

(No Model.)

G. H. HENKEL.  
PARCEL CARRIER FOR BICYCLES.

No. 598,513.

Patented Feb. 8, 1898.

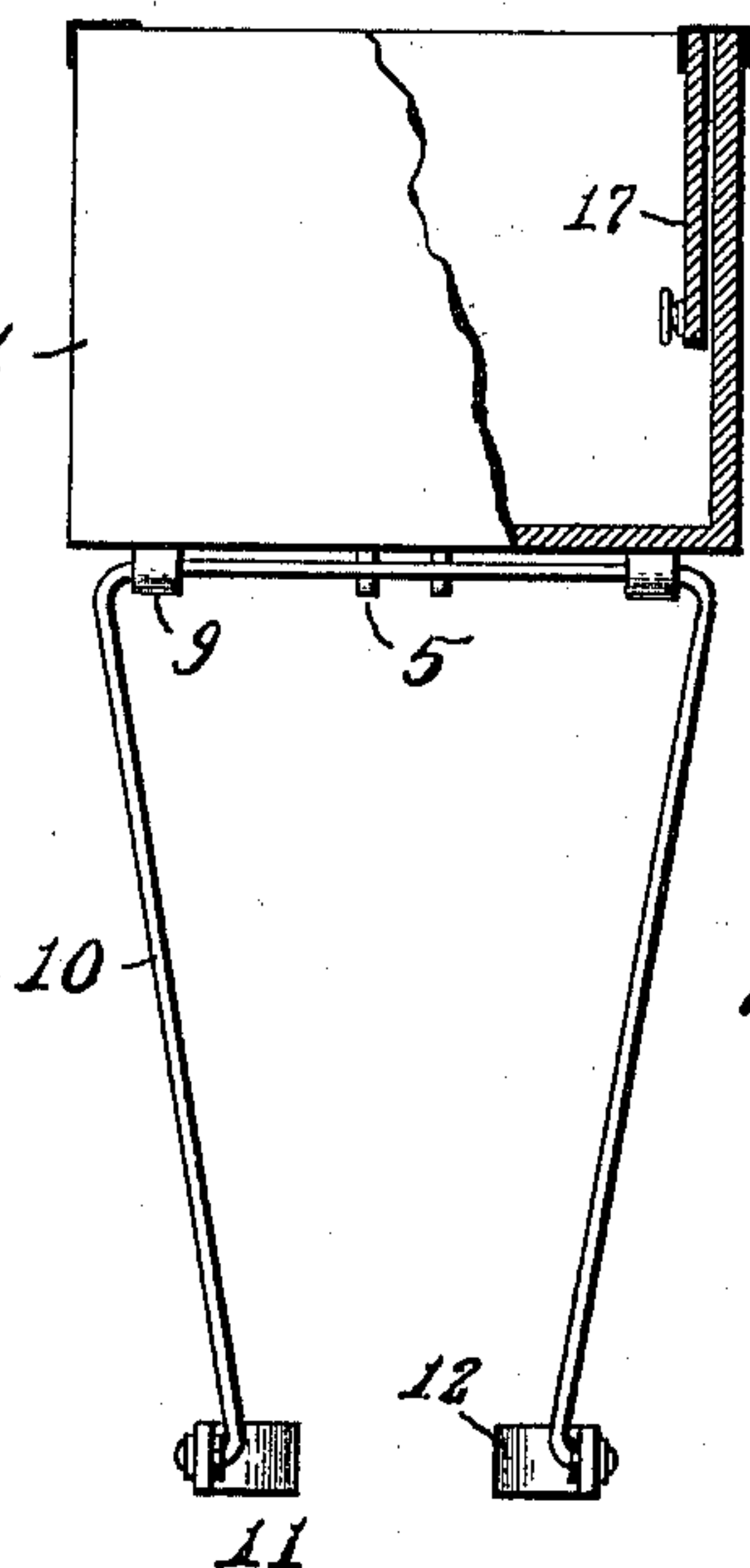
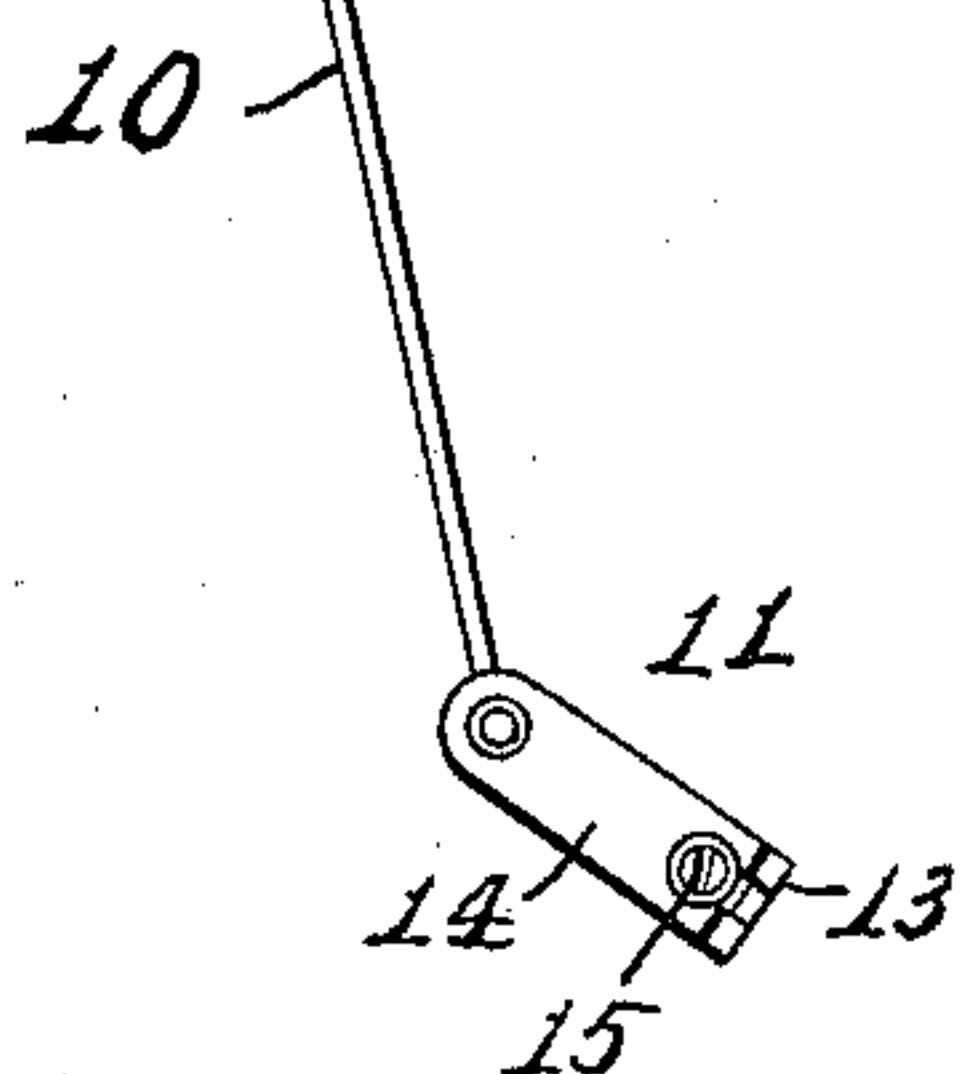
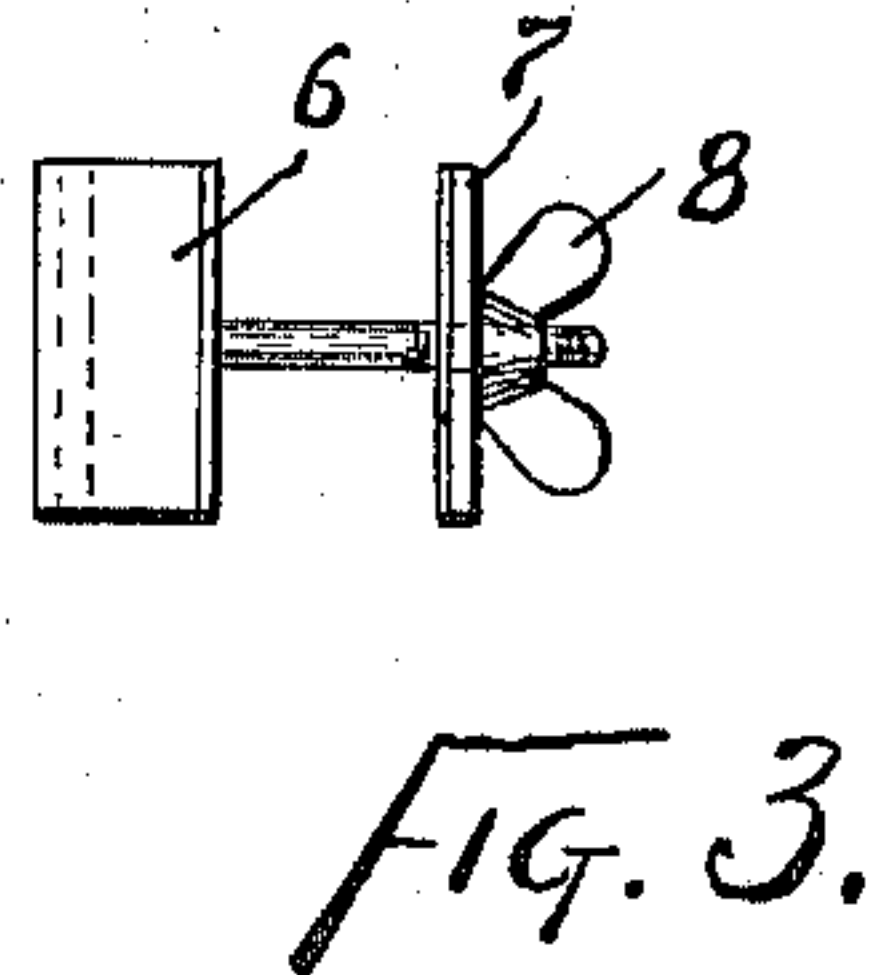
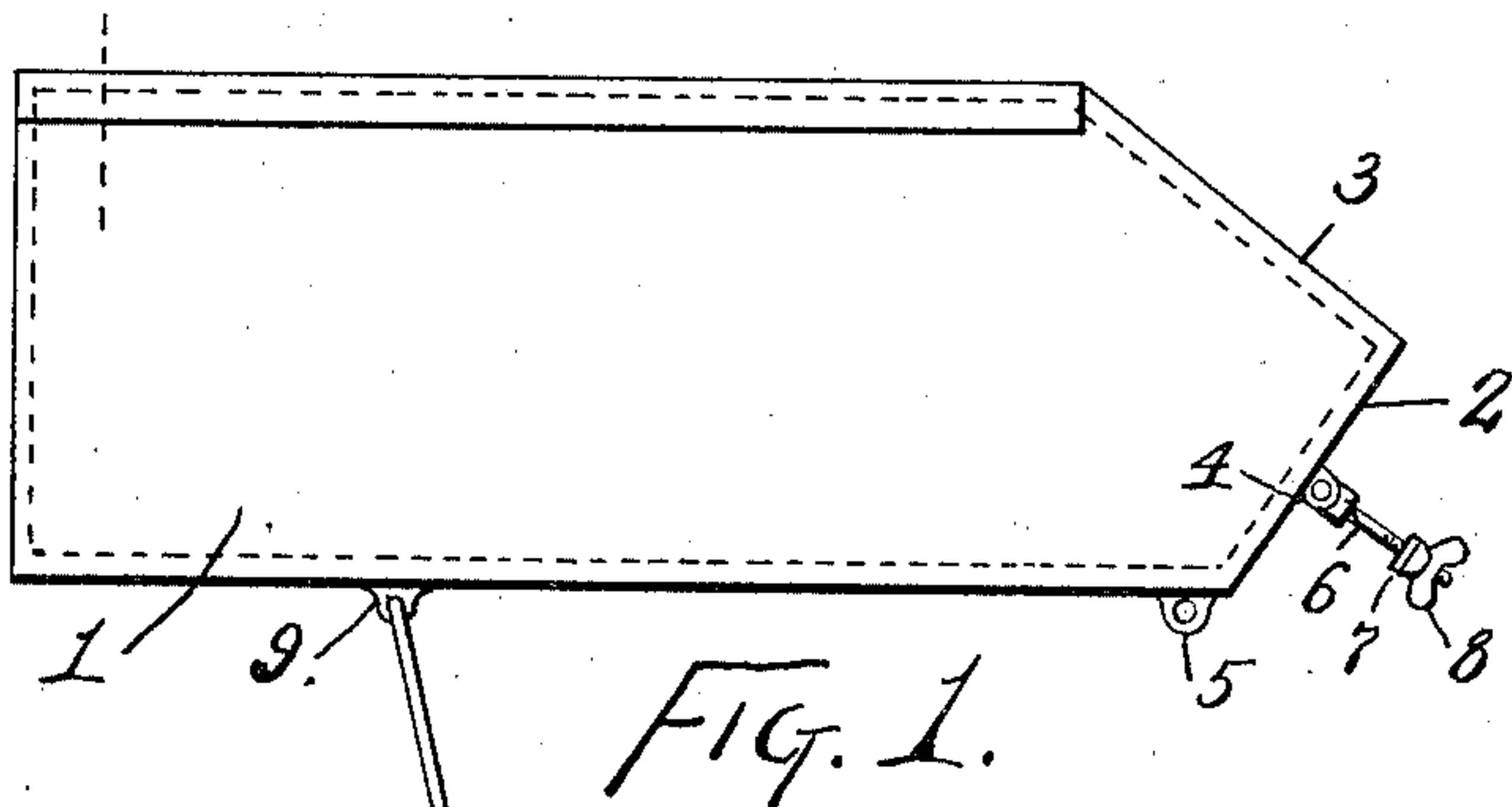


FIG. 2.

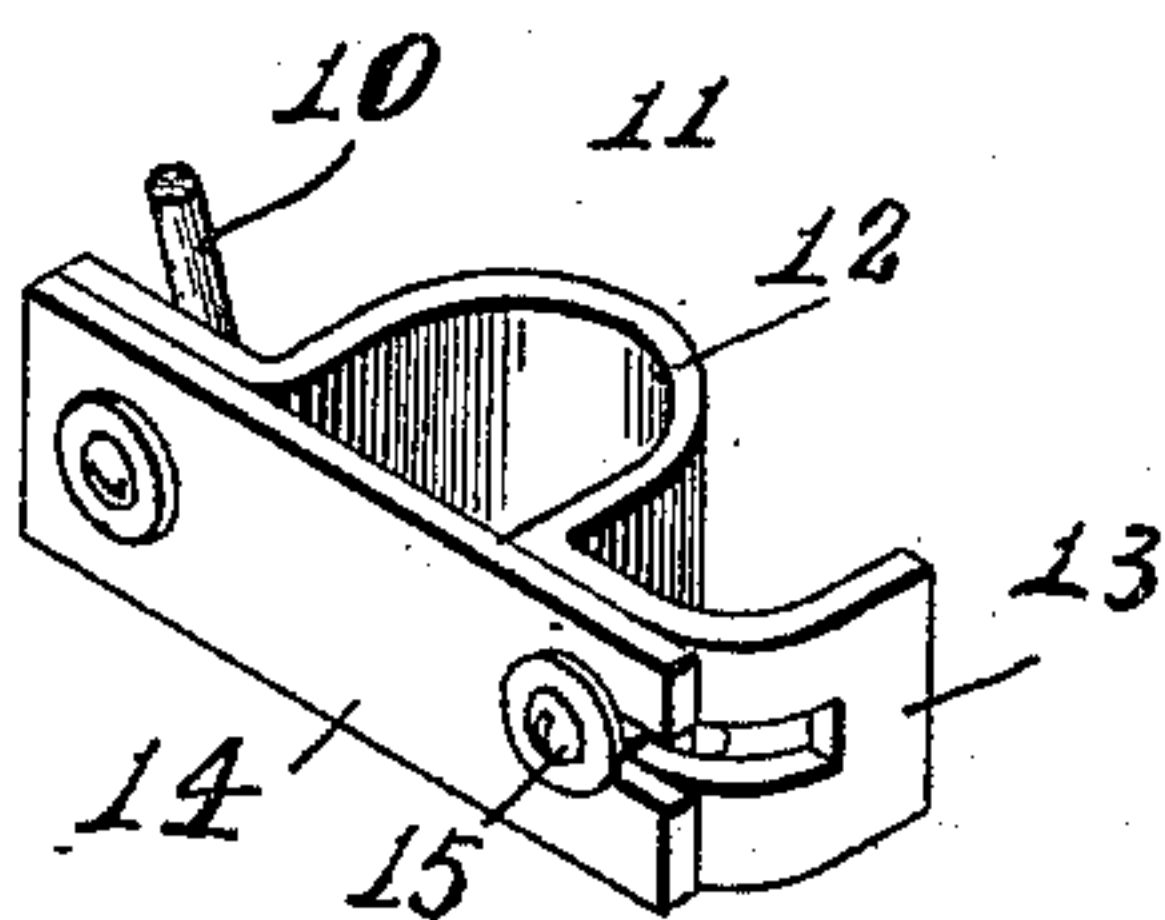


FIG. 4.

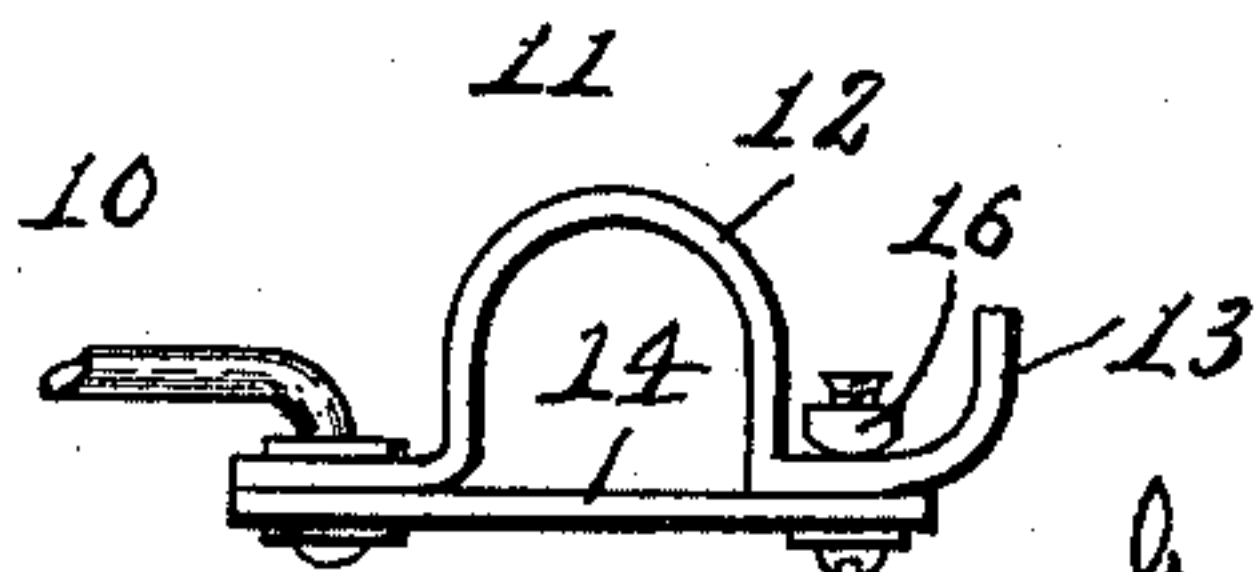


FIG. 5.

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# UNITED STATES PATENT OFFICE.

GEORGE H. HENKEL, OF MIDDLETOWN, OHIO, ASSIGNOR TO THE J. C. RUSSELL COMPANY, OF SAME PLACE.

## PARCEL-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 598,513, dated February 8, 1898.

Application filed March 29, 1897. Serial No. 629,713. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE H. HENKEL, of Middletown, Butler county, Ohio, have invented certain new and useful Improvements in Parcel-Carriers for Bicycles, (Case B,) of which the following is a specification.

This invention pertains to improvements in parcel-carriers designed for attachment to bicycles; and the invention will be readily understood from the following description, taken in connection with the accompanying drawings, in which—

Figure 1 is a side elevation of a parcel-carrier illustrating my invention; Fig. 2, a rear elevation of the same, with a portion of the receptacle shown in vertical transverse section; Fig. 3, a plan of the front clamp; Fig. 4, a perspective view of one of the base-clamps, and Fig. 5 a plan of one of the base-clamps. Figs. 3, 4, and 5 are upon an enlarged scale.

In the drawings, 1 indicates a box-like receptacle, which may be formed of any suitable material; 2, the lower portion of the front wall of the receptacle, the same being inclined forwardly and upwardly to a point about the mid-height of the receptacle; 3, the upper portion of the front wall of the receptacle, the same being inclined rearwardly and upwardly from the top of wall portion 2; 4, a pair of ears projecting outwardly from wall portion 2 at about the center of width of the receptacle; 5, a similar pair of ears projecting downwardly from the front portion of the bottom of the receptacle; 6, a block pivoted to ears 4 on a horizontal pivot, this block having a clamp-bolt projecting forwardly from it; 7, a clamp-button on the bolt or block 6 and presenting rearwardly a clamping-face opposed to the forward face of block 6; 8, a thumb-nut on the bolt of block 6; 9, a pair of ears secured to the rear portion of the bottom of the receptacle; 10, a pair of downwardly-extending legs pivoted to these ears, the two legs being formed, preferably, of a single bent piece of metal engaging both ears 9; 11, clamps, one pivoted to the base of each of legs 11; 12, the inner member of one of clamps 11, the same having the form of a bow with rear and front wings; 13, the front wing of clamp part 12, the same extending forwardly from the bow

and then curving inwardly, the curved portion of the wing being slotted; 14, a clamp-plate lying against the face of clamp member 12 and closing the bow therein and pivoted to the rear wing of the bow, the preferred and illustrated construction being that leg 10 shall be bent outwardly and its horizontal portion form a pivot uniting the rear portion of the two clamp members; 15, a clamp-screw passing through an open-ended slot in the forward portion of plate 14 and through the slot in front wing 13; 16, a nut upon the inner end of screw 15, and 17 half-lids hinged to the upper edges of the side walls of the receptacle, these half-lids being capable of folding down against the inner surface of those side walls.

Referring to Fig. 1, the receptacle 1 takes position over the rear wheel of an ordinary bicycle, forward portion 2 of the receptacle coming near the rear frame-tubes of the bicycle, inclined portion 3 of the receptacle coming under the rear portion of the saddle, the clamp at the front of the receptacle attaching to the upper portion of the rear frame-tubes, while legs 10 straddle the rear wheel and have their lower ends attached by clamps 11 to the lower portion of those frame-tubes.

In attaching the carrier to a bicycle clamp-button 7 is turned vertically and passed through the space between the rear frame-tubes of the bicycle, the button then being turned horizontally and the frame-nut 8 being tightened up, whereby the frame-tubes become nipped between block 6 and clamp-button 7. It is preferable that the block and clamp-button be faced with leather, so as not to mar the frame-tubes. The block being pivoted in ears 4 permits of the faces of the block and clamp-button adjusting themselves to the angularity of the frame-tubes.

Where the nature of the frame-tubes at their juncture with the saddle-post will permit of it, block 6 will be disposed at ears 4; but certain common forms of frames will not permit of this location of the clamp. In such cases block 6 may be removed from ears 4 and attached at ears 5, thus permitting of the clamp engaging lower down upon the frame-tubes.

The bows of clamp members 12 clasp the



lower portion of the rear frame-tubes, plates 14 clamping the bows to the tubes through the medium of screws 15. The pivoting of clamps 11 to the base of legs 10 permits of the clamps adjusting themselves to accommodate the angularity of the rear frame-tubes, so that the bows may take a fair bearing thereon, and the pivoting of the legs to the bottom of the receptacle permits clamps 11 to take position upon the frame-tubes in accordance with variations in the height and angularity of the rear portion of the bicycle-frame. Screws 15 may be loosened somewhat and move forward out of engagement with plates 14, after which plates 14 may be turned up so as to leave the clamp-bows open and permit of clamps 11 being disengaged from the frame-tubes. The inner ends of screws 15 should be slightly riveted to avoid the liability of their entire separation from their nuts. When screws 15 are loosened and move forward to release the clamp, they are retained in the slots in the front wings of the bows. The legs 10 are capable of swinging sidewise to accommodate varying widths at the rear portion of the frame of the bicycle. Half-lids 17 may hang against either the inner or outer surface of the side walls of the receptacle in case it is desired to use the receptacle in open condition; but if these half-lids be turned to the outside they may, after the desired contents have been placed in the receptacle, be turned inwardly over the contents and their meeting edges secured by any convenient tie or fastening, thus producing a convenient and simple closed receptacle.

I claim as my invention—

1. In a parcel-carrier for bicycles, the combination, substantially as set forth, of a box-like receptacle, a clamp-block pivoted to the forward portion thereof on a horizontal pivot and having a forwardly-presenting face and a single clamp-bolt projecting therefrom, a clamping-button on said bolt, a nut on said bolt for drawing said clamp-button toward said block, a pair of legs pivotally attached to said receptacle and adapted to straddle the rear wheel of a bicycle, and clamps attached to the lower ends of said legs and adapted to engage the lower portions of the rear frame-tubes of the bicycle.

2. In a parcel-carrier for bicycles, the combination, substantially as set forth, of a box-like receptacle, a clamp adapted to engage the upper portion of the rear frame-tubes of the bicycle, a pivot and pivot-support uniting

said clamp pivotally to the front wall of said receptacle, a pivot-support attached to the front portion of the bottom of said receptacle and adapted for use with said pivot and clamp, a pair of legs pivotally attached to said receptacle and adapted to straddle the rear wheel of the bicycle, and clamps attached to the lower ends of said legs and adapted to engage the lower portions of the rear frame-tubes of the bicycle.

3. In a parcel-carrier for bicycles, the combination, substantially as set forth, of a box-like receptacle, a clamp attached to the forward portion thereof and adapted to engage the upper portion of the rear frame-tubes of the bicycle, a plurality of attachments or ears upon the receptacle to which the clamp may be attached a pair of legs attached to said receptacle and adapted to straddle the rear wheel of the bicycle, and clamps pivoted to the lower ends of said legs and adapted to engage the lower portions of the rear frame-tubes of the bicycle.

4. In a parcel-carrier for bicycles, the combination, substantially as set forth, of a box-like receptacle, a clamp attached to the forward portion thereof and adapted to engage the upper portion of the rear frame-tubes of the bicycle, a pair of legs attached to said receptacle and adapted to straddle the rear wheel of the bicycle, a bow adapted to engage a rear frame-tube and having a wing attached to the lower end of one of said legs and having an opposite wing provided with a slot, a clamp-plate pivoted to said clamp-bow and having in one end a slot registering with the slot in said slotted wing, a screw passing through the slots in said clamp-plate and wing, and a nut upon said screw.

5. In a parcel-carrier for bicycles, the combination, substantially as set forth, of a box-like receptacle, a clamp at the forward portion thereof adapted to engage the upper portion of the rear frame-tubes of the bicycle, a pair of legs pivoted to said receptacle and adapted to straddle the rear wheel of the bicycle, clamps pivoted to the lower ends of said legs and adapted to engage the lower portions of the rear frame-tubes of the bicycle, and half-lids hinged to the upper edge of the side walls of said receptacle and adapted to fold down against the inner surfaces of said side walls.

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