plurality of extensible slats, each of which is made up of overlapping angular sections, said slats having upturned terminal portions secured to the rim and forming the side walls of the receptacle, and fastening means engaging said slats at their points of intersection.

9. In a receptacle of the class described, the combination with an expansible and contractible rim, of walls secured to said rim, and means for fastening the rim against expansion or contraction, said means also serving to fasten the walls to said rim.

10. In a receptacle of the class described, the combination with an expansible and contractible rim, of extensible slats secured to said rim, and means for fastening the rim against expansion or contraction, said means also serving to fasten the slats to said rim.

11. In a receptacle of the class described, the combination with an expansible and contractible rim, of crossed extensible slats secured to the rim, means for fastening the rim against expansion or contraction, said means also serving to fasten the slats to the rim, and fastening means engaging the slats at their points of intersection.

12. In a receptacle of the class described, a rim comprising a plurality of overlapping sections, a plurality of slats having upturned

terminal portions secured to the rim, and means for securing the overlapping sections of the rim against relative movement, said means also serving to fasten the terminal portions of the slats to the rim.

13. In a receptacle of the class described, an expansible and contractible rim, comprising a plurality of overlapping sections, extensible intersecting slats secured to said rim, and means for holding the rim-sections against relative movement, said means also serving to fasten the slats to the rim.

14. In a luggage-carrier, a receptacle comprising a rim and a plurality of crossed extensible slats having upstanding end portions secured to the rim and forming the side walls of said receptacle, certain of said slats having their upstanding portions projecting above the rim and provided with means for supporting a receptacle upon a bicycle or similar vehicle.

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

ALFRED LUDELL BAKER.
ARTHUR WILLIAM TAYLOR.

Witnesses:
VERNER TAYLOR,
NETTIE BAKER.