

(No Model.)

3 Sheets—Sheet 1.

R. C. WALL.
LUGGAGE CARRIER FOR BICYCLES.

No. 467,729.

Patented Jan. 26, 1892.

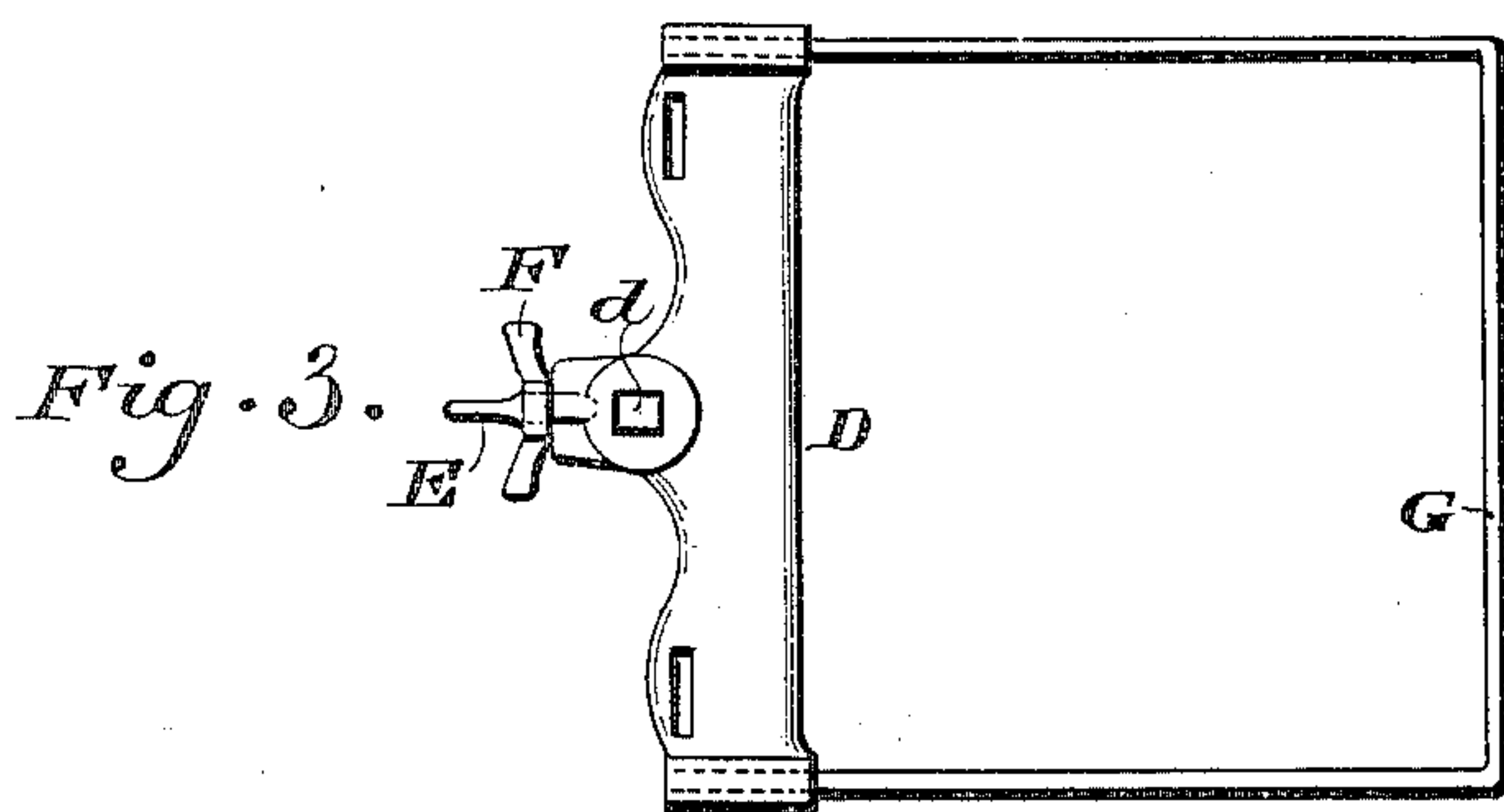


Fig. 1.

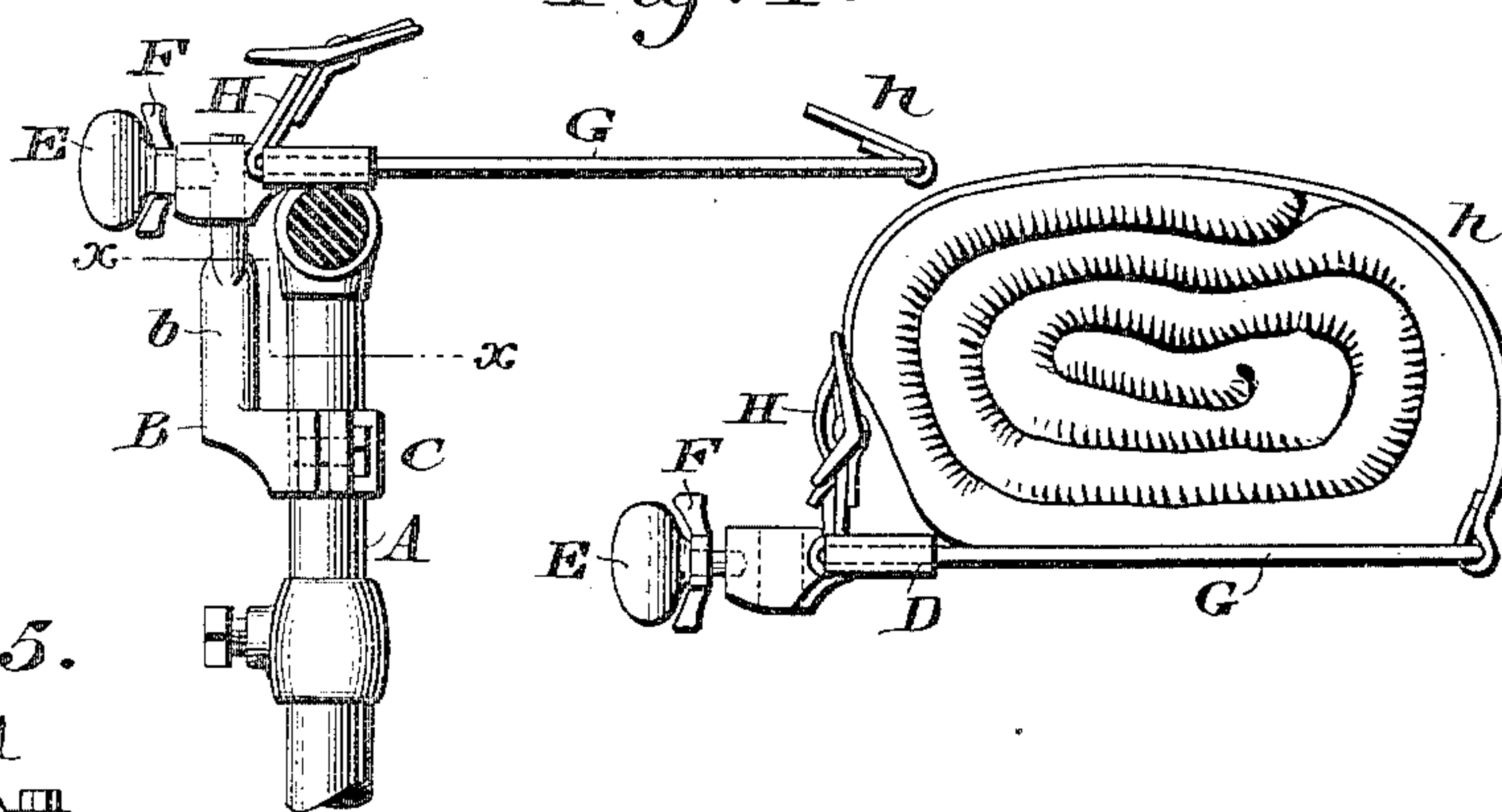


Fig. 5.

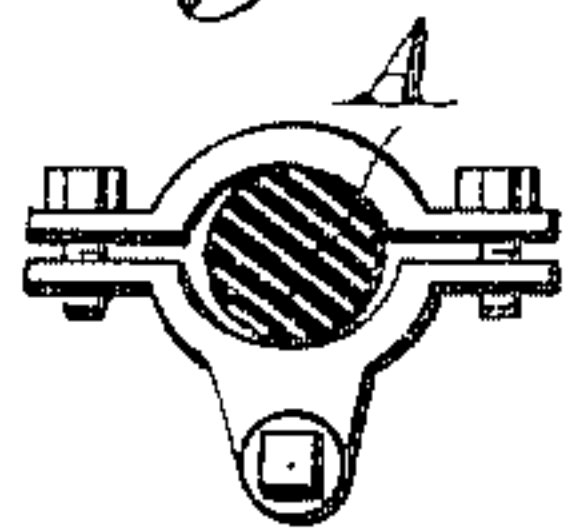


Fig. 4.

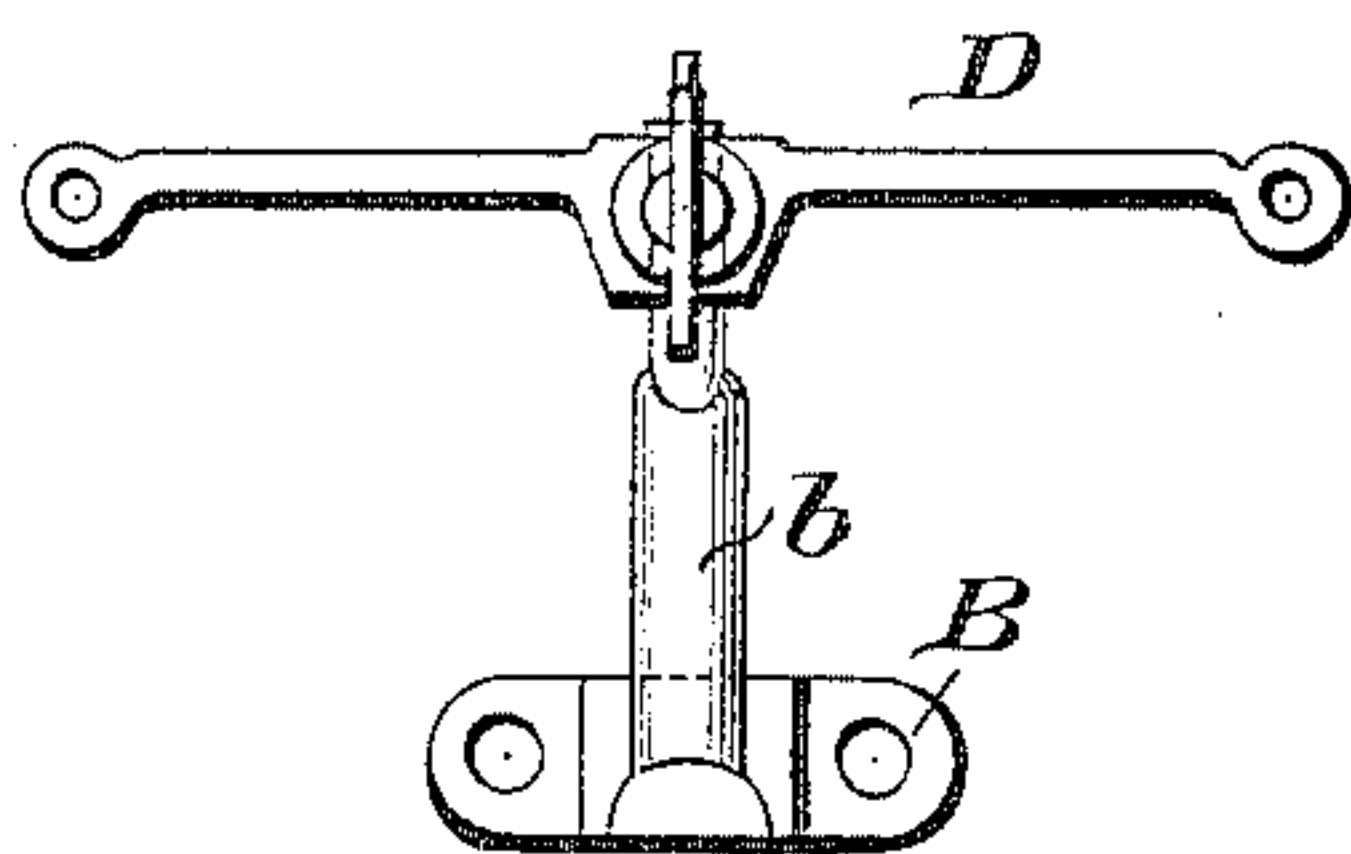
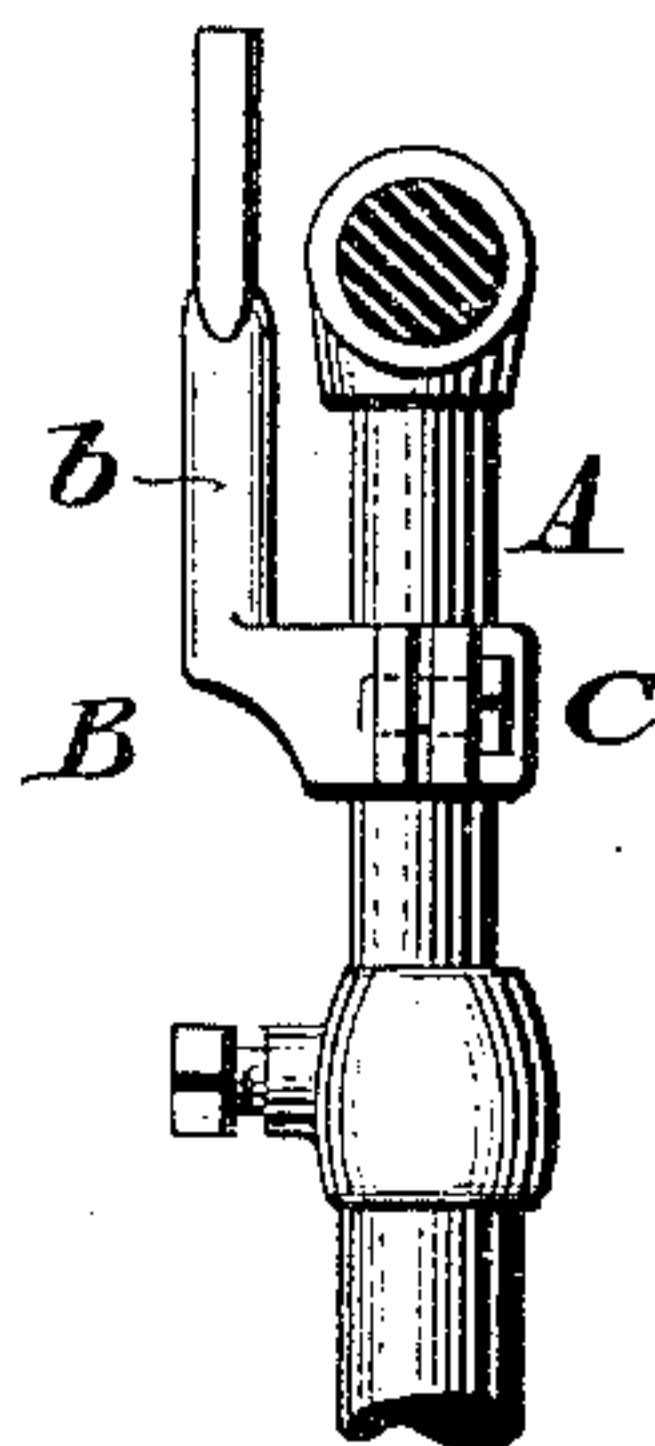


Fig. 2.



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Fig. 6.

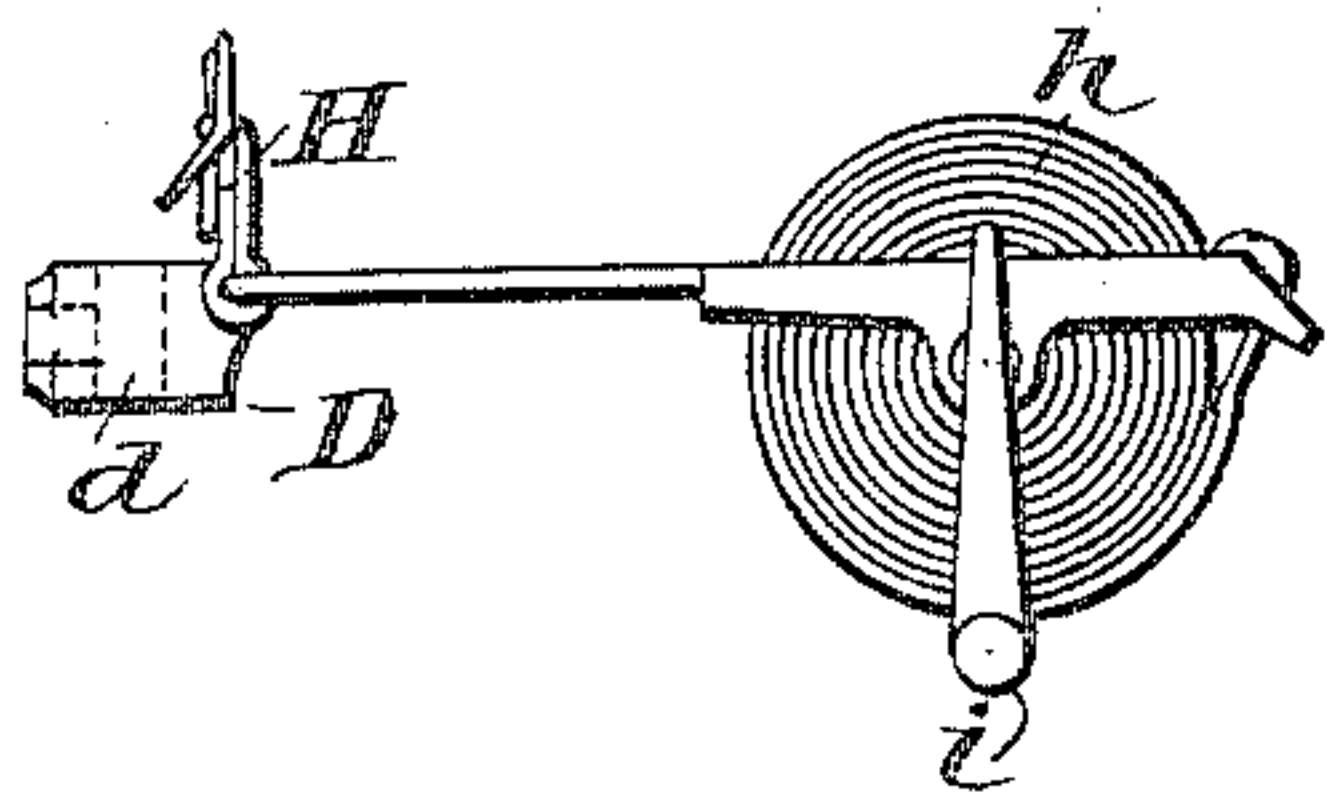


Fig. 7.

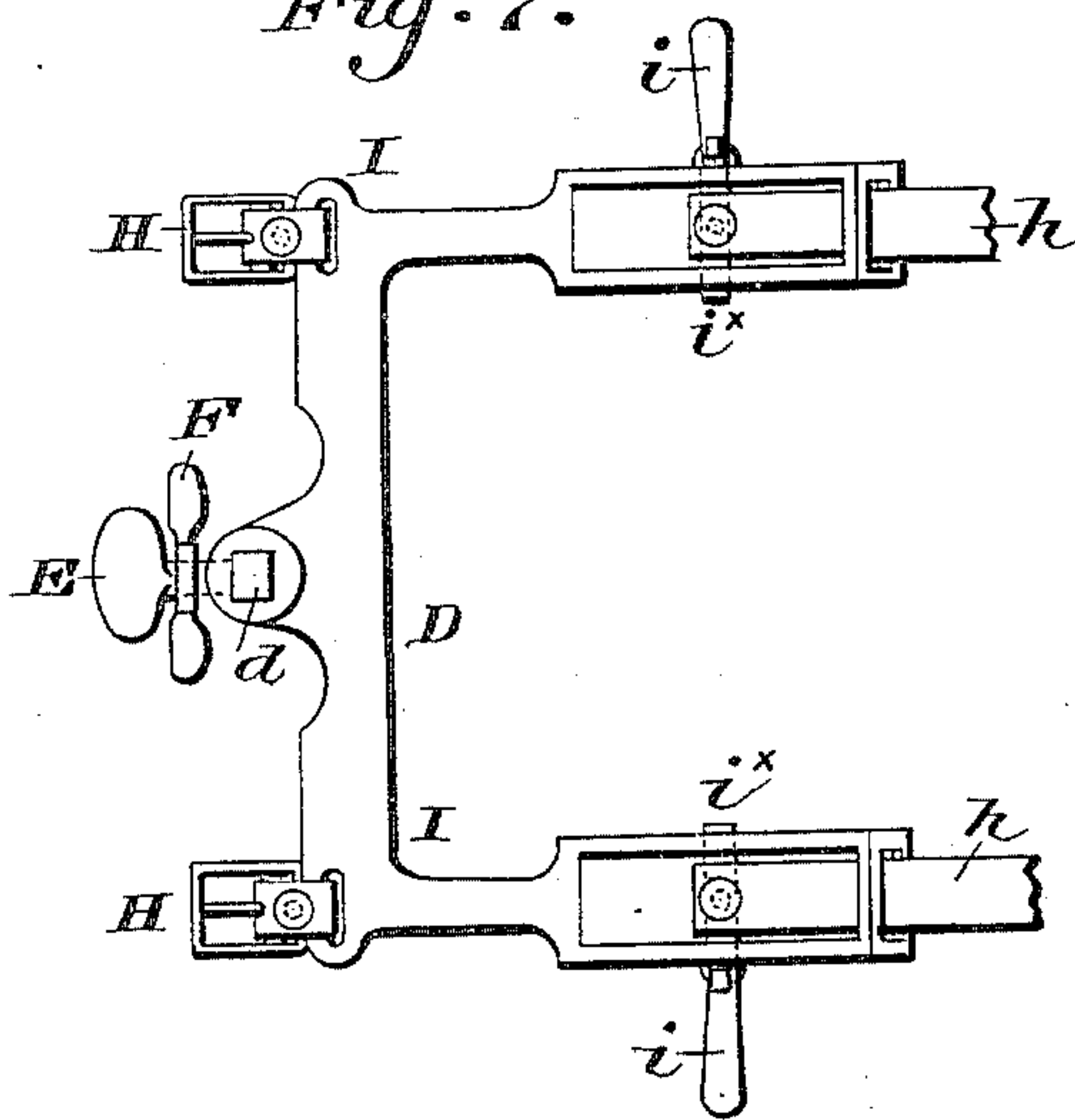


Fig. 9.

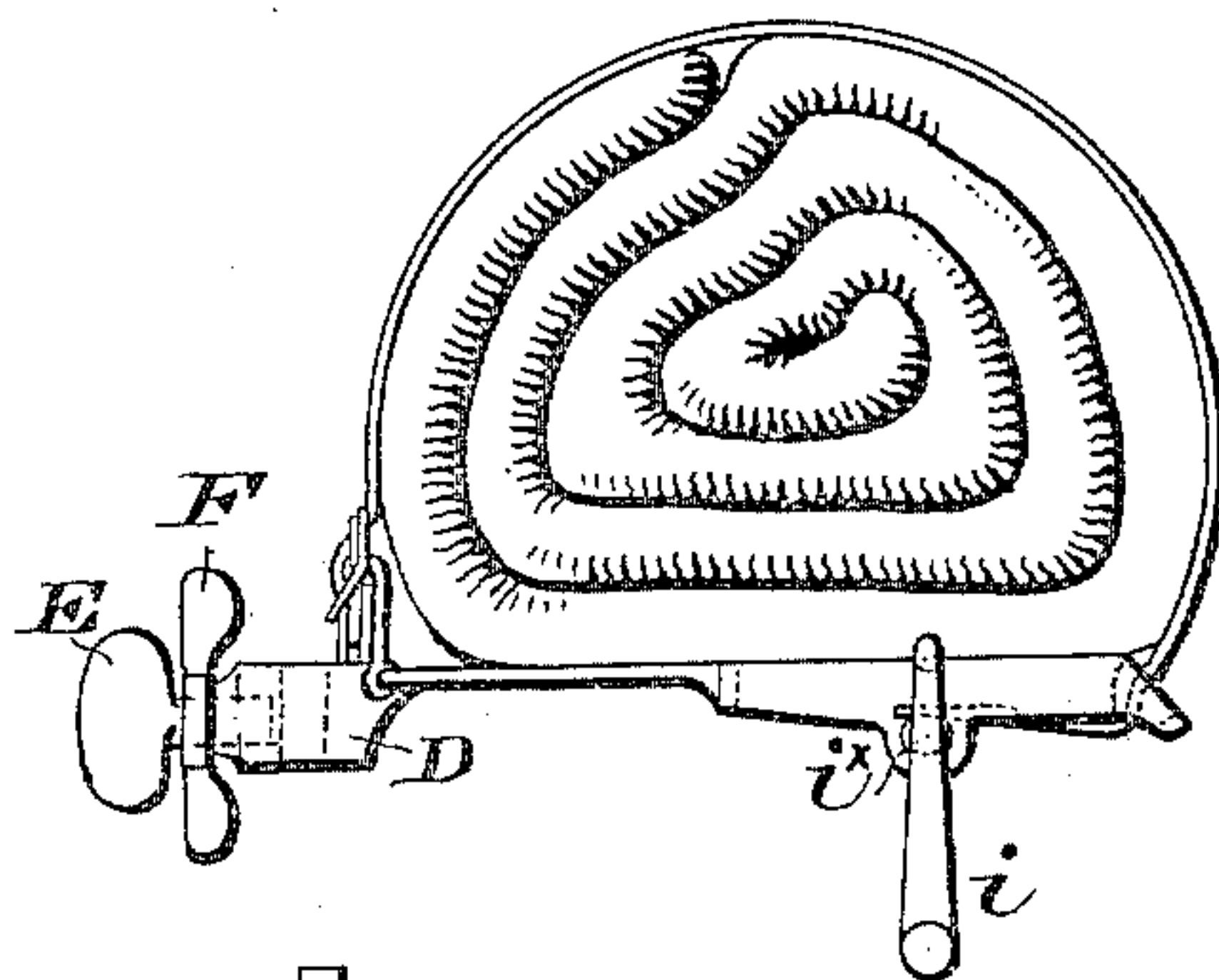
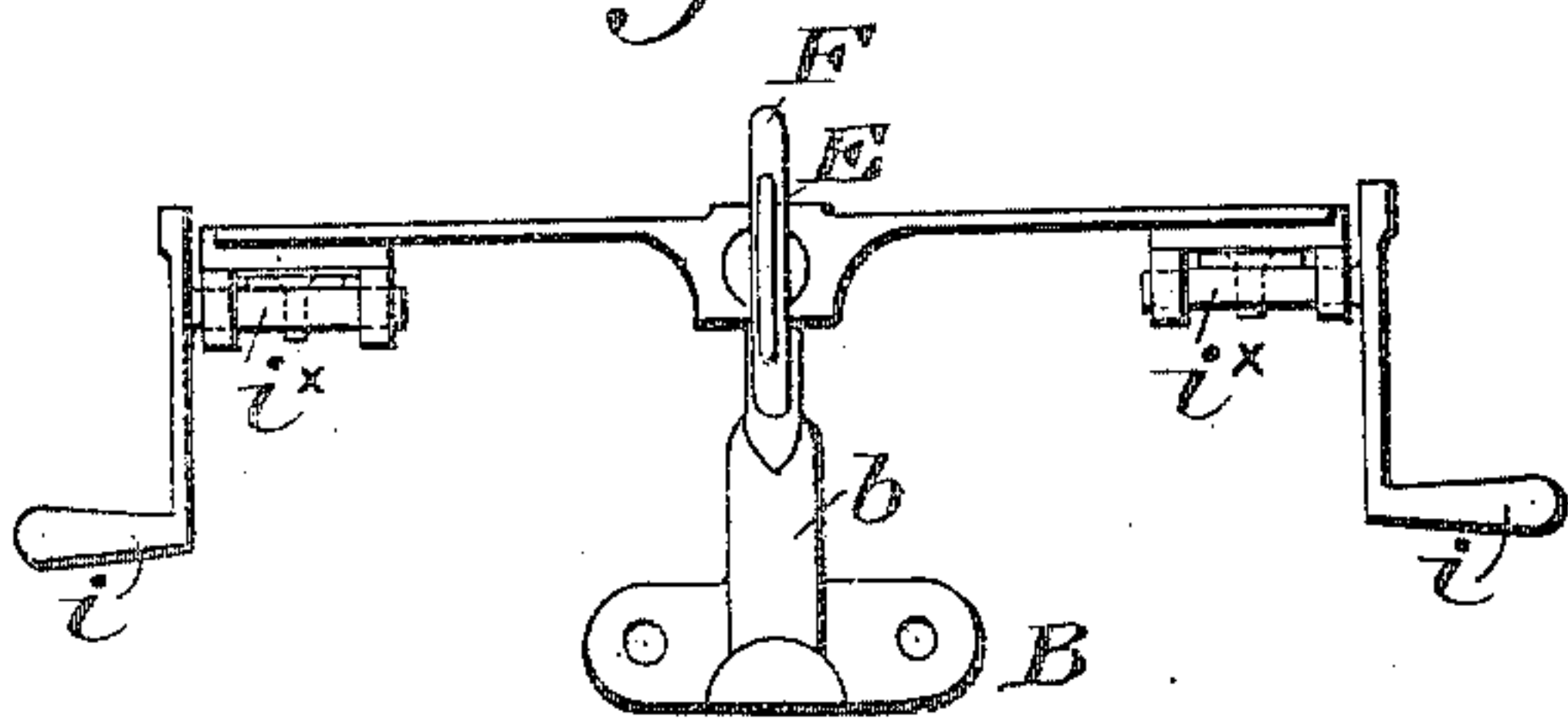
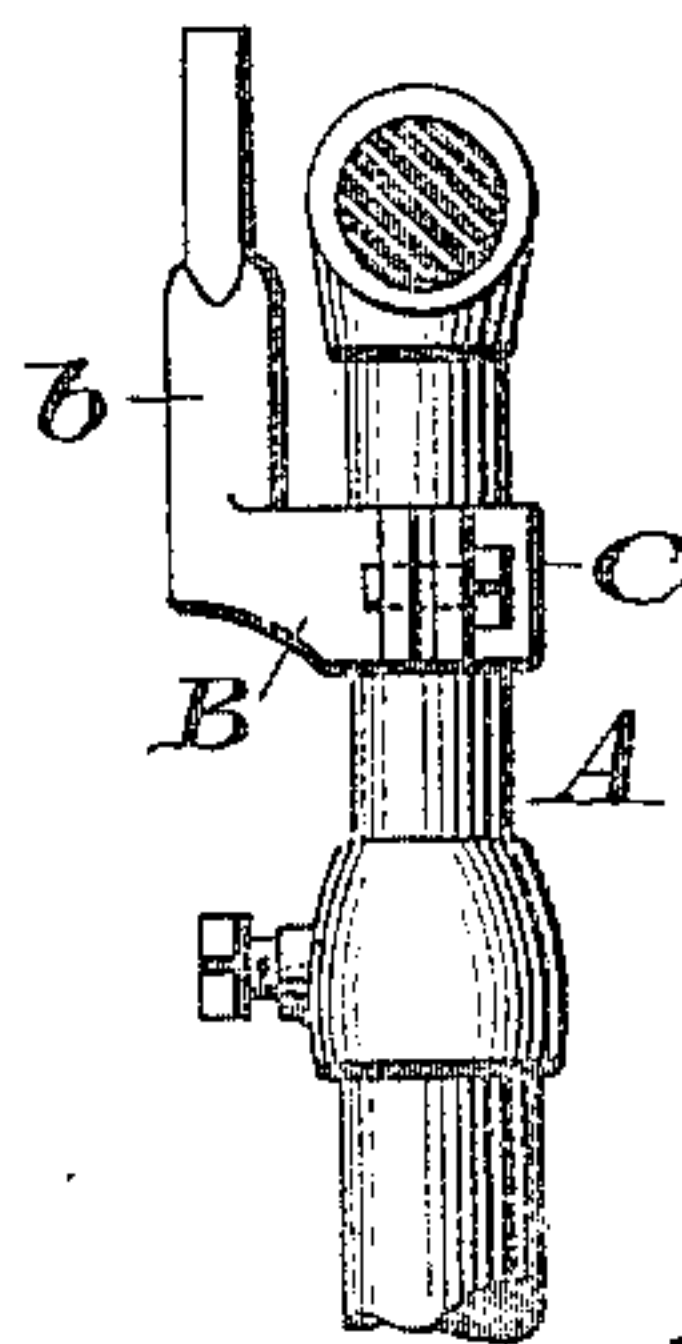


Fig. 8.



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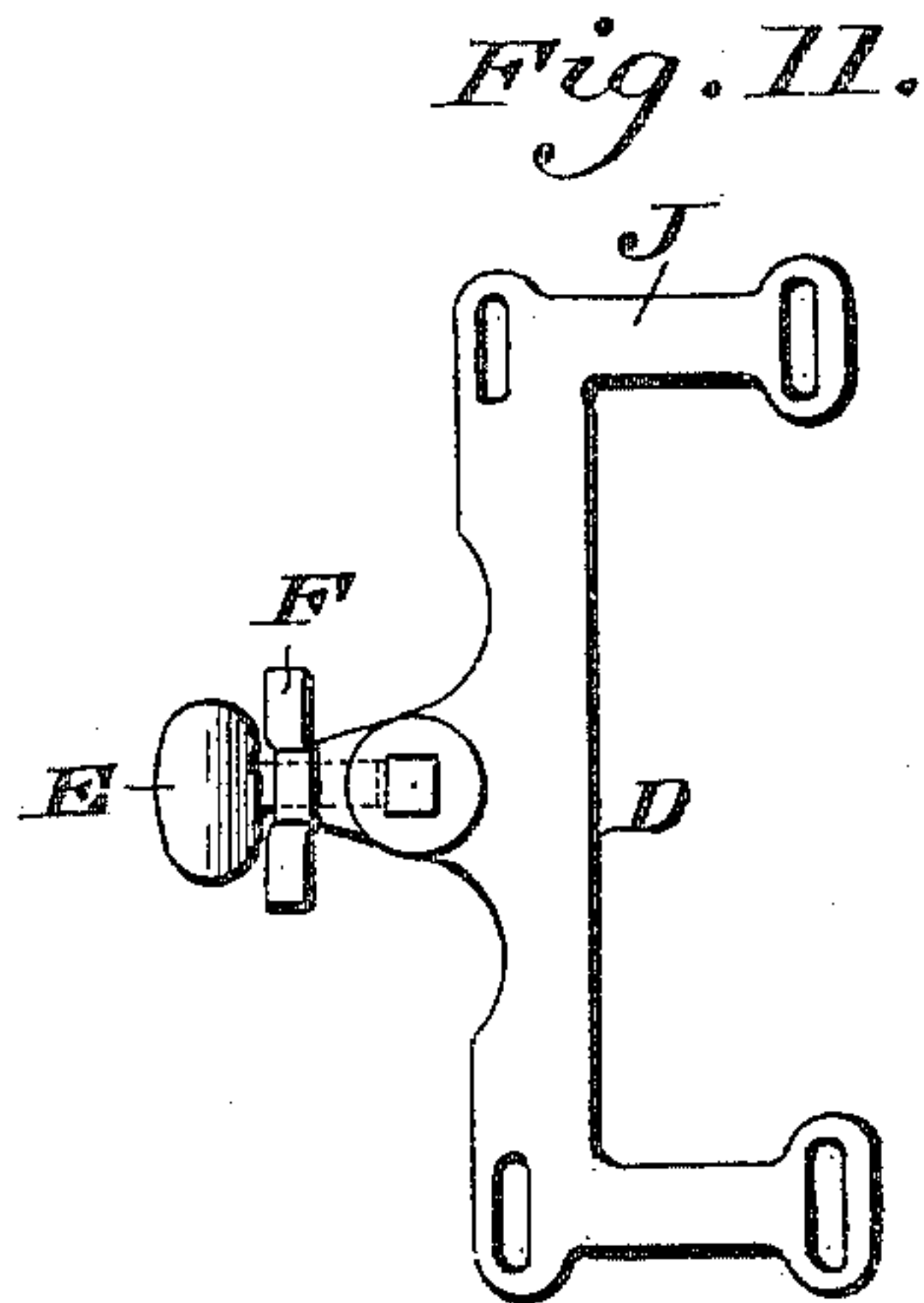
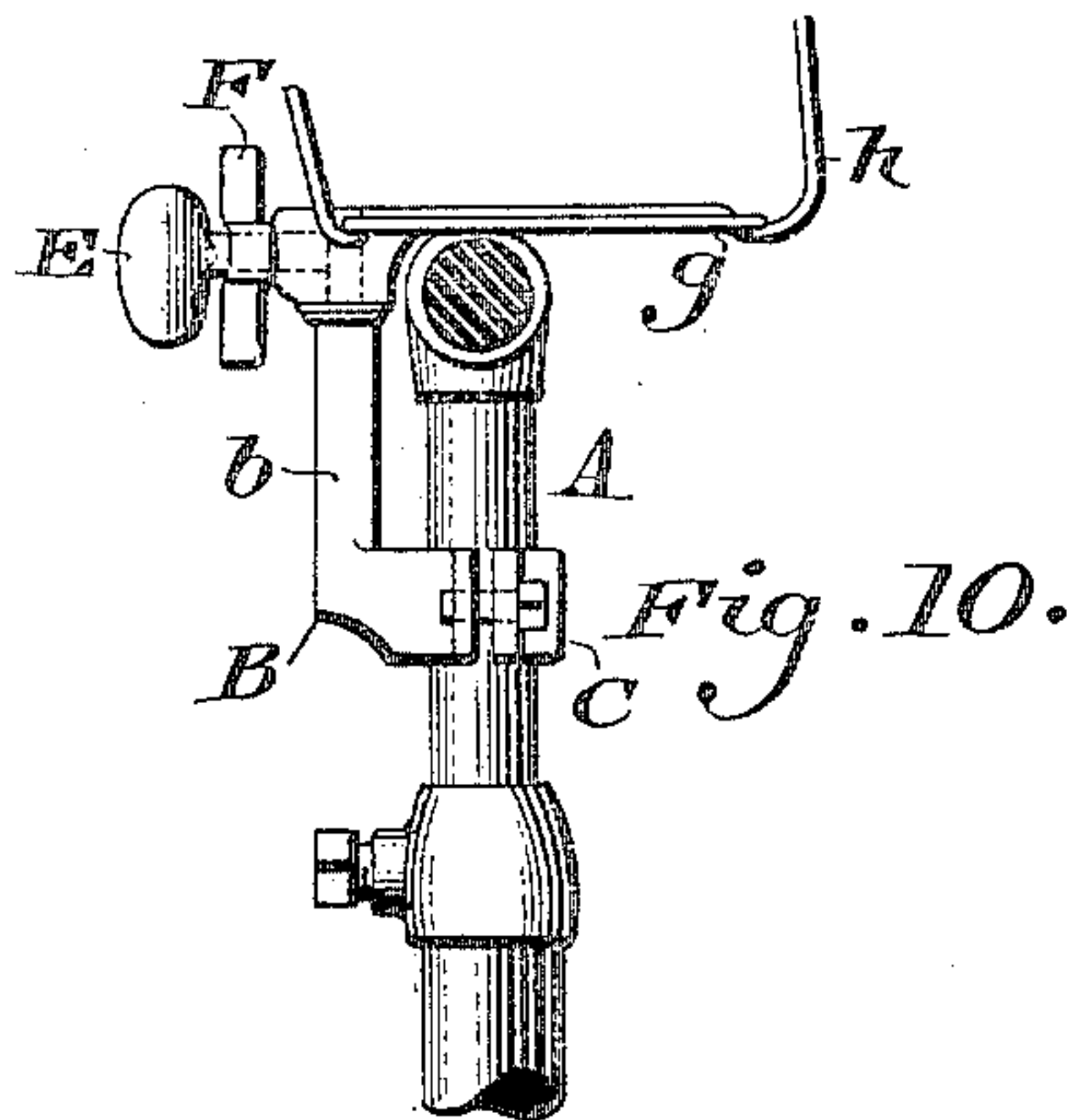


Fig. 12.

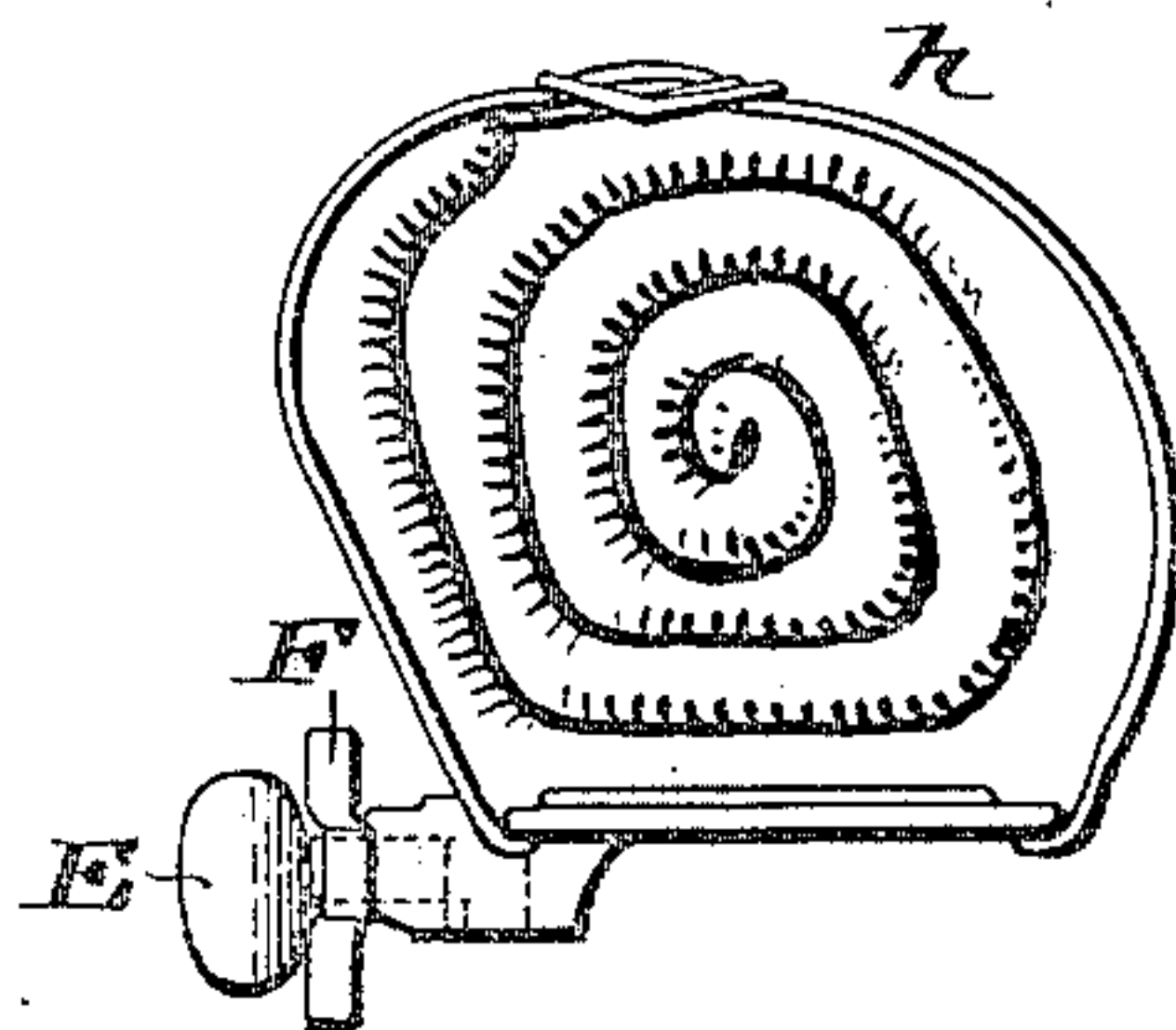
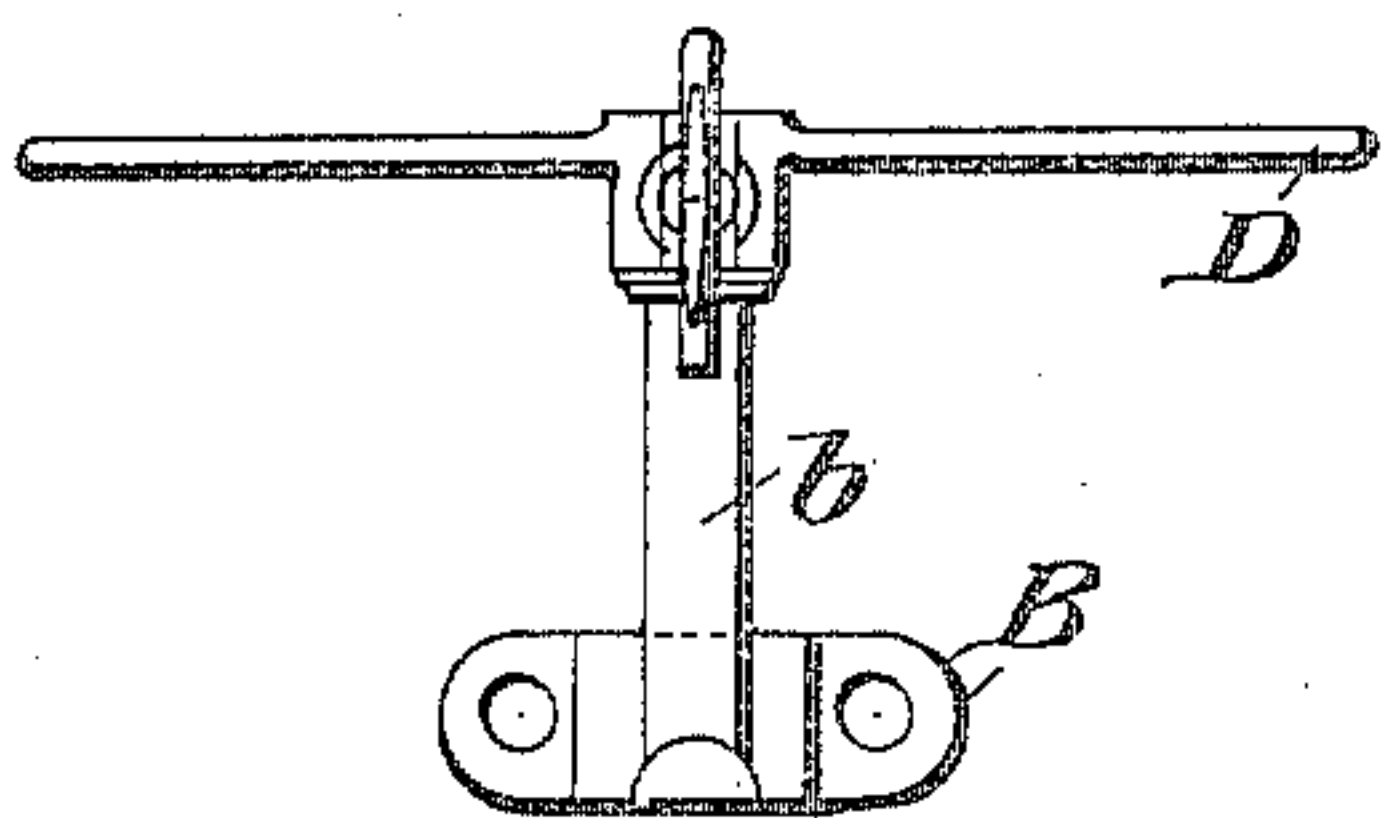
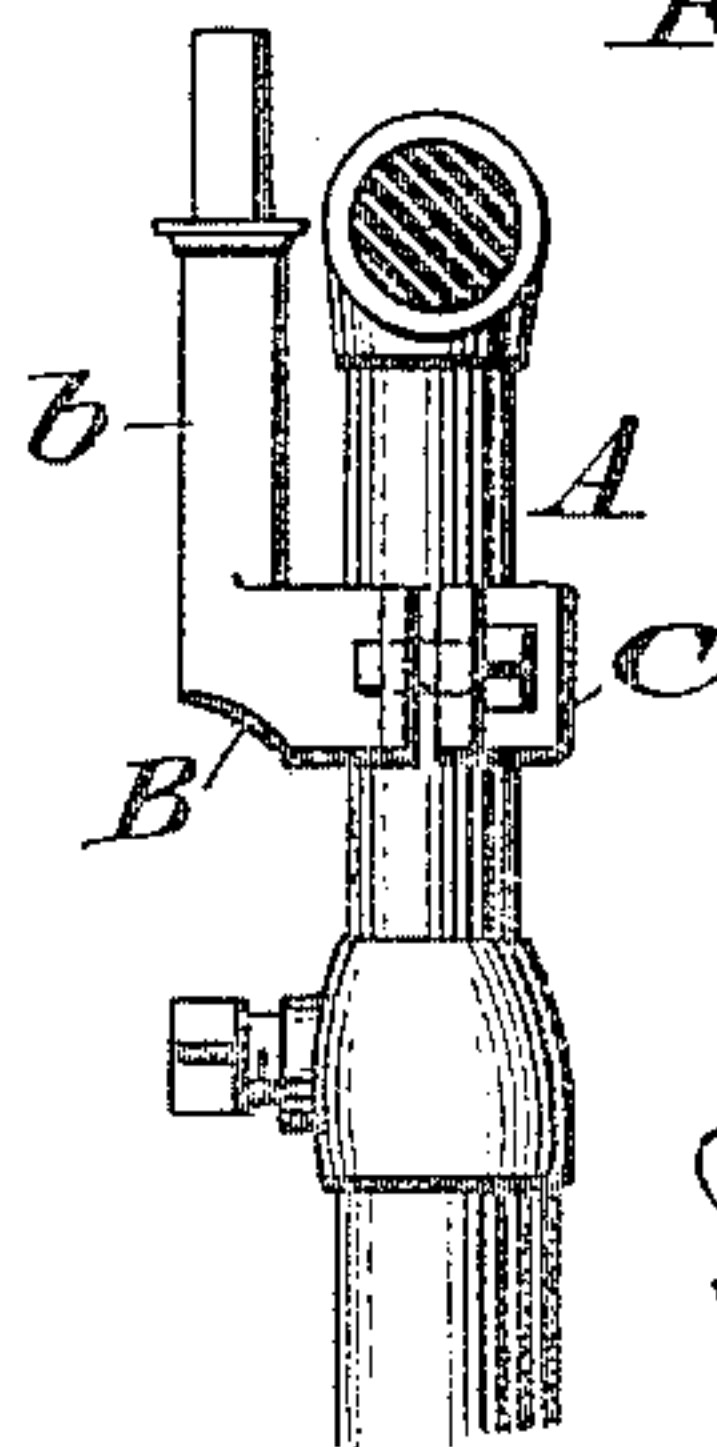


Fig. 13.



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UNITED STATES PATENT OFFICE.

ROBERT C. WALL, OF PHILADELPHIA, PENNSYLVANIA.

LUGGAGE-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 467,729, dated January 26, 1892.

Application filed June 1, 1891. Serial No. 394,803. (No model.)

To all whom it may concern:

Be it known that I, ROBERT C. WALL, a citizen of the United States, residing in the city and county of Philadelphia, in the State of Pennsylvania, have invented certain new and useful Improvements in Luggage Carriers for Bicycles, of which the following is a specification.

My invention relates to the class of devices adapted to be attached to bicycles and when mounted in position thereupon to serve to receive and support various articles of luggage. It being a desideratum in the use of bicycles to render the machines as light as possible, it is of advantage to construct luggage carriers of a detachable character so that when no luggage is to be carried they may be removed.

It is the object of my invention to provide a neat strong and inexpensive luggage carrier, so constructed as to be capable of quick and convenient application and removal.

In the drawings I illustrate my improved luggage carrier as applied to the steering head or vertical front bar of a bicycle, which, in the ordinary type of Safety bicycle constitutes perhaps the most convenient location for a bundle and affords an advantageous place for the attachment of the carrier.

In the drawings, Figure 1 is a fragmentary detail elevation of a portion of the steering head of a bicycle, illustrating the application of my improved luggage carrier. Fig. 2 is a similar view of the same parts showing however a bundle in place within the luggage carrier, and showing the carrier as removed from the clamp. Fig. 3 is a top plan of the yoke and the bar G. Fig. 4 is an elevational view of the clamp member B and yoke D. Fig. 5 is a transverse sectional plan on the line *xx* of Fig. 1. Fig. 6 is a view in side elevation of a modified form of luggage carrier shown as removed from the clamp. Fig. 7 is a top plan view of the same. Fig. 8 is a view of the steering head and applied clamp and of the luggage carrier of Fig. 6 employed to carry a bundle but removed from the clamp. Fig. 9 is an elevational view of the luggage carrier of Figs. 6 and 7. Fig. 10 is a fragmentary detail elevation of a portion of the steering head of a bicycle, illustrating in connection there-

with a modified form of luggage carrier. Fig. 11 is a top plan and Fig. 12 a rear elevation of the luggage carrier of Fig. 10. Fig. 13 is a side elevation of the steering head of a bicycle, illustrating the application of a clamp and also illustrating the luggage carrier of Fig. 10 as containing a bundle, but removed from the clamp.

Similar letters of reference indicate corresponding parts.

A is the steering head of the bicycle.

B C are the two members of a two-part clamp, connected by bolts and adapted to be clamped upon the upper portion of the steering head just below the steering handle. This clamp may be of any preferred construction. The clamp member B, which is preferably the member existing on the side of the steering head adjacent to the saddle, embodies a vertical extension *b*, which conveniently terminates at a point just above the steering handle or bar and the upper end of which is preferably of quadrangular or polygonal cross-section.

D is what I term the carrier yoke, which constitutes the base of the luggage carrier proper, said yoke being a shank of metal of any desired length but approximately the length of the average bundle which it is intended to carry. Said yoke embodies midway of its length a vertical socket or aperture *d* corresponding in plan to the cross-section of the extension *b*.

The yoke D is adapted to be seated by means of its socket upon the extension *b*, and when in place extends along in parallelism with the handle bar and just above the latter, in which position it is inconspicuous and not liable to interfere with the motions of the rider or the operation of the machine. A screw hole extends from the edge of the yoke to said socket *d*, in which is entered a thumb screw E the inner or advance end of which abuts against the extension *b* and by the tightening up of which screw the yoke is secured to said extension.

In order to retain the screw E against loosening under the vibrations of the machine I provide a lock or binding nut F and mount the same upon the screw E, by the screwing

up of which nut against the edge of the yoke the screw E is firmly secured.

Upon the yoke D are mounted the luggage securing devices themselves, of which several forms are illustrated in the drawings.

In Figs. 1, 2, 3, 4, and 5, an angular bar of metal or wire, G, is attached to the yoke, said bar being of such profile as to form with the yoke a quadrangular frame. The extremities of the bar G are attached to said yoke by being entered in suitable sockets in the respective extremities of said yoke. H H are buckle flaps secured in suitable slots in the yoke, and h h are straps secured to the opposite portion of the bar G. To secure an article within this luggage carrier it is rested upon the frame and the straps h are carried over it, engaged with the buckle flaps H and drawn taut. When no bundle lies in the carrier the straps are simply wrapped or folded compactly about the frame G and the yoke.

In Figs. 6, 7, 8, and 9, I show the yoke D as provided with parallel extensions I I, or strap bars, in the outer extremities of which, in suitable bearings, are mounted the winding bars i^x i^x , each equipped with a suitable winding handle i. In this embodiment of the invention the straps h h are ordinarily wound one upon each of the winding bars, from which bars said straps are unrolled when required to receive and retain a bundle.

In Figs. 10, 11, 12, and 13, I illustrate an embodiment of the invention in which the yoke D is provided with strap bars J, each of which embodies two strap slots. In this embodiment of the invention, a separate strap h runs through both slots of each yoke bar,—which straps are then carried around any bundle to be carried, and buckled in the ordinary manner,—or, if no bundle is to be carried, are wrapped around the yoke in a compact manner.

In practice, in the use of my improved luggage-carrier the two part clamp B C is attached to the steering head or other part of the machine to which it is to be applied, and is intended to remain in place thereupon,—and the luggage carrier yoke is temporarily applied to the bicycle when required for use by being mounted upon the extension b of said clamp. The character of the connection between the clamp and the yoke is, as will be understood, such that while the latter can be applied and removed with great facility, it nevertheless is, when applied in position, firmly retained against accidental displacement.

Having thus described my invention, I claim—

1. The combination to form a luggage carrier, of a structure consisting of a rigid supporting yoke the extremities of which are provided with rigid strap bars or supports extending transversely with respect thereto, which structure embodies strap eyes or recesses at or near its respective extremities,

straps or kindred luggage engaging devices mounted on said bars, and means for supporting or attaching said yoke to a bicycle frame or kindred support, substantially as set forth.

2. The combination to form a luggage carrier of a structure consisting of a rigid supporting yoke, the extremities of which are provided with strap bars or supports extending transversely with respect to it, straps or kindred luggage engaging devices mounted on said strap bars, and a clamp adapted for attachment to a bicycle,—said clamp and yoke being detachably connected by means of an extension projecting from the one and taking into a corresponding socket formed in the other, and means for locking said parts in engagement, substantially as set forth.

3. The combination to form a luggage-carrier of a structure consisting of a rigid supporting yoke embodying at or about its longitudinal center an angular socket, and provided with two transversely extending strap bars or supports, straps or kindred luggage engaging devices mounted on said bars, and a clamp adapted for permanent engagement with a bicycle frame and provided with a vertical extension, the upper portion of which is fitted and takes into the socket in the yoke, substantially as set forth.

4. The combination to form a luggage carrier, of a structure consisting of a supporting-yoke provided with strap bars or supports extending forward from said yoke and at right angles with respect thereto, strap eyes or recesses in said bars adapted to receive straps or kindred luggage engaging devices, a clamp adapted for attachment to a bicycle or kindred device, said yoke and clamp being connected by means of a vertical extension projecting from one of said devices which takes into a socket formed in the other of said devices, substantially as set forth.

5. The combination to form a luggage-carrier, of a yoke provided with strap bars or supports formed integral therewith, extending forward from said yoke and at right angles with respect thereto, strap eyes or recesses in said bars adapted to receive straps or kindred luggage engaging devices, an angular socket formed in the central portion of said yoke, a thumb screw entered in said yoke so as to project into the socket, and a clamp adapted for attachment to a bicycle frame or kindred device and provided with a vertical extension the upper end of which corresponds in cross-section to the shape of the socket in the yoke and is adapted to enter said socket for a short distance only, substantially as set forth.

6. The combination, to form a luggage-carrier, of a rigid strap bar adapted to receive and support an article of luggage,—a clamp adapted to be secured to and remain upon the frame work of the bicycle,—a socket formed in one of said devices,—a vertical extension

projecting from the other of said devices
and constituting the sole support for the
strap bar, the extremity of which extension
is adapted to enter said socket,—and means for
5 temporarily securing said extension in said
socket, substantially as set forth.

In testimony that I claim the foregoing as

my invention I have hereunto signed my name
this 23d day of April, A. D. 1891.

ROBERT C. WALL.

In presence of—

WM. C. STRAWBRIDGE,
F. NORMAN DIXON.