

No. 610,288.

Patented Sept. 6, 1898.

D. H. STREEPER.
LUGGAGE CARRIER FOR BICYCLES.

(Application filed July 7, 1898.)

(No Model.)

Fig. 1.

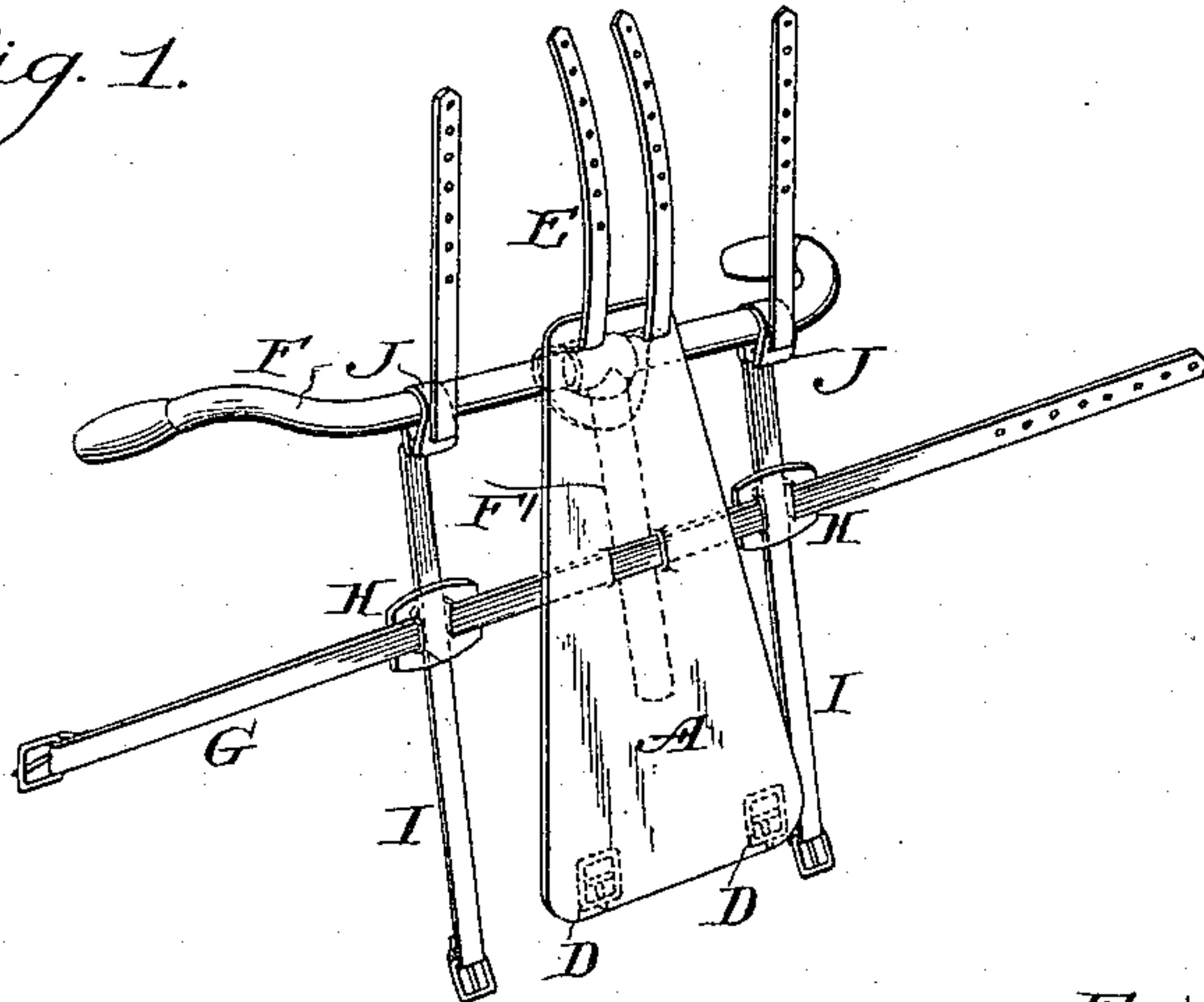


Fig. 2.

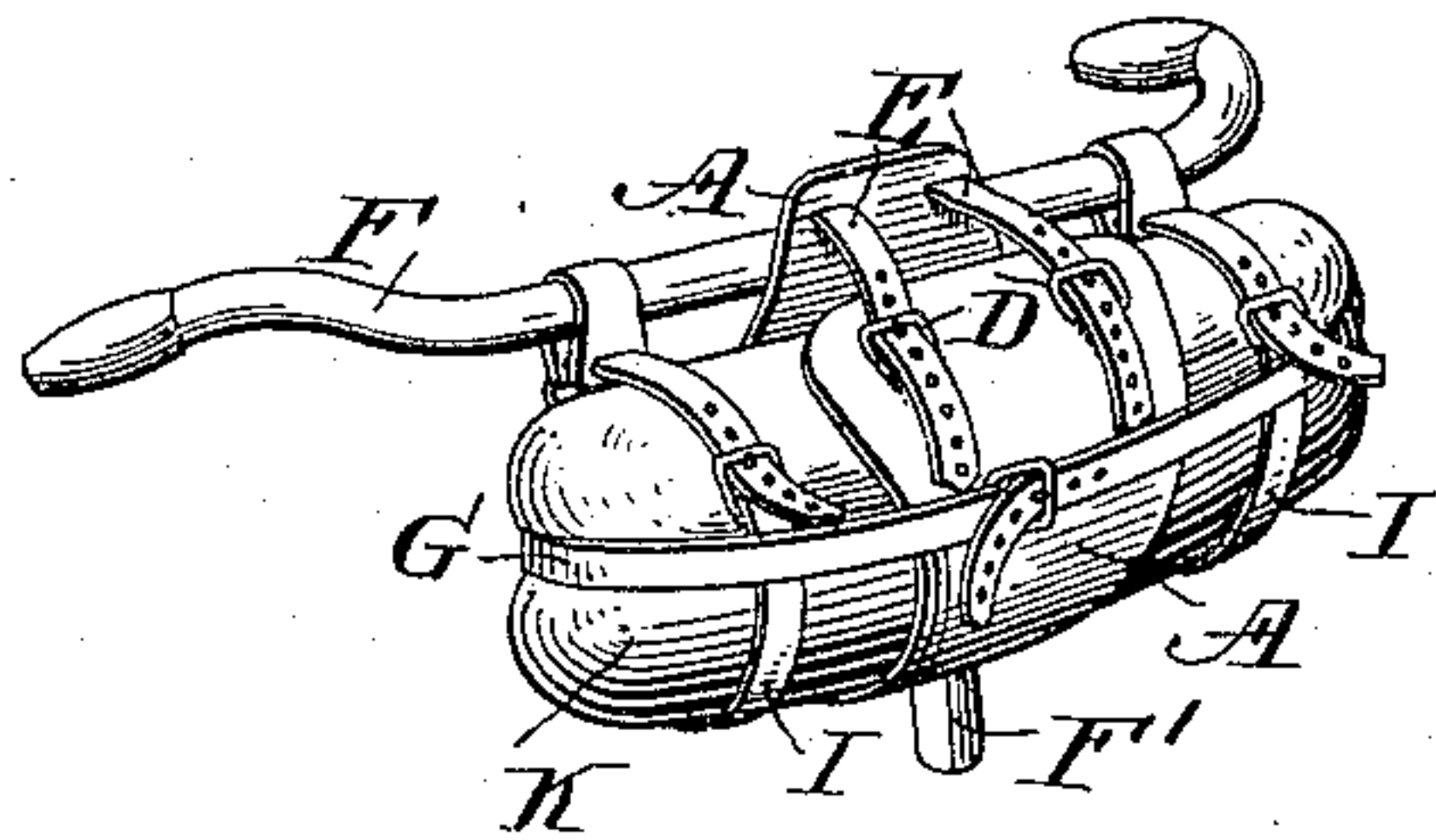


Fig. 3.

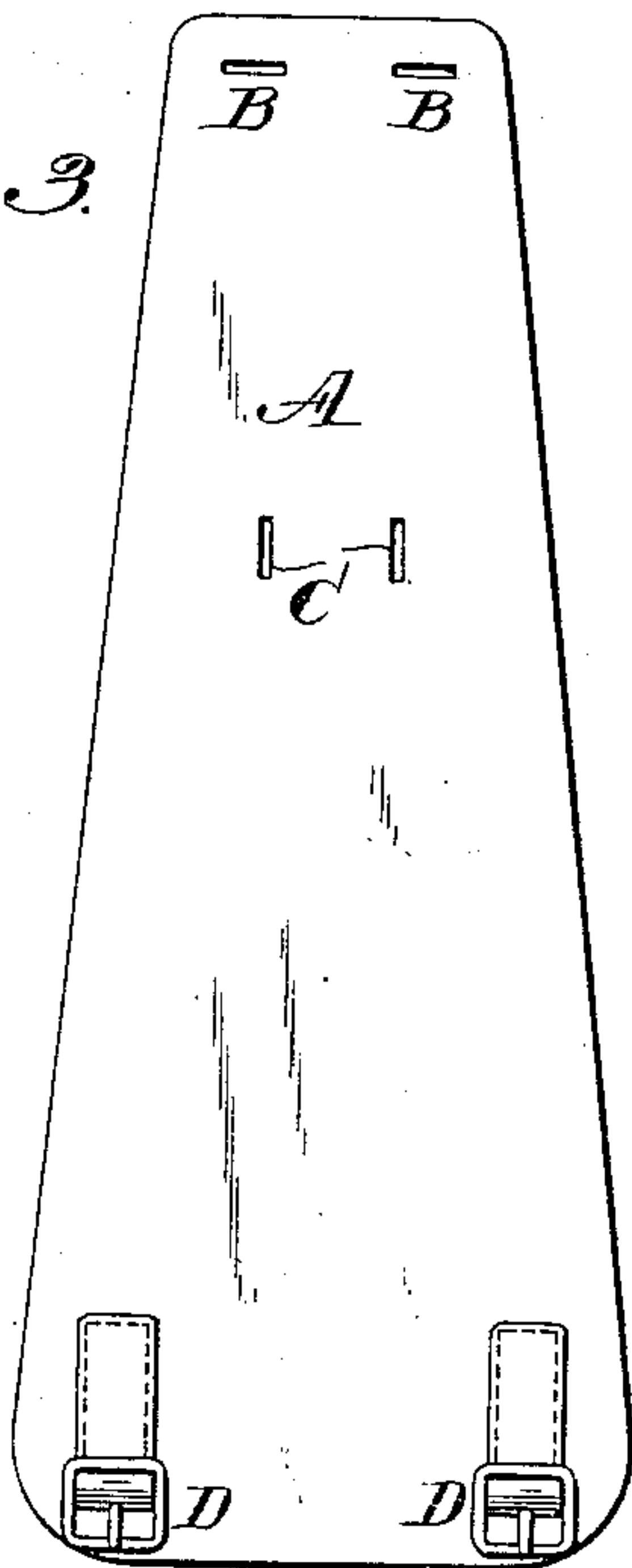


Fig. 4.

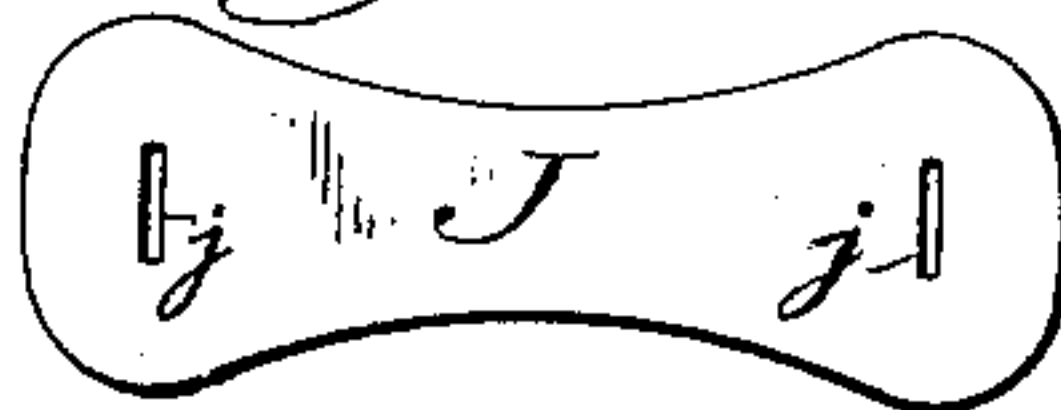


Fig. 5.

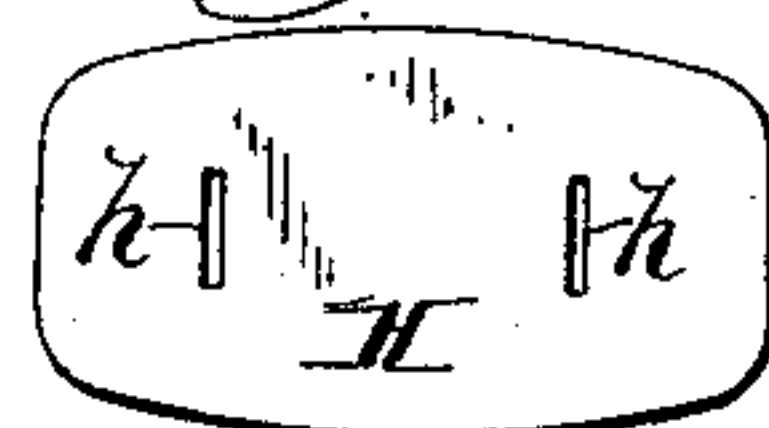
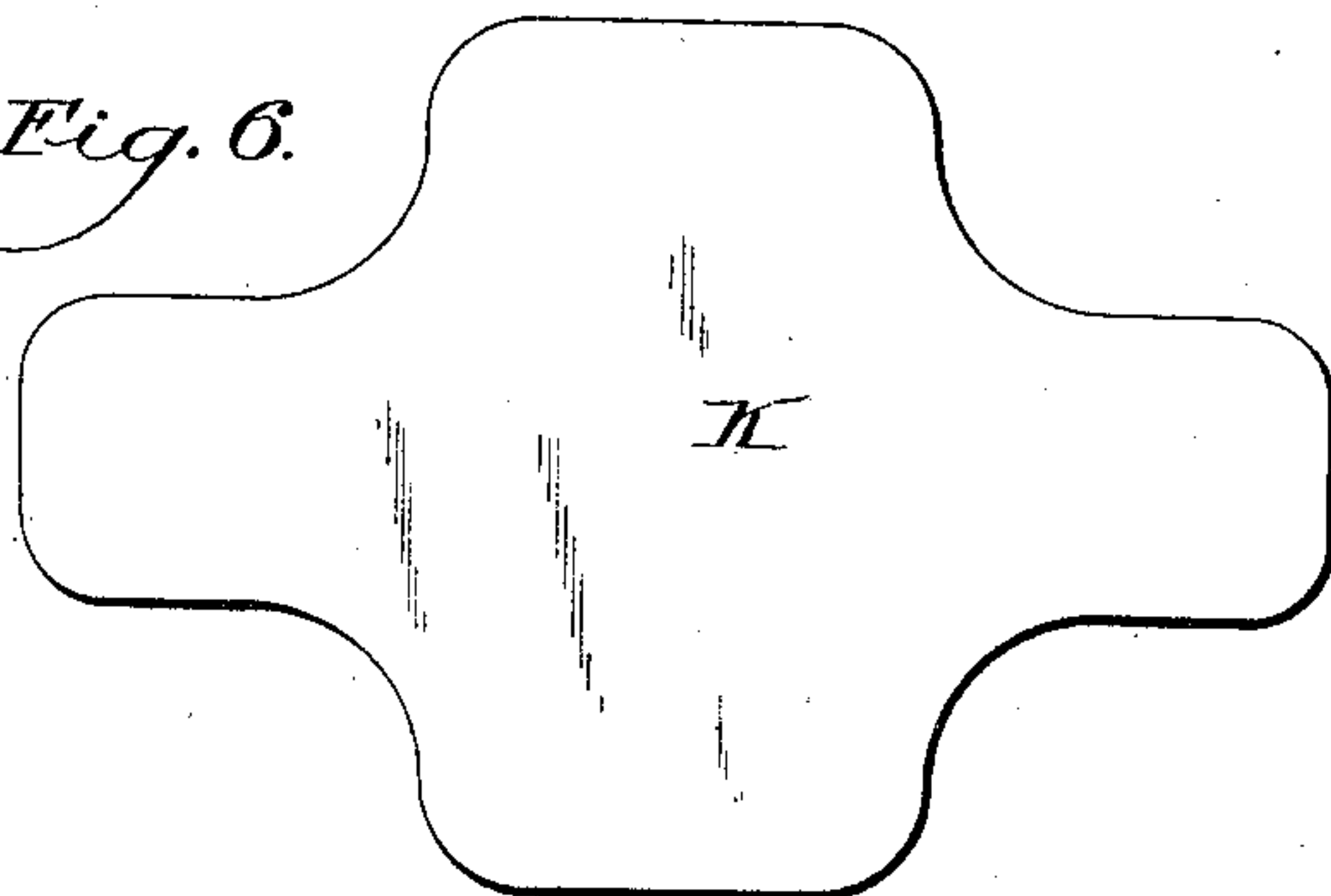


Fig. 6.



Witnesses:
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UNITED STATES PATENT OFFICE.

DANIEL H. STREEPER, OF MORRISTOWN, PENNSYLVANIA.

LUGGAGE-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 610,288, dated September 6, 1898.

Application filed July 7, 1898. Serial No. 685,323. (No model.)

To all whom it may concern:

Be it known that I, DANIEL H. STREEPER, of Morristown, Montgomery county, Pennsylvania, have invented an Improvement in Luggage-Carriers for Bicycles, of which the following is a specification.

My invention has reference to luggage-carriers for bicycles; and it consists of certain improvements which are fully set forth in the following specification and shown in the accompanying drawings, which form a part thereof.

The object of my invention is to provide a suitable and inexpensive carrier which may readily be adapted to any bicycle and so constructed as to be perfectly flexible to adapt itself to any size or shape of bundle or luggage and also to be capable of carrying a great amount of weight and being condensed into an exceedingly small space when not in use.

In carrying out my invention I provide a flexible apron or girth, of leather or other pliable material, to which I attach one or more straps in such a manner as to enable the apron to be fastened to the handle-bar structure and also to extend around or about the luggage or package inclosed in the apron. In my preferred form I employ a transverse or girth strap carried by the apron and connected to the handle-bars on each side of said apron by additional straps, which are also adapted to encircle the luggage in vertical or substantially vertical planes, while the first-mentioned girth-strap encircles the luggage preferably upon a horizontal plane. In this manner the luggage is held firmly to the handle-bars and moves with them in steering the bicycle. The straps adapted to pass about the luggage or bundle in vertical planes are connected to the handle-bars and transverse straps by suitable loop devices, preferably formed of leather and provided with slots, so as to be suitably adjustable upon the supporting-straps. In this manner my improved luggage-carrier can be readily adjusted to suit any sized bundle.

My improvements will be better understood by reference to the accompanying drawings, in which—

Figure 1 is a perspective view showing my improved luggage-carrier attached to a bicycle handle-bar and with the straps all open

ready to receive the bundle. Fig. 2 is a similar view of same with the luggage-carrier in the act of carrying the bundle. Fig. 3 is a plan view of the apron or girth. Fig. 4 is a plan view of the loop-strap to be attached to the handle-bars. Fig. 5 is the loop-strap adapted for connecting the several straps, and Fig. 6 is a plan view of a suitable folding wrapper in which to put the articles to be carried.

A is the apron or girth, which is preferably made of leather and slightly tapering, as illustrated in Fig. 3, and near the upper end are arranged two slits or apertures in alignment. Near the middle are two vertical slots or apertures parallel one to the other, and on or near the free and wider end are arranged two buckles. A strap E is passed about the upright of the handle-bar and then around the two horizontal portions of the handle-bars and thence through the slots B B. The free ends of this strap E are adapted to pass over the contents of the apron and be buckled into the buckles D, as shown in Fig. 2. When this is done, the apron or girth will be drawn up U-shaped, so as to form a pocket in which the luggage rests.

G is a strap which passes transversely over the slits C C on the girth or apron and has one end provided with a buckle and the other with perforations, so as to pass about the luggage and be united.

I I are two additional straps, which are connected with the transverse strap G by means of loops H H. (Clearly shown in Fig. 5.) The loops H H have two parallel slits *h*, through which the strap G passes, and the strap I is passed between the slits and that portion of the horizontal strap extending between the slits of the loop. In this manner the loops may be adjusted longitudinally upon the strap G, and the straps I may be adjusted in the direction of their length transversely upon the said strap G to suit different-sized bundles or luggage.

J are loop-straps which pass about the horizontal portions of the handle-bars and are provided with two slits *j*, through which the strap I passes. In this manner the strap is also attached to the handle-bars, and yet is adjustable thereon both laterally and longitudinally. When the luggage is being car-

ried, these straps I are drawn tightly over the bundle and the ends buckled to form two loops, one upon each side of the apron, to firmly hold the luggage to the handle-bars and insure it moving therewith.

The strap E first referred to is preferably made of a continuous length without buckles, but having both its free ends adapted to be buckled onto the opposite end of the apron.

It is evident that the particular shape of the apron or girth is immaterial to my invention, as are also the special shapes of the connections between the straps I and G. Broadly considered, it is evident that the loops H H may be dispensed with or, if desired, the loops J J may be omitted. In either of these cases we will have the remaining loops as a means of locking the straps I I. It is also evident that the position of the slits C C locate the transverse strap G and the plane in which it lies when inclosing the luggage.

K is a wrapper or envelop in which to place the articles to be carried prior to adjusting the straps. It is shown in the form of a cross, but may be made in other shapes. It may be formed of any suitable fabric or leather, as desired. It is desirable that this wrapper should be of light waterproof material to protect the contents in case of rain and at the same time to hold it in compact condition to permit the straps to properly adjust themselves to it.

It will be evident that under some conditions the apron or girth A need not be employed, as the straps G I, with their connections J to the handle-bars, will be sufficient to hold the luggage or bundle, and likewise in special cases the girth A and its straps E will be found amply sufficient to hold the article without the employment of the straps G and I. I, however, prefer to employ the several straps in connection with the girth or apron as being best adapted to the purpose.

It will be appreciated that, broadly considered, my invention may have the lateral straps from the girth or apron connected with the handle-bars in any suitable manner, so as to prevent lateral swinging or oscillation of the luggage, and this would be substantially accomplished by omitting the free ends of the girth-strap G, which might be done satisfactorily by simply widening the apron or girth to suit the particular goods to be carried. These various modifications will readily suggest themselves to one skilled in the art after studying the preferred construction herein set out.

I do not confine myself to the minor details of construction, as these may be modified in various ways without departing from the spirit of the invention.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a bicycle luggage-carrier, the combination of an apron or girth A, adjustable straps E attached to one end thereof and

adapted to loop about the handle-bar and the free end or ends to connect with the opposite end of the girth or apron, and connecting-straps attached to the middle part of the girth adapted for connection with the handle-bars on each side and at considerable distance from the center or point of connection therewith of the adjustable straps E.

2. In a luggage-carrier for bicycles, the combination of an apron or girth having straps arranged at one end for attachment to the bicycle handle-bars and buckles or equivalent fastening devices at the other end for attachment to the straps when the apron is bent into U shape, a transverse girth-strap attached to the apron intermediate of its ends and adapted to encircle the luggage and hold it laterally, two adjustable straps arranged one upon each side of the apron or girth and secured to the girth-strap so as to pass about the luggage substantially parallel to the girth and at an angle to the girth-strap.

3. In a luggage-carrier for bicycles, the combination of an apron or girth having straps arranged at one end for attachment to the bicycle handle-bars and buckles or equivalent fastening devices at the other end for attachment to the straps when the apron is bent into U shape, a transverse girth-strap attached to the apron intermediate of its ends and adapted to encircle the luggage and hold it laterally, two adjustable straps arranged one upon each side of the apron or girth and secured to the girth-strap so as to pass about the luggage substantially parallel to the girth and at an angle to the girth-strap, and adjustable connections between the said adjustable straps for attaching them to the handle-bars.

4. In a luggage-carrier for bicycles, the combination of an apron or girth having straps arranged at one end for attachment to the bicycle handle-bars and buckles or equivalent fastening devices at the other end for attachment to the straps when the apron is bent into U shape, a transverse girth-strap attached to the apron intermediate of its ends and adapted to encircle the luggage and hold it laterally, and two adjustable straps arranged one upon each side of the apron or girth and secured to the girth-strap by adjustable connections permitting longitudinal adjustment of the adjustable straps relatively to the girth-strap and vice versa the said adjustable straps being constructed so as to pass about the luggage substantially parallel to the girth and at an angle to the girth-strap.

5. In a luggage-carrier for bicycles, the combination of a girth or apron adapted to be detachably secured to the handle-bar, a girth-strap connected to the apron or girth and extending laterally therefrom on both sides thereof, two adjustable straps arranged transversely to the girth-strap and located one upon each side of the apron or girth, and adjustable loops for connecting the adjustable straps

to the girth-strap with provision for relative adjustment between the said straps.

6. In a luggage-carrier for bicycles, the combination of a girth or apron adapted to be detachably secured to the handle-bar, a girth-strap connected to the apron or girth and extending laterally therefrom on both sides thereof, two adjustable straps arranged transversely to the girth-strap and located one upon each side of the apron or girth, adjustable loops for connecting the adjustable straps to the girth-strap with provision for relative adjustment between the said straps, and means carried by the adjustable straps at a point above the girth-strap for attachment to the bicycle-handles.

7. In a luggage-carrier for bicycles, the combination of a girth or apron adapted to be detachably secured to the handle-bar, a girth-strap connected to the apron or girth and extending laterally therefrom on both sides thereof, two adjustable straps arranged transversely to the girth-strap and located one upon each side of the apron or girth, adjustable loops for connecting the adjustable straps to the girth-strap with provision for relative adjustment between the said straps, and means carried by the adjustable straps at a point above the girth-strap for attachment to the bicycle-handles consisting of flexible loops having slits at their ends through which the adjustable straps pass with freedom of longitudinal adjustment.

8. In a luggage-carrier, the combination of three straps comprising a horizontal or girth strap and two transverse parallel adjustable straps adjustably connected to the girth-strap, and adjustable loop connections carried by the adjustable straps for attachment to the bicycle handle-bars.

9. In a bicycle luggage-carrier, the combi-

nation of an apron or girth A, adjustable straps E attached to one end thereof and adapted to loop about the handle-bar and the free end or ends to connect with the opposite end of the girth or apron, a transverse girth-strap G connected to the apron intermediate of its ends, the transverse adjustable straps I, I, and adjustable loops H for connecting the straps G and I to permit adjustment of each longitudinally relatively to the other.

10. In a bicycle luggage-carrier, the combination of an apron or girth A, adjustable straps E attached to one end thereof and adapted to loop about the handle-bar and the free end or ends to connect with the opposite end of the girth or apron, a transverse girth-strap G connected to the apron intermediate of its ends, the transverse adjustable straps I, I, adjustable loops H for connecting the straps G and I to permit adjustment of each longitudinally relatively to the other, and adjustable loops J fitted to the free ends of the adjustable straps I for connection with the handle-bars.

11. In a luggage-carrier for bicycles, the combination of a girth or apron combined with retaining-straps connected at one end adapted for attachment to the handle-bars and their free end or ends arranged to unite with the opposite end of said apron or girth, and lateral flexible extensions from the girth or apron provided with means for attachment to the handle-bars at a distance on each side of the upper end of the girth or apron.

In testimony of which invention I hereunto set my hand.

DANIEL H. STREEPER.

Witnesses:

R. M. HUNTER,

J. W. KENWORTHY.

It is hereby certified that the residence of the patentee in Letters Patent No. 610,288, granted September 6, 1898, upon the application of Daniel H. Streeper, for an improvement in "Luggage-Carriers for Bicycles," was erroneously written and printed "Morristown, Pennsylvania," whereas said residence should have been written and printed *Norristown, Pennsylvania*; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed, countersigned, and sealed this 20th day of September, A. D., 1898.

[SEAL.]

WEBSTER DAVIS,
Assistant Secretary of the Interior.

Countersigned:

C. H. DUELL,
Commissioner of Patents.