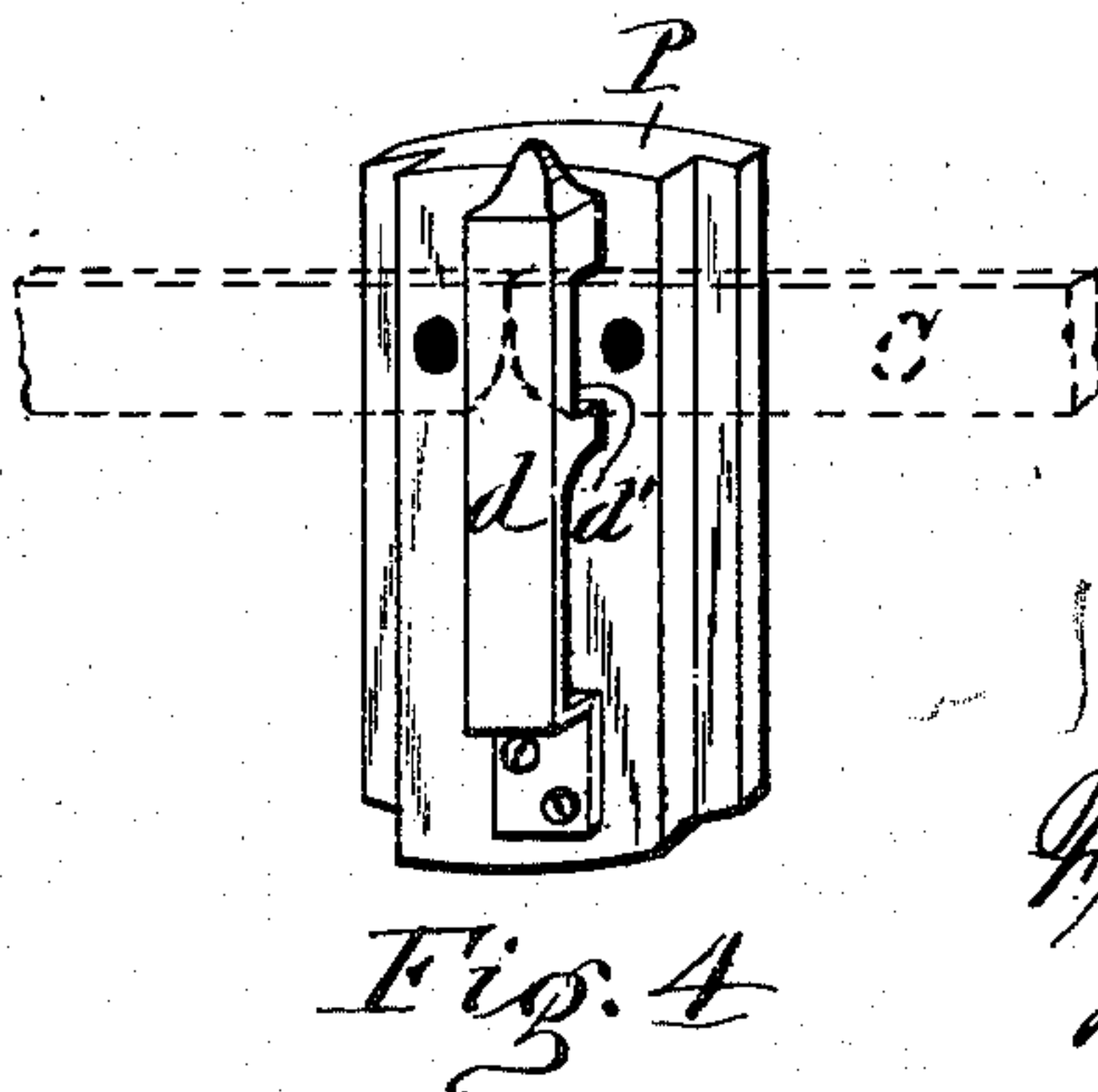
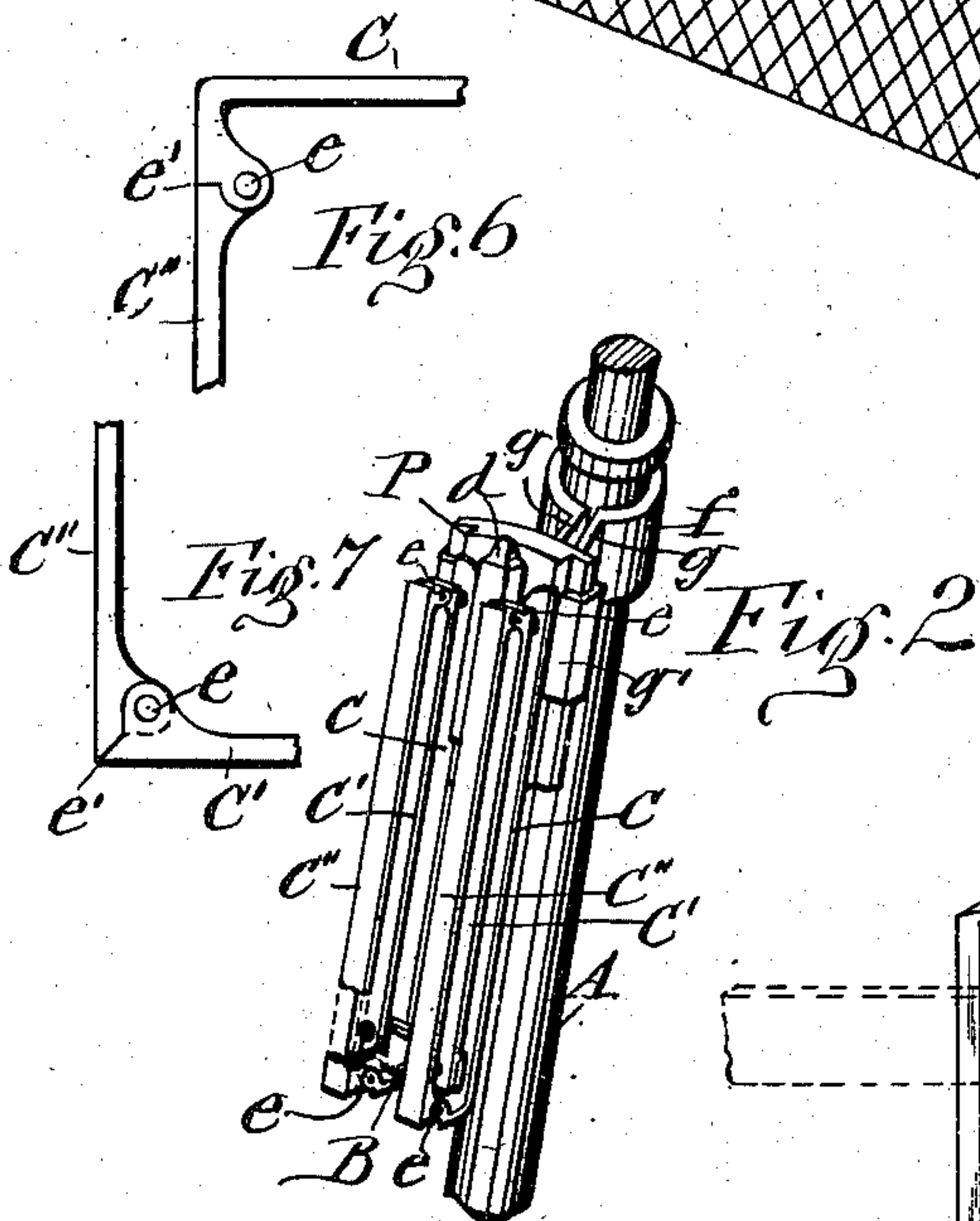
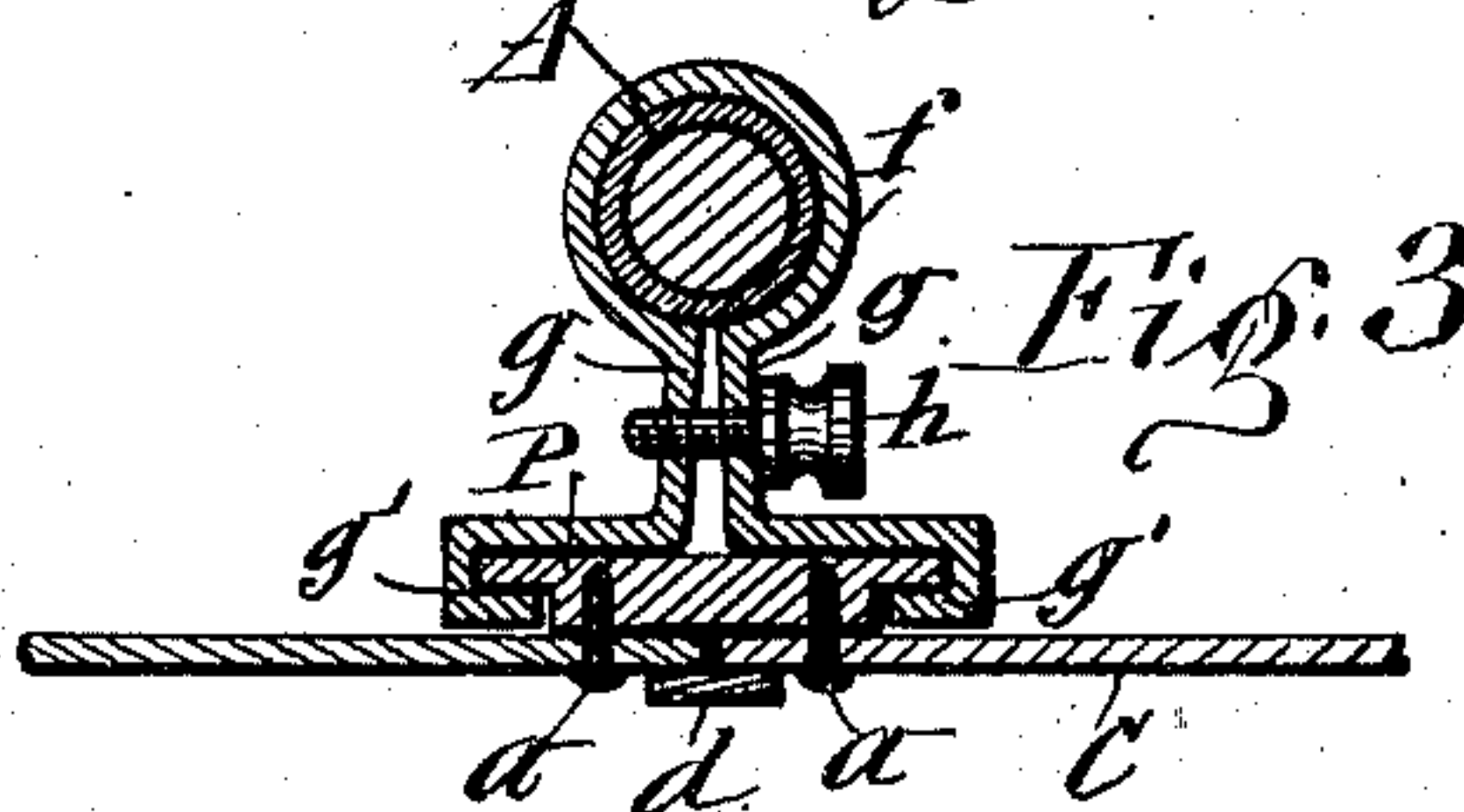
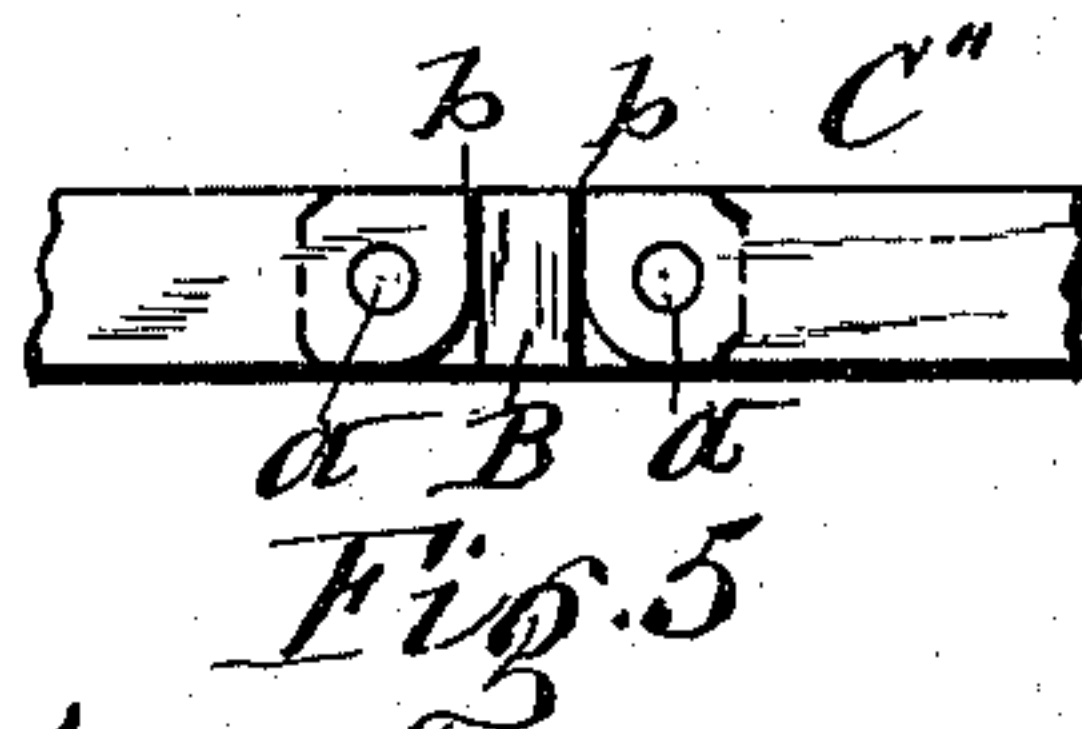
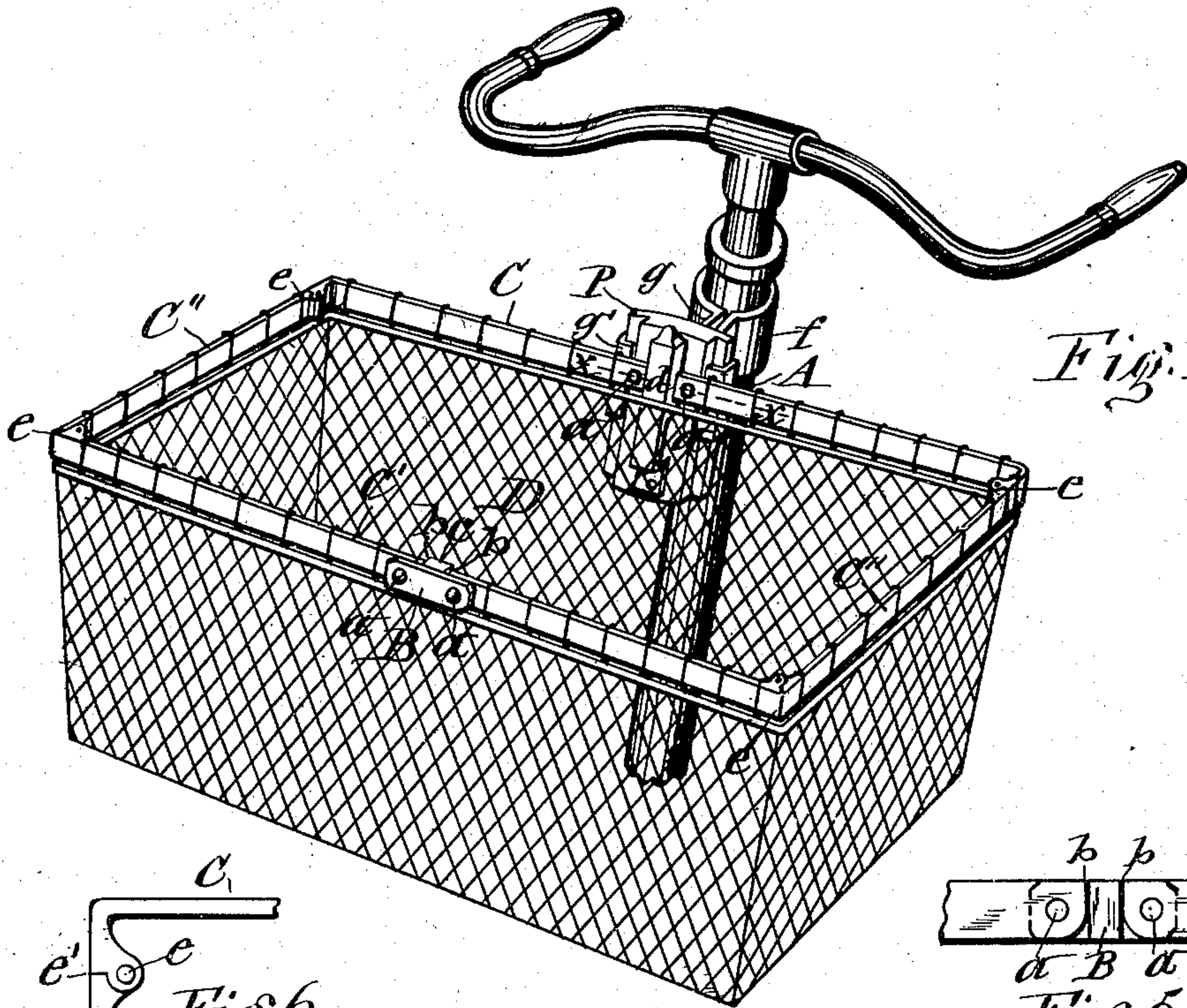


(No Model.)

F. A. MARTIN.
LUGGAGE CARRIER FOR BICYCLES.

No. 535,385.

Patented Mar. 12, 1895.



WITNESSES:

C. L. Bendixon
J. J. Laasz.

INVENTOR:

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By E. Laass
his ATTORNEY

UNITED STATES PATENT OFFICE.

FRED A. MARTIN, OF SYRACUSE, NEW YORK.

LUGGAGE-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 535,385, dated March 12, 1895.

Application filed February 24, 1894. Serial No. 501,327. (No model.)

To all whom it may concern:

Be it known that I, FRED A. MARTIN, of Syracuse, in the county of Onondaga, in the State of New York, have invented new and useful Improvements in Luggage-Carriers for Bicycles, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to the class of devices which are attached to bicycles and designed chiefly for carrying wearing apparels or other luggage; and the object of the invention is to provide a luggage-carrier which shall be capable of being folded into a small compass either on the bicycle or detached therefrom and carried in the pocket of the rider of the bicycle, and shall be readily placed in a distended position on the bicycle and form a strong and convenient receptacle for the luggage to be carried; and to that end the invention consists in the improved construction and combination of parts as hereinafter fully described and set forth in the claims.

In the annexed drawings Figure 1 is a perspective view of my improved luggage-carrier placed on a bicycle-frame and adjusted for receiving the luggage to be carried. Fig. 2 is a perspective view showing the same in its folded condition. Fig. 3 is an enlarged horizontal transverse section on line —X—X— in Fig. 1. Fig. 4 is an enlarged perspective view of the plate to which the folding frame of the luggage-carrier is pivoted, and Fig. 5 is an enlarged inner side view of the connection of one of the long members of the folding frame to the splicing plate, and Figs. 6 and 7 are enlarged plan views of the knuckle joints at the corners of said frame.

Similar letters of reference indicate corresponding parts.

My said luggage-carrier consists essentially of a folding-frame supported on a suitable member of the bicycle-frame, preferably to the front post, a suitable lock sustaining said folded frame in its distended position, and a folding receptacle supported on the latter frame. This folding frame I preferably form rectangular and of any suitable metallic bars. Each of the two longest oppositely disposed members —C—C'— of said frame, I form with a knuckle-joint —a—a— at the center

of its length which joints allow the two sections of the member to swing in a vertical plane within an arc of ninety degrees beneath a horizontal plane, said movement being limited by the abutting shoulders —b—b— above the pivots of the members. I do not limit myself to any specific construction of said knuckle-joints as it is obvious to most any machinist that said joints can be made in various well known ways.

I preferably pivot the sections of the member —C'— to a splicing plate —B— having affixed to it a block —c— against which the ends of the sections of said member abut, as more clearly shown in Fig. 5 of the drawings. The other member —C— I pivot to the attaching plate —P— as particularly shown in Fig. 4 of the drawings.

The frame is sustained in its horizontally distended position by means of a suitable lock, which I preferably form of a spring-catch plate —d— attached at one end to the plate —P— and having in its free end a notch —d'— in which to receive the ends of the pivoted sections and thus embrace the member —C— at its joint.

The shorter members —C''—C''— of the aforesaid folding frame are hinged to the members —C— and —C'— at right angles to the central joints of the latter by knuckle-joints —e—e— which permit the members to fold closely side by side, and are preferably provided with abutting shoulders —e'— outside of the pivots as more clearly shown in Figs. 6 and 7 of the drawings.

The described frame can be folded compactly by releasing it from the lock or spring-catch —d— then turning down the pivoted sections of the members —C— and —C'— so as to cause the end members —C''—C''— to lie closely side by side and then folding over the latter, the aforesaid sections of the members —C—C'—, the frame then being in the condition represented in Fig. 2 of the drawings.

In order to allow the folded frame to be carried in a person's pocket when desired, I secure the plate —P— detachably to the front post —A— of the bicycle frame preferably by means of a collar or clip-band —f— embracing said post and terminating with forwardly projecting flexible clamping jaws

—*g—g*— formed with vertical flanges —*g'*—
g'— and perforated for the reception of the
 clamping screw —*h*—.

In attaching the aforesaid folding frame to
 5 the bicycle, the plate —*P*— is inserted be-
 tween the jaws —*g—g* and clamped therein
 by tightening the screw —*h*—, as best seen
 in Fig. 3 of the drawings.

—*D*— represents a folding receptacle which
 10 is hung on the aforesaid folding frame. Said
 receptacle may be formed of suitable textile
 fabric, preferably of the form of a net as
 shown in Fig. 1 of the drawings.

What I claim as my invention is—

15 1. The combination, with a bicycle frame
 of a luggage carrier consisting of oppositely
 disposed members jointed at their respective
 centers to fold in a vertical plane and con-
 nected at one of said members to the afore-
 20 said frame, and companion members jointed
 to the ends of the aforesaid members at right
 angles to their central joints, and a lock sus-
 taining said frame in its horizontally dis-
 tended position as set forth.

25 2. The combination, with a bicycle frame,
 of a plate secured to said frame, a rectangu-

lar frame jointed at or near its corners and
 in the center of its longest members and piv-
 30 oted at the central joint of one of the latter
 members to the aforesaid plate a lock sus-
 taining said frame in its horizontally dis-
 tended position, and a folding receptacle sup-
 ported on said frame as set forth.

3. In combination with a bicycle frame, of
 a plate secured to said frame, a folding rect- 35
 angular frame having in the centers of its
 two longest members vertically movable
 knuckle-joints with abutting shoulders above
 the pivots, and horizontally movable knuckle-
 joints at or near the corners of the frame with 40
 abutting shoulders outside of the pivots, a
 lock sustaining said frame in its horizontally
 distended position, and a folding receptacle
 hung on said frame as set forth.

In testimony whereof I have hereunto 45
 signed my name this 21st day of February,
 1894.

FRED A. MARTIN. [L. S.]

Witnesses:

J. J. LAASS,

C. L. BENDIXON.