

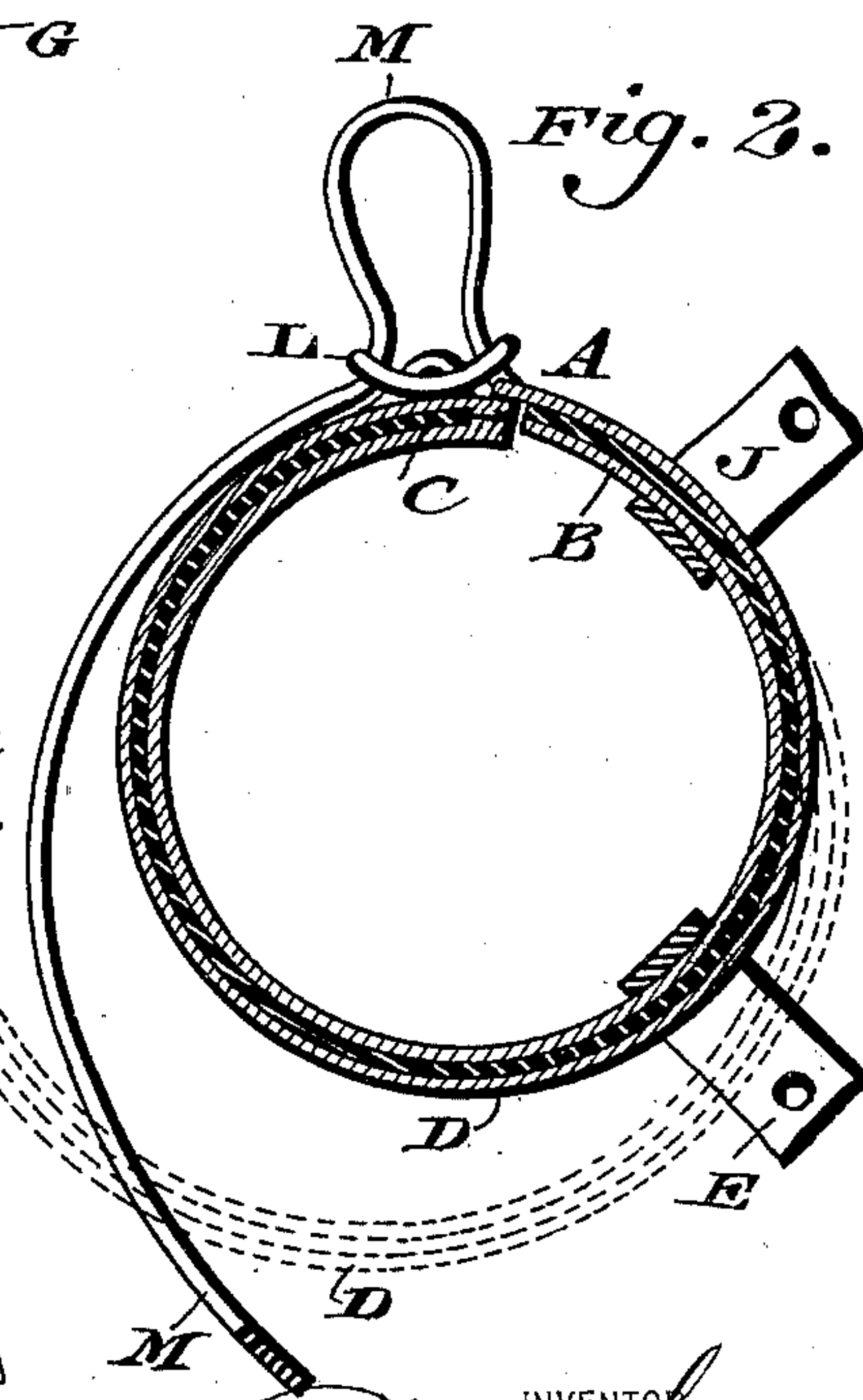
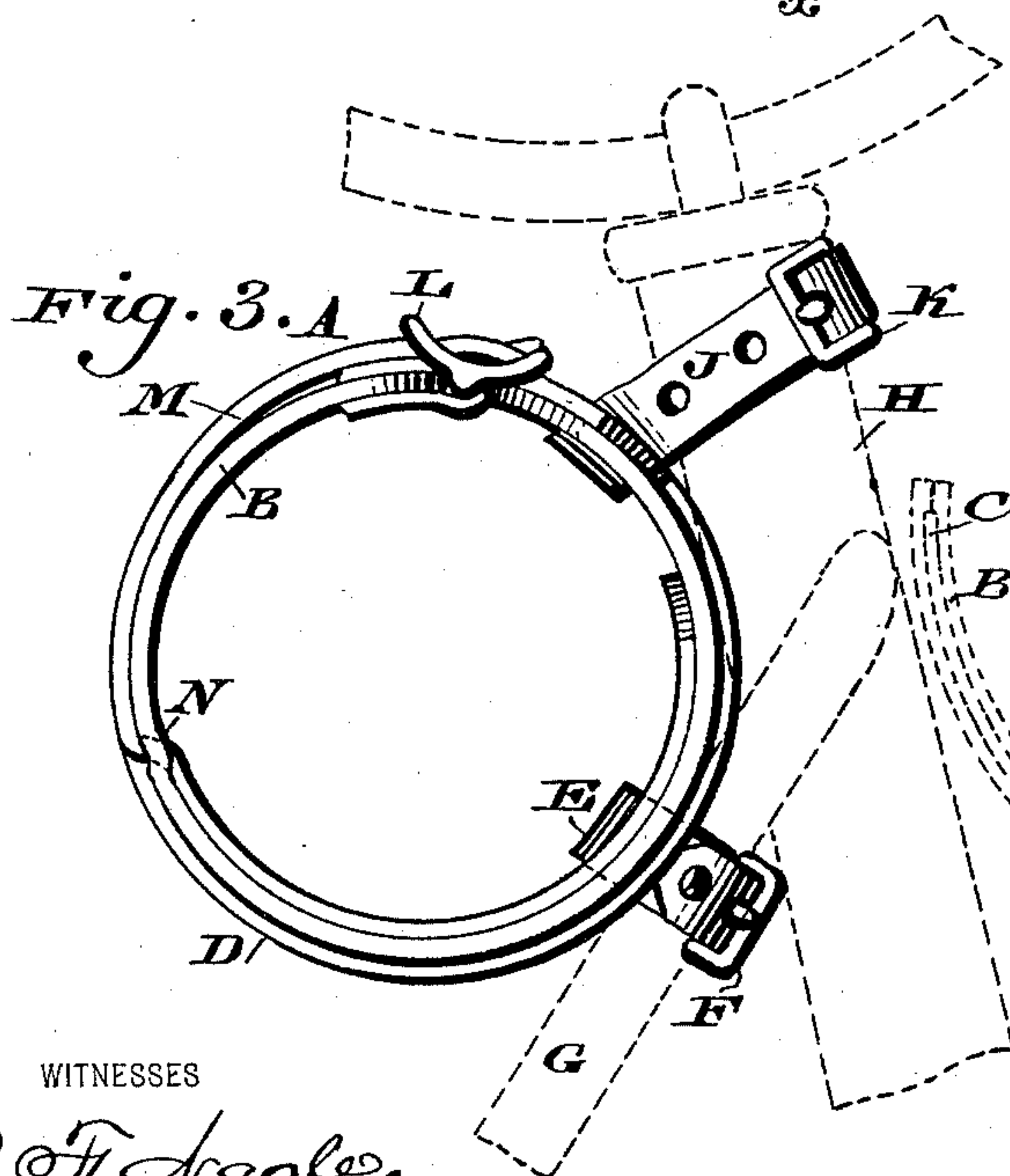
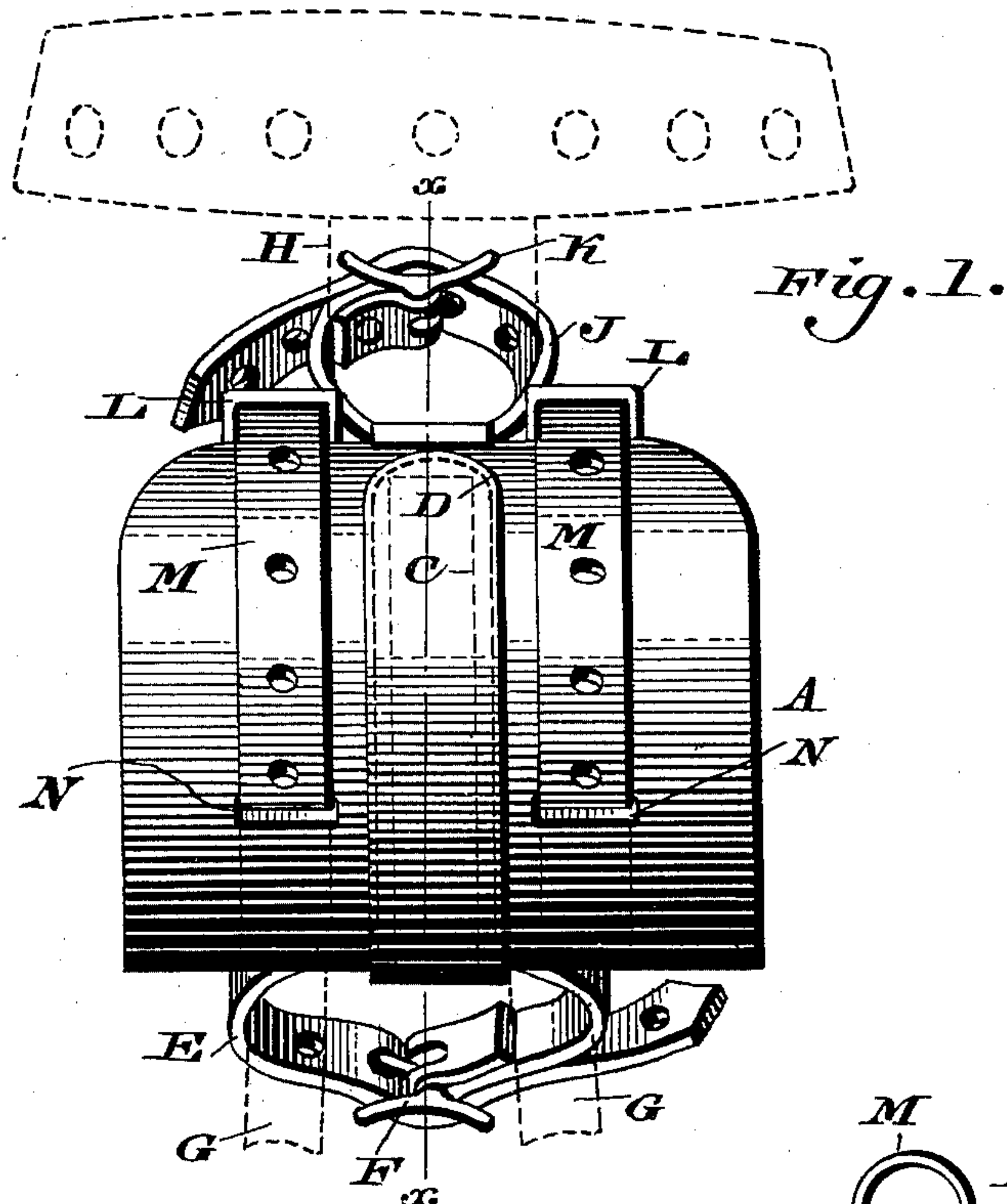
No. 613,038.

Patented Oct. 25, 1898.

P. HILL.  
LUGGAGE CARRIER.

(Application filed Oct. 2, 1897.)

(No Model.)



WITNESSES

P. H. Bagley.  
L. Douville

INVENTOR.

Philip Hill.  
Wiedersheim & Fairbanks  
ATTORNEYS



# UNITED STATES PATENT OFFICE.

PHILIP HILL, OF PHILADELPHIA, PENNSYLVANIA.

## LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 613,038, dated October 25, 1898.

Application filed October 2, 1897. Serial No. 653,823. (No model.)

*To all whom it may concern:*

Be it known that I, PHILIP HILL, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Luggage-Carriers, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of an improved construction of luggage-carriers in which means are provided for causing the same to be normally retained in a closed position, provision being also made for readily attaching the carrier to the frame of a bicycle.

It further consists of novel details of construction, all as will be hereinafter fully set forth, and particularly pointed out in the claims.

Figure 1 represents a front elevation of a luggage-carrier embodying my invention and a portion of the frame of a bicycle to which the same is applicable. Fig. 2 represents a section on line *x x*, Fig. 1. Fig. 3 represents a side elevation of Fig. 1.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, A designates a luggage-carrier, the same consisting of the body or wrapper B, which is preferably in the form of a band bent in circular, helical, coiled, or similar shape and may be of leather or other suitable material.

C designates a spring or resilient strip whose contour substantially corresponds to that of the wrapper, said spring being concealed and held in position by the strap or facing-piece D.

E designates a strap passing through the wrapper B or attached thereto, said strap engaging the rearwardly-extending members G of the bicycle-frame, the seat-post H of the latter being engaged by the strap J, having the buckle K, said last-mentioned strap being attached to or passed through the wrapper B.

L designates buckles attached to the wrapper at or near the meeting edges thereof, said buckles being engaged by the straps M, which are attached to the edge of said wrapper opposite said buckles L, said wrapper being provided with slots or openings N, through which the free ends of said straps M pass, said straps being coiled around the inner pe-

riphery of the wrapper when the latter is in use, as indicated in Fig. 3.

The operation is as follows: The body or wrapper of the carrier is attached to the frame of the bicycle by means of the straps E and J, the parts when assembled appearing substantially as seen in Fig. 3. When it is desired to fill the carrier, the straps M are unbuckled or unloosened, and the body or wrapper D is caused to assume the position seen in dotted lines in Fig. 2, especial attention being called to the fact that by reason of the resiliency of the spring C the wrapper or body will always tend to normally return to the position seen in full lines in said Fig. 2. The free ends of the straps M when the latter are tightened are inserted in the slots N and in contact with the inner periphery of the wrapper, as will be understood from Fig. 3.

It will of course be understood that the spring C can be located within or without the body or wrapper B and that other changes may be made by those skilled in the art without departing from the spirit of my invention.

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

1. A luggage-carrier consisting of a wrapper or body portion, means for causing the same to tend to return to its normal position during filling thereof, means extending in the general direction of the length of the wrapper to extend across the space between the adjacent edges thereof to hold the same in its closed condition, and independent adjustable devices at substantially right angles to the closing means for securing the wrapper to the frame of a bicycle.

2. A luggage-carrier consisting of a wrapper or body portion, the latter being in the form of a band, having buckles attached to one of its meeting edges and straps attached to the other of said edges, slots in said body or wrapper for enabling the free ends of said straps to be inserted therein and coiled around the inner periphery of said wrapper and a spring or similar resilient device adapted to cause said wrapper to tend to assume its normal position during filling, in combination with devices for securing said wrapper to a bicycle-frame.

3. In a luggage-carrier a wrapper or body  
portion B, the same having a spring C or other  
resilient device held contiguous thereto, by  
means of a facing-strip D, the meeting edges  
5 of said wrapper having buckles and straps  
attached thereto, slots N in said wrapper per-  
mitting the free ends of said straps to enter  
therein, and straps E and J engaging said  
wrapper and adapted to be secured to a bicy-  
10 cle-frame.

4. A luggage-carrier consisting of a wrap-  
per of flexible material, a resilient strip of a  
contour corresponding to that of the wrap-

per and held contiguous thereto intermediate  
the ends of the wrapper, a facing-strip over 15  
the resilient strip, means for attaching the  
wrapper to a support, and straps bridging the  
meeting ends of the wrapper and disposed  
upon opposite sides of the resilient strip for  
adjustably holding the wrapper in its closed 20  
position.

PHILIP HILL.

Witnesses:

E. HAYWARD FAIRBANKS,  
WM. C. WIEDERSHEIM.