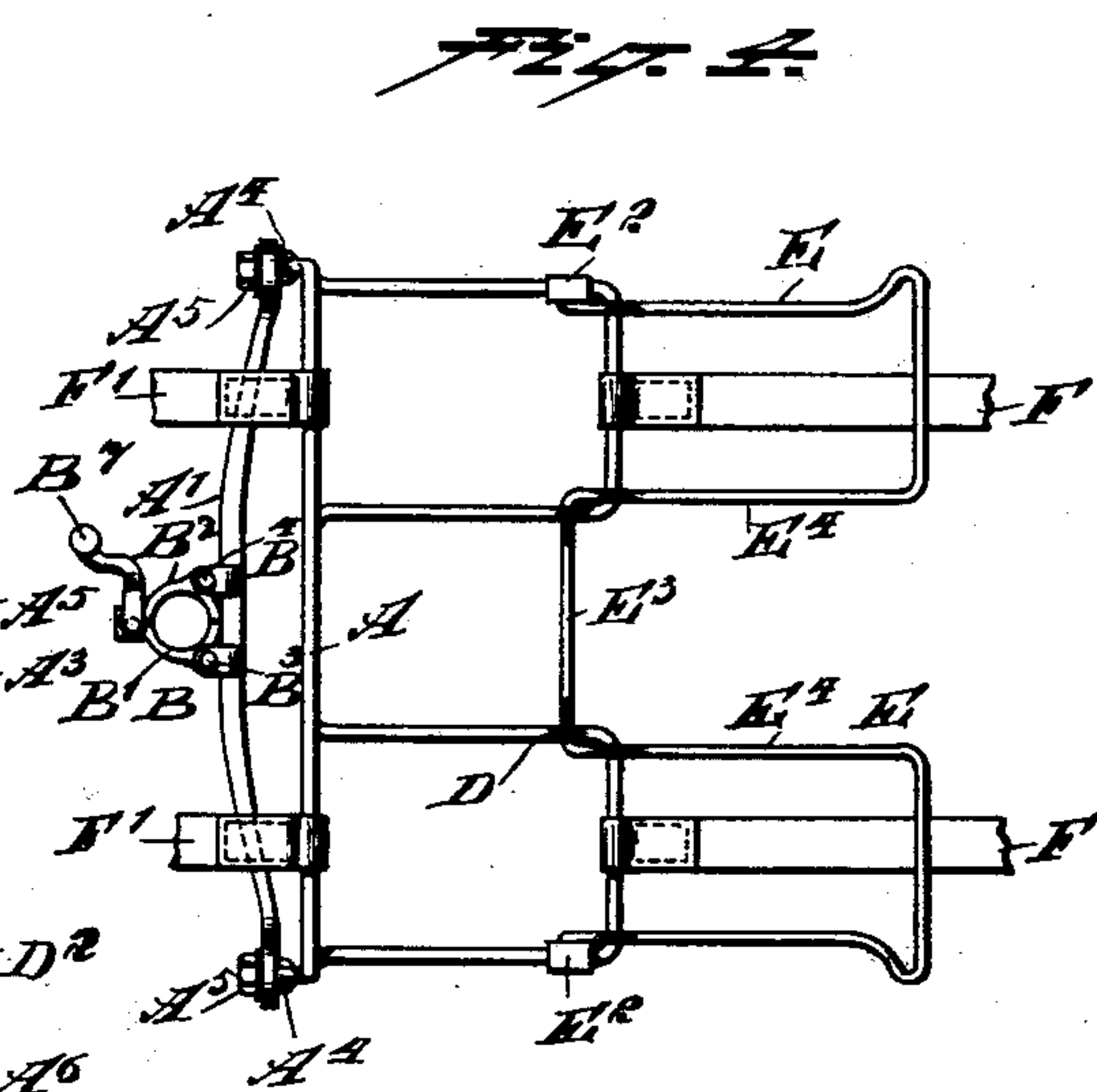
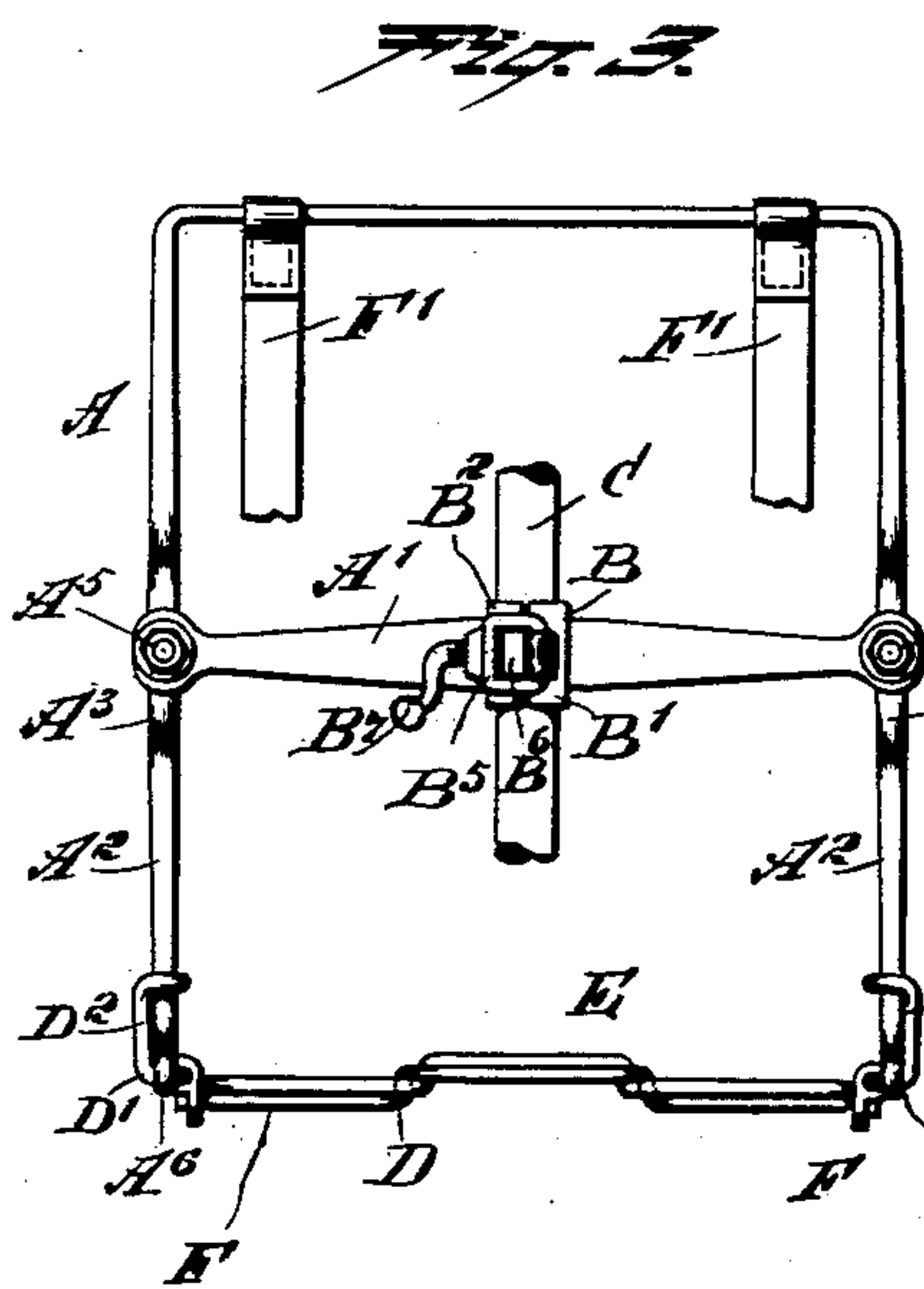
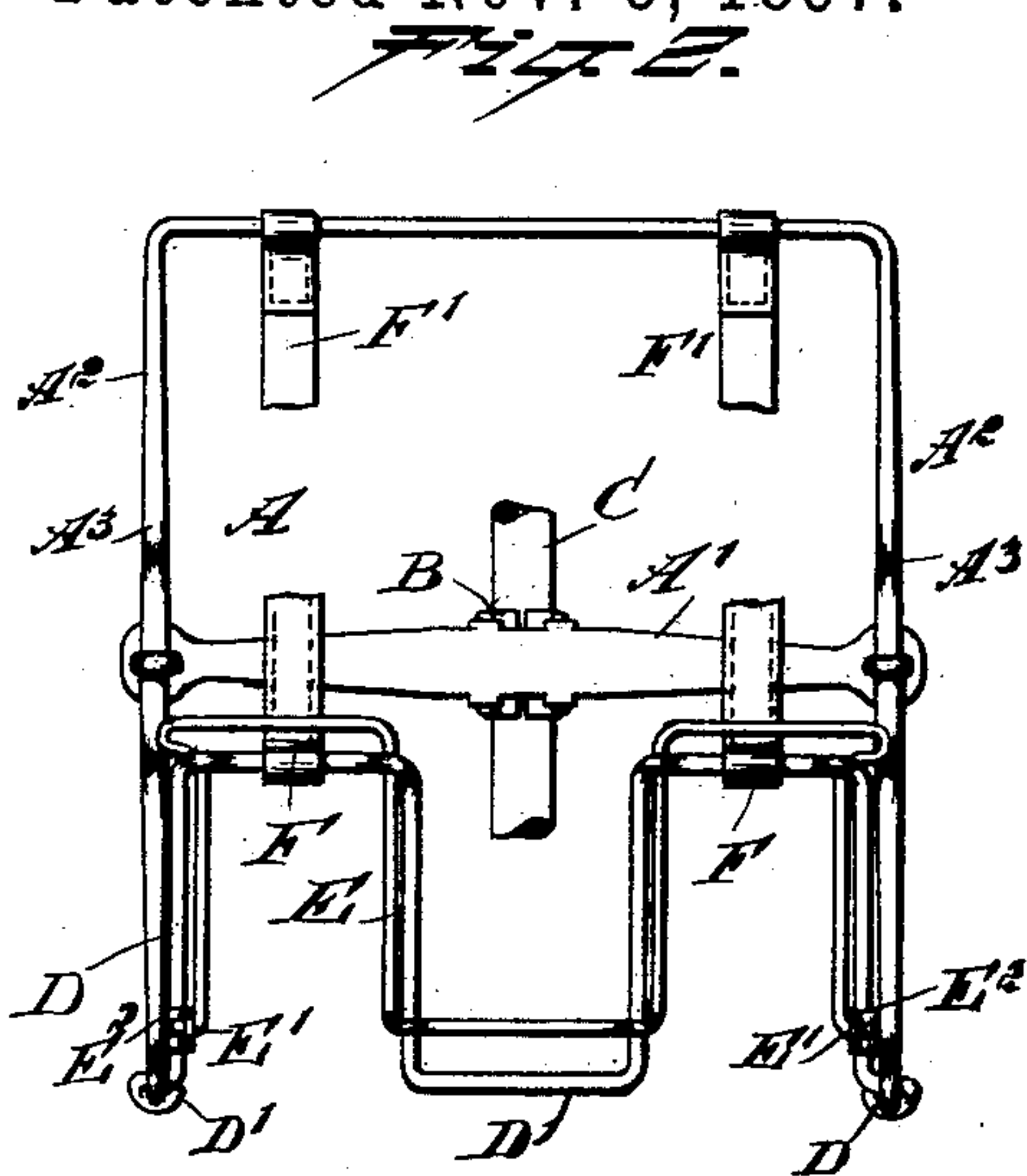
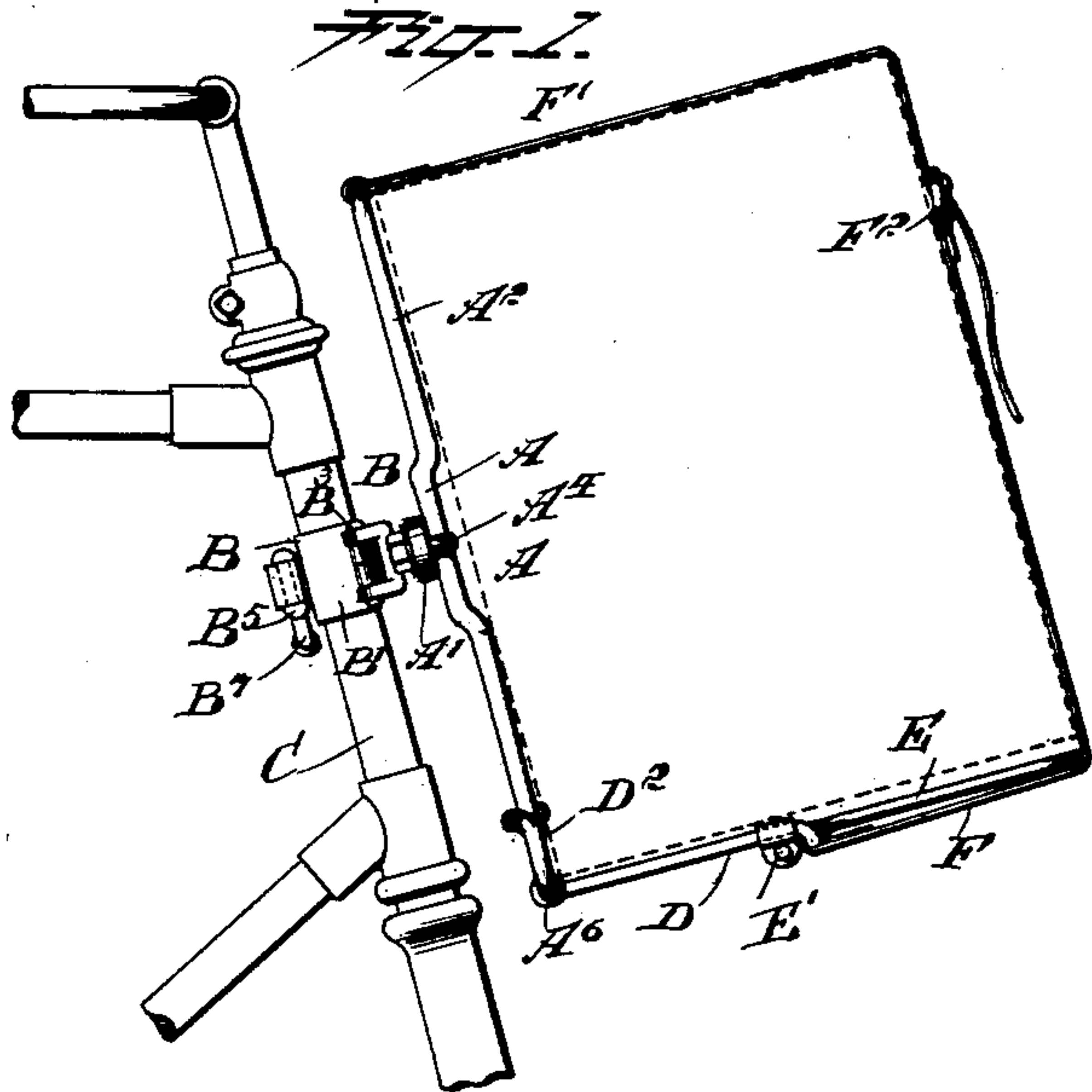


(No Model.)

W. M. TEGART.
DETACHABLE CARRIER FOR BICYCLES.

No. 593,443.

Patented Nov. 9, 1897.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM MONTGOMERY TEGART, OF MOOSOMIN, CANADA.

DETACHABLE CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 593,443, dated November 9, 1897.

Application filed December 31, 1896. Serial No. 617,670. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM MONTGOMERY TEGART, of Moosomin, Assiniboia district, Northwest Territories, and Dominion of Canada, have invented a new and Improved Detachable Carrier for Bicycles, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved carrier, more especially designed for use on bicycles, and arranged to receive and support a camera, baggage, or other article, the carrier being constructed to permit of conveniently attaching it to or removing it from a bicycle.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improvement as applied. Fig. 2 is a front view of the same with the bracket folded up. Fig. 3 is a rear elevation of the improvement, and Fig. 4 is a plan view of the same.

The improved carrier is provided with a frame-back A, having at or near its middle a cross-bar A', supporting a clamp B for fastening the carrier to the steering-head C of the bicycle, as indicated in Fig. 1. On the lower end of the frame-back A is hinged a forwardly-extending bracket D, adapted to receive and support a camera, baggage, or other article, and this bottom or bracket D is provided with an extension E, adapted to be moved outward or inward or swung at right angles to the bottom and parallel to the frame-back A.

In order to securely hold the camera, baggage, or other article in place on the carrier, I provide the outer ends of the bottom D with straps F, and similar straps F' are held on the top cross-bar of the back A, and the two straps, after passing around part of the under side, the front and top of the camera, baggage, or other article, are connected by suitable buckles F², as indicated in Fig. 1. The frame-back A is preferably made rectangular, with the side bars A² having the offset straight portions A³ engaged by eyebolts A⁴, extend-

ing through the outer ends of the cross-bar A' and secured thereto by nuts A⁵ on the back of the cross-bar, as is plainly indicated in the drawings. By loosening the nuts A⁵ the eyebolts A⁴ may be moved up and down on the offset portions A³, so as to permit of adjusting the frame-back, and consequently the carrier, up or down, according to the construction of the bicycle, to prevent the bottom D from touching the front wheel.

The clamp B is preferably constructed with two halves B' B², connected by hinges B³ B⁴, respectively, with the cross-bar A' near the middle thereof. (See Fig. 4.) The free end of the half B' is provided with a hinged loop B⁵, adapted to engage a lug B⁶, projecting from the free end of the other half B². In the loop B⁵ screws a handled screw B⁷, adapted to engage the lug B⁶, so as to securely lock the loop to the lug and keep the halves B' and B² firmly pressed in contact with the steering-head C to securely support the carrier from the said head. Now it is evident that by giving a turn to the handled screw B⁷ the loop B⁵ can be moved out of engagement with the lug B⁶, and the two halves B' and B² can then be opened to readily remove the clamp B from the steering-head C. Thus the entire carrier can be readily detached from the steering-head, and by closing the halves B' and B² upon the steering-head and drawing the loop B⁵ over the lug I am enabled to readily fasten the clamp, and consequently the entire carrier, to the head. The halves B' and B² are preferably lined with a suitable material to prevent marring of the enamel on the steering-head C.

The hinge for the bottom D on the lower end of the frame-back A is formed by passing the transverse ends D' of the said bottom through the eyes A⁶ on the lower ends of the side pieces A² of the frame-back A, the said transverse ends being extended upwardly to form a hook D², adapted to engage the sides of the frame-back and hold the bottom D approximately at right angles to the frame-back to support the camera or baggage, as previously mentioned.

The extension E is preferably made in the shape of a frame, as shown in Fig. 4, with the inner ends of the frame provided with transverse pivots E', engaging slides E², fitted to

slide on the outer sides of the bottom D. The middle portion of the extension E extends under the middle bars of the bottom D, and the arms E⁴ of the said extension then
 5 pass over the front ends of the bottom D to properly support the extension E in a horizontal position upon the bottom D.

Now it will be seen that by the arrangement described the bottom D can be swung up
 10 against the back A when the device is not in use, and the extension E can be drawn out or pushed in and swung upward, according to the size of the article to be carried, and be out of the way when the device is in use.

15 Thus it will be seen that the entire device is readily supported from the steering-head C and is consequently not in the way of the handle-bar or the fork for the front wheel, so that the bicycle can be manipulated in the
 20 usual manner without being interfered with by the attachment. As the load is supported directly above the front wheel, it is evident that the load does not act as a drag on the machine or hinder the proper movements of the
 25 operator when propelling the bicycle forward.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A carrier, comprising a back-frame adapted to be clamped to the steering-head of a bicycle, and a supporting-bracket or bottom frame formed of two sections having a hinged and sliding connection with each other, the inner section being hinged to the back-frame,
 30 substantially as described.

2. A carrier, comprising a frame-back adapted to be clamped to the steering-head of a bicycle, a supporting bracket or bottom hinged to the lower end of the said back and adapted
 40 to extend approximately at right angles to the back, and arranged to fold upon the same, and an extension held to slide on the said bottom to vary the capacity of the carrier and adapted to swing upwardly, substantially as
 45 shown and described.

3. A carrier, comprising a back-frame adapt-

ed to be secured to the steering-head of a bicycle, a supporting-bracket hinged to the back-frame, and an extension having its middle portion loosely engaging the middle portion of the bracket and its outer portions pivoted to slide on the outer portions of the bracket, substantially as described. 50

4. A carrier, comprising a back-frame provided with a cross-bar intermediate of its ends and having eyes in the lower ends of its side bars, a supporting-bracket having its ends passed through the eyes of the side bars and formed with hooks to engage said side bars, and an extension having a hinged and sliding
 60 connection with the bracket, substantially as described.

5. A carrier for bicycles, provided with a clamp comprising two hinged halves, a loop pivoted on the free end of one half, a rigid
 65 lug engaged by the loop and held on the free end of the other half, and a screw screwing in the said loop and adapted to engage the said lug, substantially as shown and described.

6. In a carrier, the combination with a frame-back, of a cross-bar held vertically adjustable on the sides of the frame-back and forming a part of said frame, and a clamp secured to the said cross-bar at about its center, substantially as described. 70

7. A carrier, provided with a frame-back having sides provided with rearwardly-projecting offset portions, eyes surrounding the said portions, and a cross-bar carrying the said eyes at its ends, substantially as shown
 80 and described.

8. A carrier, comprising a back provided with an adjustable cross-bar, a clamp secured to the cross-bar for clamping the carrier to a bicycle, a supporting-bracket hinged to the
 85 lower end of the back-frame, and an extension having a hinged and sliding connection with the bracket, substantially as described.

WILLIAM MONTGOMERY TEGART.

Witnesses:

WILLIAM A. QUA,
 MURDOCH McDONALD.