

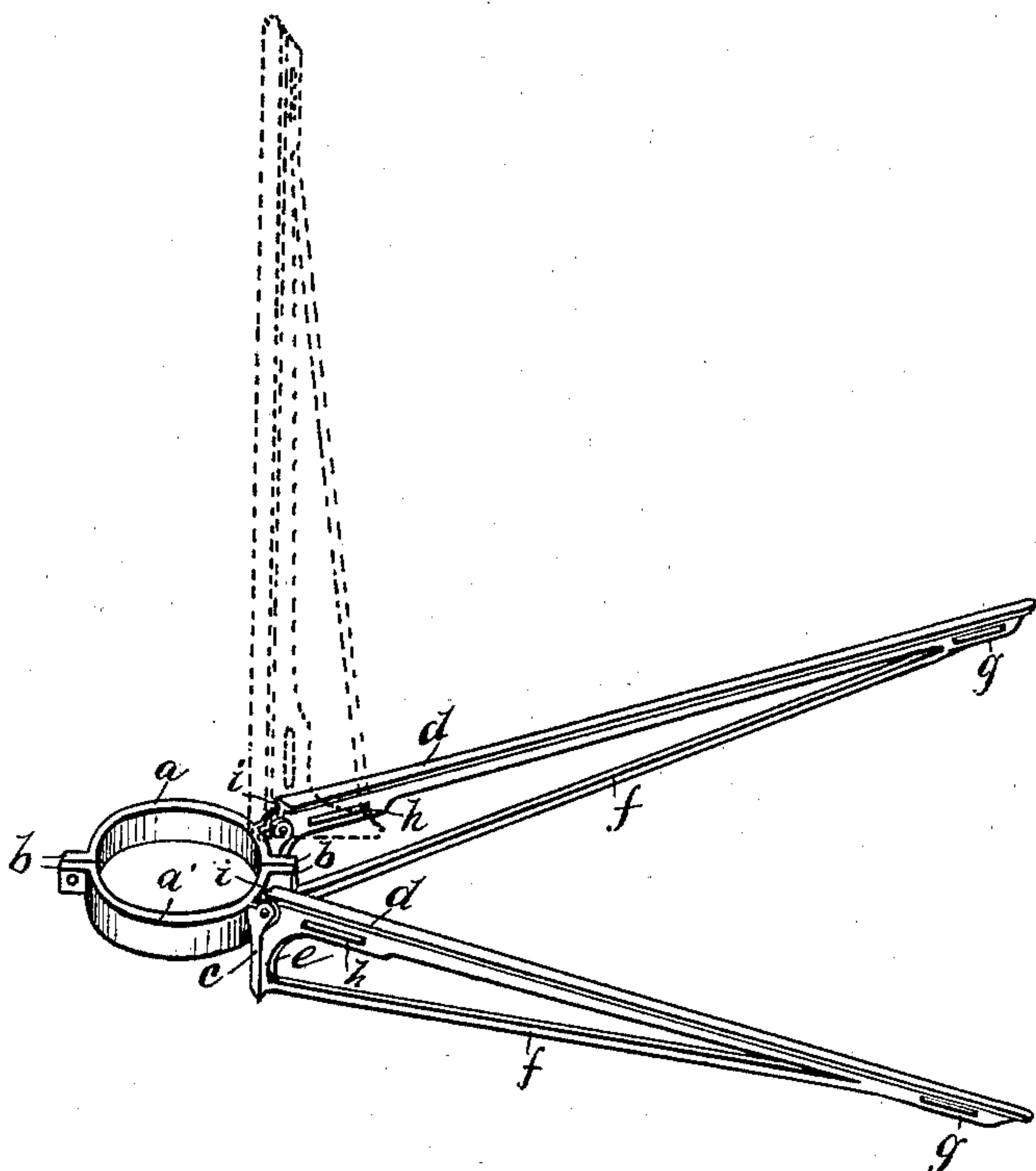
No. 612,908.

Patented Oct. 25, 1898.

J. C. MEEHAN.
LUGGAGE CARRIER FOR BICYCLES.

(Application filed Aug. 27, 1897.)

(No Model.)



WITNESSES

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LUGGAGE-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 612,908, dated October 25, 1898.

Application filed August 27, 1897. Serial No. 649,673. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. MEEHAN, a citizen of the United States of America, residing in Springfield, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Luggage-Carriers for Bicycles, &c., of which the following is a specification, reference being had to the accompanying drawing and letters of reference marked thereon.

I have fully and clearly illustrated the invention in the accompanying drawing, wherein it is shown in perspective, the vertical position of one of the luggage-carrying arms being shown in dotted lines.

The object of my invention is to provide a simple, inexpensive, easily-operative device wherein great strength and capacity are attained with but few parts and a device so constructed that the supporting-arms when not in use may be readily turned upon their pivots and placed in a position where they will be entirely out of the way.

My invention consists in the construction and arrangement herein pointed out.

The construction of my device will be readily understood on reference to the drawing, wherein I show in perspective in full lines the preferred forms of construction, consisting in the employment of a split collar *a a'*, by which the device may be readily attached to the head of the bicycle-frame, as by coincident end lugs *b b*, with clamping bolts or screws through them. The split or two-part ring is also formed with projecting lugs or bearings *c c*, in which the rear ends of the luggage-carrying arms *d d* are pivotally supported to lie, when in service, in horizontal position and to be turned up vertically when desired and out of use. The lugs or bearings *c c* are extended downward, as shown, to provide seats or rests, against which the heels of the arms *d d* abut when they are disposed in horizontal or carrying position. The bearings being radial to the axis of the supporting-ring, the arms lie radially and divergent when in horizontal position and stand vertical when turned up, as shown.

The supporting-arms are constructed with straight upper portions, as shown, and angular or inclined lower portions *f f*, directed at an incline rearwardly, and the pivotal end is provided with a downwardly-projecting ledge or arm *e*, which bears against a ledge *c*, formed

upon the collar, so as to prevent further downward movement of the arm upon its pivot and at the same time to give sufficient bearing and strength to support the requisite load. The arms are formed with their upper portions raised a trifle above the pivotal point, so as to form a shoulder *i* above the pivot, which bears against the lug to which it is pivoted when turned upwardly, thus forming a stop limiting the extent of the upward movement of the arm upon its pivot. The position of one of the arms when turned up and not in use is shown in dotted lines and the position when in use is shown in full lines. All of the arms, of course, turn up in like manner, one only being shown, however, to avoid confusion. Strap-receiving openings or loops *g* are formed at the end of each arm, and by preference like openings or loops *h* are formed at the pivotal end, and where considerable strength is required I prefer to construct the device with an open framework, as shown, thus saving metal and giving the requisite strength. In practice it is found that but two of such arms are required to sustain and carry the ordinary load on a bicycle, and I prefer that the split ring be formed in two parts of like construction and that each of these be provided with one set of pivotal lugs. It will be observed, however, that if desired all the pivotal lugs might be mounted upon one part of the collar and the other portion of the collar be plain.

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

A luggage-carrier for bicycles, comprising a supporting two-part ring formed with bearing-lugs having downward extensions to form seats for the rear ends of the luggage-carrying arms, luggage-carrying arms pivotally secured in the bearing-lugs to swing on a vertical plane and arranged to lie radially and horizontally with their rear ends seated against the downward extensions of the bearing-lugs and formed with a shoulder *i* at their upper rear portion to limit the movement of the arm when turned to verticality, and strap-openings *h, g*, in their respective ends.

JOHN C. MEEHAN.

Witnesses:

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