No. 613,226. Patented Nov. 1, 1898.

G. B. ADAMS.

LUGGAGE CARRIER.

(Application filed Dec. 28, 1897.)

(No Model.)

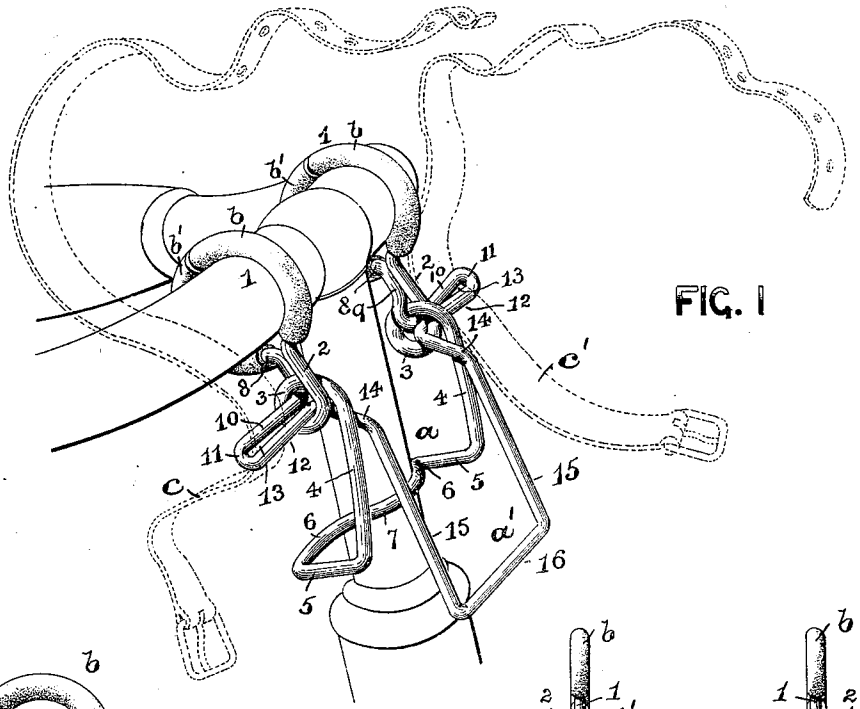


FIG. 1

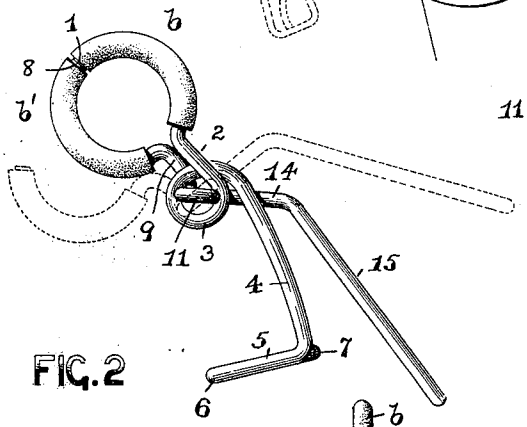


FIG. 2

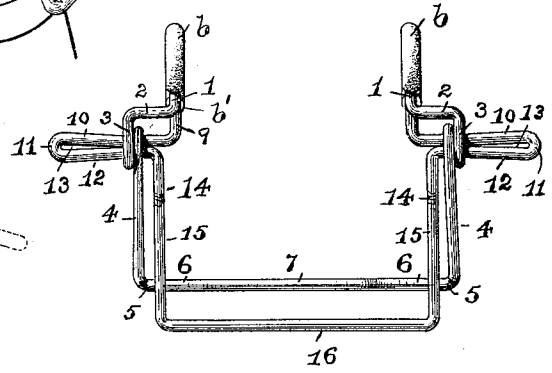


FIG. 3

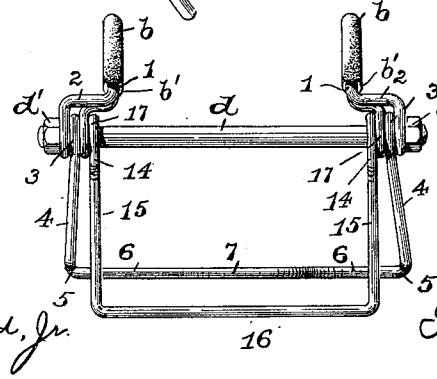


FIG. 4

WITNESSES:

Mary L. Brundell

Wm. H. Canfield, Jr.

INVENTOR:

GEORGE B. ADAMS,

BY

Fred K. Fraentzel,

ATTORNEY

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

GEORGE B. ADAMS, OF IRVINGTON, NEW JERSEY.

LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 613,226, dated November 1, 1898.

Application filed December 28, 1897. Serial No. 663,871. (No model.)

To all whom it may concern:

Be it known that I, GEORGE B. ADAMS, a citizen of the United States, residing at Irvington, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Luggage-Carriers; and I do hereby 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 letters and numerals of reference marked thereon, which form a part of this specification.

This invention relates to a novel form of luggage-carrier for velocipedes, bicycles, or the like which may be attached to any part of the vehicle and which is adapted to carry various sizes of bundles, such as clothing or other articles, and the carrier parts being of such novel construction and operation that the luggage-carrier, either with or without the bundle, can be secured in position without the use of any extra fastening devices—such as holding-clamps and bolts, nuts, and screws—and can be just as readily detached from the vehicle and the device then serving as an ordinary hand-carrier for carrying the bundle.

The object of this invention is to provide a neat, simple, and operative device of the character above stated providing a luggage-carrier which is simply hung in position upon any suitable portion of the frame of the vehicle without the least danger of any accidental displacement.

With these several ends in view the invention consists in the novel construction of luggage-carrier hereinafter described and in the novel arrangements and combinations of the parts, as well as in the details of the construction thereof, all of which will be fully set forth in the accompanying specification and finally embodied in the clauses of the claim.

The invention is clearly illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of my novel form of luggage-carrier, illustrated in position upon the handle-bars of the frame of the vehicle and resting against the steering-head; and Fig. 2 is a side view of the luggage-carrier. Figs. 3 and 4 are both front views of two modified forms of construction of luggage-carrier, but still embodying the principles of my present invention.

Similar letters and numerals of reference are employed in all of the above-described views to indicate corresponding parts.

Referring to the said drawings, A indicates my novel form of luggage-carrier, which is preferably made from spring-wire, in the shape of a pair of supporting or holding frames *a* and *a'*, which are pivotally and operatively connected in the manner substantially as illustrated. As will be seen from Figs. 1 and 2, the said holding-frame *a* is formed at its ends with hooked-shaped portions 1, which are preferably covered with a soft protecting material *b*, such as rubber or the like. The said holding-frame *a* is provided with straight parts 2, which terminate in suitable loops 3 and in the portions 4 and 5, said parts 5 being connected by the portion 6, which may be suitably curved or bent, as at 7, (see Fig. 1,) when the luggage-carrier is to be supported against the steering head or post of the frame of the vehicle. The supporting-frame *a'* of the carrier is formed at its free ends with the hook portions 8, which are preferably covered with a soft protecting material *b'*, as rubber or the like. The said supporting-frame *a'* is provided with the straight parts 9, which are bent outwardly at a right angle, or approximately so, to form the parts 10, and then curved, as at 11, and bent back to form the parts 12, approximately parallel to the parts 10, and to provide suitable strap-receiving loops or portions 13 between said parts 10 and 12. Said parts 12 then are connected with the portions 14 and 15, and said parts 15 are connected by a straight piece 16, as clearly illustrated.

As will be seen from Figs. 1 and 2, the two frames *a* and *a'* are pivotally and operatively connected, operating like tongs, the parts 10 and 12 of the frame *a'* forming pivots or journals which are arranged in the loops 3 of the frame *a*, and preferably being in frictional engagement with said loops, the parts being held together and the displacement of the parts 10 and 12 from said loops 3 being prevented by the spring action of the parts 14. Thus it will be seen that when the frames

a and *a'* have been pivotally connected the hook ends 1 and 8 of the respective frames *a* and *a'* are oppositely placed, forming holding-jaws, which are normally closed together, but when the straight piece 16 of the frame *a'* is raised or lifted by the operator then the two frames *a* and *a'* can be separated, as indicated in dotted outline in Fig. 2, the loops 3 acting as a pivot, while the hook portions 1 of the frame *a* bear tightly against the bar of the frame of the vehicle. In this manner the jaws can be quickly opened or closed to permit the removal from or the placing of the luggage-carrier upon any suitable portion, preferably the steering-head, of the frame of the vehicle. Suitable straps *c* and *c'* are employed, which are passed through the strap-receiving portions 13, as indicated in Fig. 1, and whereby a bundle or package can be suitably secured down against the parts 1 and 2 of the frame *a* and the parts 15 and 16 of the frame *a'*, as will be clearly evident, and it will be seen that the tendency of the weight of the package is to more firmly bring the hook portions 1 and 8 in their holding or clamping position around the bar of the frame of the vehicle. By simply raising the part 16 the hook portions are separated and the carrier, with the package strapped in position thereon, can be removed from the frame of the vehicle and carried in the hand by taking hold of the parts 6 or 7 of the frame *a*.

In order that the frames *a* and *a'* may be made larger and wider, the portions 2 of the frame *a* may be bent at right angles to the hook portions 1, as indicated in Fig. 3, and the parts 10 of the frame *a'*, which are passed into and through the loops 3, made correspondingly longer, as clearly illustrated in said Fig. 3 of the drawings.

In some cases the frame *a'* may be provided with loops 17 in place of the parts 10, 11, and 12, said loops 17 being placed alongside of the loops 3 of the frame *a* and a bolt *d* being passed through said loops and held in place by the nuts *d'*, as clearly illustrated in Fig. 4. In this form of construction the straps can be secured directly to said bolt *d* by being riveted or otherwise attached thereto.

The devices herein described are simple in construction, easy of operation, and neat in appearance, and the character of the two hinged frames of the luggage-carrier is such that while the latter can be attached to the frame of the vehicle without the use of holding-clamps and binding screws or bolts it is firmly held in place against accidental displacement and can, nevertheless, be removed immediately and with the greatest facility.

Having thus described my invention, what I claim is—

1. A luggage-carrier for velocipedes, &c., consisting, essentially, of a pair of hinged or pivoted frames, and means of attachment connected with each frame the means on one frame coöperating with the means on the other frame to embrace a part of the frame of the vehicle, substantially as and for the purposes set forth.

2. A luggage-carrier for velocipedes, &c., consisting, essentially, of a pair of hinged or pivoted frames, and hook-shaped holding-jaws at the ends of each frame, normally closed upon each other, and capable of separation to embrace a part of the frame of the vehicle, substantially as and for the purposes set forth.

3. A luggage-carrier for velocipedes, &c., consisting, essentially, of a pair of frames, one of said frames having receiving-loops, and the other frame having pivots or journals, adapted to be rotatively or pivotally arranged in said receiving-loops, and means of attachment connected with each frame the means on one frame coöperating with the means on the other frame to embrace a part of the frame of the vehicle, substantially as and for the purposes set forth.

4. A luggage-carrier for velocipedes, &c., consisting, essentially, of a pair of frames, one of said frames having receiving-loops, and the other frame having pivots or journals, adapted to be rotatively or pivotally arranged in said receiving-loops, hook-shaped holding-jaws on each frame, normally closed upon each other, and adapted to embrace a part of the frame of the vehicle, substantially as and for the purposes set forth.

5. A luggage-carrier for velocipedes, &c., consisting, essentially, of a pair of frames, one of said frames having receiving-loops, and the other frame having pivots or journals, adapted to be rotatively or pivotally arranged in said receiving-loops, and said pivots or journals being formed with strap-receiving loops, and means connected with said frames adapted to be connected with a part of the frame of the vehicle, substantially as and for the purposes set forth.

6. A luggage-carrier for velocipedes, &c., consisting, essentially, of a pair of frames, one of said frames having receiving-loops, and the other frame having pivots or journals, adapted to be rotatively or pivotally arranged in said receiving-loops, and said pivots o journals being formed with strap-receiving loops, and hook-shaped holding-jaws on each frame, normally closed upon each other, adapted to embrace a part of the frame of the vehicle, substantially as and for the purposes set forth.

7. The herein-described luggage-carrier for velocipedes, &c., comprising a pair of frames *a* and *a'*, said frame *a* consisting, of hook portions 1, parts 2, loops 3, parts 4, and a connecting part 6, and said frame *a'* consisting of hooks 8, parts 9, parts 10 and 12, doubled upon each other, and pivotally arranged in said loops 3, parts 15, and a connecting part 16, all, substantially as and for the purposes set forth.

8. The herein-described luggage-carrier for velocipedes, &c., comprising a pair of frames

a and *a'*, said frame *a* consisting, of hook portions 1, parts 2, loops 3, parts 4, and a connecting part 6, and said frame *a'* consisting of hooks 8, parts 9, parts 10 and 12, doubled upon each other, and pivotally arranged in said loops 3, and also in frictional contact with said loops, parts 15, and a connecting part 16, all, substantially as and for the purposes set forth.

9. The herein-described luggage-carrier for velocipedes, &c., comprising a pair of frames *a* and *a'*, said frame *a* consisting of hook portions 1, parts 2, loops 3, parts 4, and a connecting part 6, and said frame *a'* consisting of hooks 8, parts 9, parts 10 and 12, doubled upon each other, and pivotally arranged in said loops 3, strap-receiving portions 11 between said parts 10 and 12, parts 15, and a connecting part 16, all, substantially as and for the purposes set forth.

10. The herein-described luggage-carrier for velocipedes, &c., comprising a pair of frames *a* and *a'*, said frame *a* consisting of hook portions 1, parts 2, loops 3, parts 4, and a connecting part 6, and said frame *a'* consisting of hooks 8, parts 9, parts 10 and 12, doubled upon each other, and pivotally arranged in said loops 3, and also in frictional contact with said loops, strap-receiving portions 11, between said parts 10 and 12, parts 15 and a connecting part 16, all, substantially as and for the purposes set forth.

11. A luggage-carrier for bicycles and other like vehicles, comprising a pair of hinged or pivoted frames, the free ends of said frames bent to form coöperating holding-jaws adapted to embrace a part of the frame of the vehicle, substantially as and for the purposes set forth.

12. A luggage-carrier for bicycles and other like vehicles, comprising a pair of frames, one of said frames having receiving-loops and the other frame having pivots or journals adapted to be rotatively or pivotally arranged in said receiving-loops, and the free ends of said frames bent to form coöperating holding-jaws adapted to embrace a part of the frame of the vehicle, substantially as and for the purposes set forth.

In testimony that I claim the invention set forth above I have hereunto set my hand this 27th day of December, 1897.

GEORGE B. ADAMS.

Witnesses:

FREDK. C. FRAENTZEL,

WM. H. CAMFIELD, Jr.