(No Model.)

H. C. PHILLIPS.

LUGGAGE CARRIER.

No. 565,563. Patented Aug. 11, 1896.

Fig. 1.

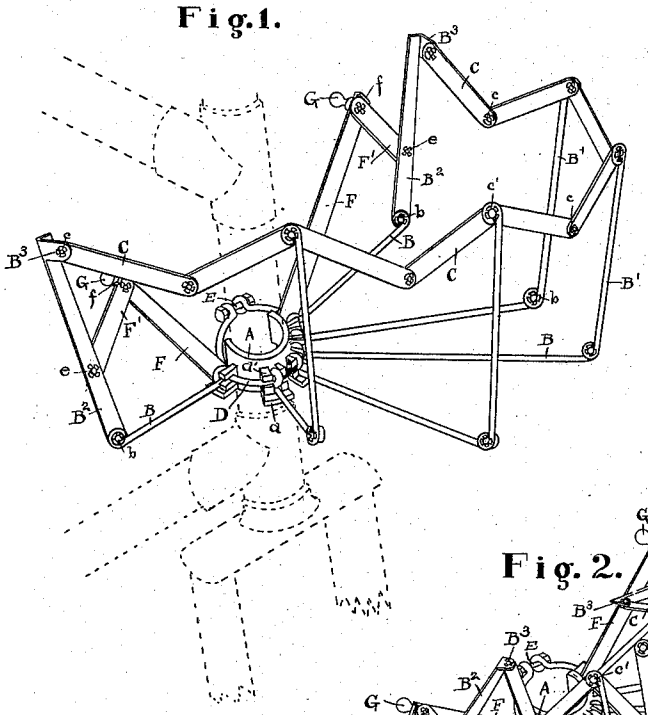


Fig. 2.

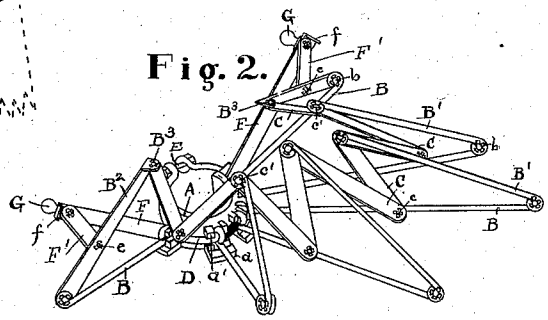


Fig. 3.

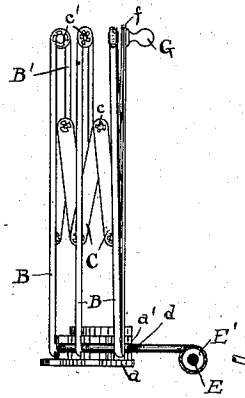


Fig. 4.

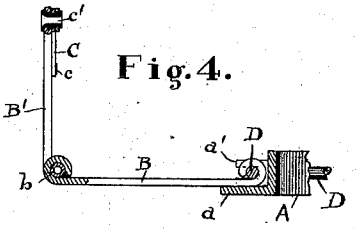
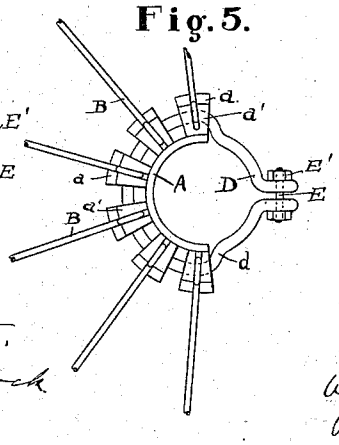


Fig. 5.



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UNITED STATES PATENT OFFICE.

HARRY C. PHILLIPS, OF ROCHESTER, NEW YORK, ASSIGNOR TO THE ROCHESTER BICYCLE COMBINATION HOLDER COMPANY, OF SAME PLACE.

LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 565,563, dated August 11, 1896.

Application filed January 20, 1896. Serial No. 576,201. (No model.)

To all whom it may concern:

Be it known that I, HARRY C. PHILLIPS, of Rochester, in the county of Monroe and State of New York, 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 same, reference being had to the accompanying drawings, forming a part of this specification, and to the reference-letters marked thereon.

My present invention has for its object to provide an improved luggage-carrier adapted particularly for use on bicycles or similar vehicles, which is not only light but is capable of being folded or knocked down into small compass when not in use; and it consists in certain improvements hereinafter described, and the novel features pointed out in the claims at the end of this specification.

In the drawings, Figure 1 is a perspective view of a carrier constructed in accordance with my invention applied to the front tube or frame of a bicycle; Fig. 2, a similar view of the same partly folded; Fig. 3, a side elevation showing the carrier folded; Fig. 4, a longitudinal sectional view; Fig. 5, a plan view of the base frame or support.

Similar reference letters in the several figures indicate similar parts.

In carrying out my invention I provide a support or base A, preferably in the form of a curved plate or support, adapted to partially embrace the head, front tube, or other convenient portion of a cycle-frame, and arranged upon this base or support and extending, preferably, radially therefrom are suitable arms or strips B, pivoted to said base and arranged to turn up in a plane at right angles to the plane of the semiannular base and against the tube or head, said arms having pivoted to their outer ends suitable arms B′, the upper ends of which latter are connected by flexible connections, preferably in the form of links C, pivoted to each other by suitable fastenings, such as eyelets or tubular rivets *c*, and to the ends of the vertical arms or strips B′ by similar rivets *c*′.

The connections between the strips B and B′ are preferably eyelets or tubular rivets *b*, but it will be understood that other forms of hinged connections could be employed between the arms B and B′ and between the arms B′ and the flexible connections between them.

The inner ends of the arms B may be pivoted to the support A in any suitable manner, but I prefer to form said support of a plate more or less flexible, so as to conform to the shape of the tube or support to which the carrier is to be applied, and having suitable lugs *a a*′, the former being located beneath the space between the upper lugs *a*′, and between the lugs passes an encircling band D, preferably of wire, extending around the support A, and upon which the perforated or looped ends of the arms B are pivoted. This band D extends around the rear of the base A, and is adapted to form a means for the attachment of the holder to the bicycle-frame, the ends being provided with eyes through which is passed a bolt E, having a securing-nut E′ thereon, and it is preferably offset at *d*, as shown in Fig. 5, which not only prevents its displacement on the base or support A, but serves to bring the rear portion thereof in close contact with the head or front tube of the bicycle; but it will be understood that instead of this form of pivotal connection between the arms B, said arms could be otherwise pivoted and also the means of attachment to the bicycle-frame could be varied, but I prefer the construction shown on account of its simplicity and cheapness.

The rear arms B of the series extend substantially in the same plane on opposite sides of the support A, and instead of making the arms B^2 of wire, as are the others, I preferably form them of steel strips having the ears B^3 on their ends, to which are pivoted the ends of the last of the series of links C, connecting the upper ends of the arms B′.

In order that the receptacle or holder formed by the arms B and B′ may be held extended and as a means for causing the proper folding of the device, and further, to prevent articles in the holder from falling out at the rear, I provide suitable toggles upon the rear sides, formed of a long arm F, (pivoted to the support A and preferably upon the band D at one end,) and shorter links F′, pivoted to the outer end of these strips F, and also at *e* to the uprights B^2, as shown in Figs. 1 and 2. These

arms F are preferably about the same length as the arms B′, but the links F′ are preferably slightly shorter than the distance between the pivotal point *e* and the point of connection between the arms B^2 and the first or end arms B, so that when the arms F are folded up against the bicycle-frame in the position shown in Fig. 3 the pivotal point or connection between the toggle-arms may be sprung toward the bicycle head or tube and hold the parts folded.

The extreme ends of the arms F are preferably provided with lugs *f*, extending over the links F′, forming stops for preventing the downward movement at the point of connection between the toggle-arms F and F′ and maintaining them in the position shown in Fig. 1, when the folding carrier is open, thereby forming collapsible ends for the receptacle or carrier.

The operation of the device will now be readily understood, a reference to Fig. 1 showing the device in position for use and adapted to receive and retain any article or packages placed within it and to safely transport them, the lugs *a* on the support A serving to retain the arms B substantially horizontal. When, however, the carrier is not to be used, it may be folded to the position shown in Fig. 3 by raising the outer ends of the links F by means of suitable knobs G for the purpose and folding inward the arms B′ on the pivots *b* to the position shown in Fig. 2. Then said arms B′ are turned substantially parallel with the arms B and the latter are folded up against the bicycle head or tube to the position shown in Fig. 3, the links C turning on the pivots between them and the arms B′, and also the pivots between each other. The upper ends of the strips B may be secured together by any suitable band or fastening in the position shown in Fig. 3 when not in use, thus occupying very little room.

It is obvious that any suitable form of flexible connections can be arranged between the upper ends of the arms B′ to prevent the outward movement of the latter and to define the upper edge of the carrier when open, and in some instances I prefer to employ a light chain instead of the links C shown, particularly on bicycles which have a brake bar or link extending parallel with the head or front tube, as this would allow the carrier to be folded up to the position shown in Fig. 3, and the chain or flexible connection would permit the proper movements of the pivoted supports close against the bicycle-head.

This attachment can be made very light and strong, and its capacity of folding into a small compass enables the rider to have a bundle-carrier for use in emergencies that will not render the machine unsightly under ordinary circumstances.

Though I have shown the arms B and B′ as made of wire, it is obvious that flat strips could be used if desired, and while it is preferred that the arms B extend radially from the support, this is not essential.

I claim as my invention—

1. In a luggage-carrier, the combination with a support, of the arms pivoted thereto having the arms pivoted at their outer ends, and flexible connections between the latter, substantially as described.

2. In a luggage-carrier, the combination with a support, of a series of radial supporting-arms pivoted at one end to the support and occupying substantially the same plane when extended and arranged to fold in planes radiating from the support, and securing devices for attaching said support to a cycle-frame, substantially as described.

3. In a luggage-carrier, the combination with the support, of the radial supporting-arms pivoted thereon, the arms pivoted to the ends of the radial arms and adapted to fold down upon them, and securing devices for attaching said support to a cycle-frame, substantially as described.

4. In a luggage-carrier, the combination with the support, of the radial supporting-arms pivoted thereon, the arms pivoted to the ends of the latter, the connecting-links pivoted to arms and to each other, and securing devices for attaching the support to a cycle-frame, substantially as described.

5. In a luggage-carrier, the combination with the support, of the radial supporting-arms pivoted thereon, the arms pivoted to the ends of the latter, and flexible connections between them, the toggle-arms pivoted to the support and to the arms on the radial arms, substantially as described.

6. In a luggage-carrier, the combination with the support having the spacing and supporting lugs, the radial arms having pivoted extensions on their outer ends, of the encircling band on which the radial arms are pivoted, and detachable connections between its ends, substantially as described.

7. In a luggage-carrier, the combination with the support, of the radial arms pivoted thereon, the arms pivoted to the ends of the radial arms, and the links pivoted to the arms on the radial arms, and to each other, the arms B^2 having the ears B^3, the toggles pivoted to the arms B^2 and the support, substantially as described.

8. In a luggage-carrier, the combination with the support, of the arms pivoted thereon having the vertically-extending arms pivoted to their ends, flexible connections between the latter and the toggles connecting two of the vertical arms with the support, substantially as described.

HARRY C. PHILLIPS.

Witnesses:
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G. W. RICH.