

No. 622,722.

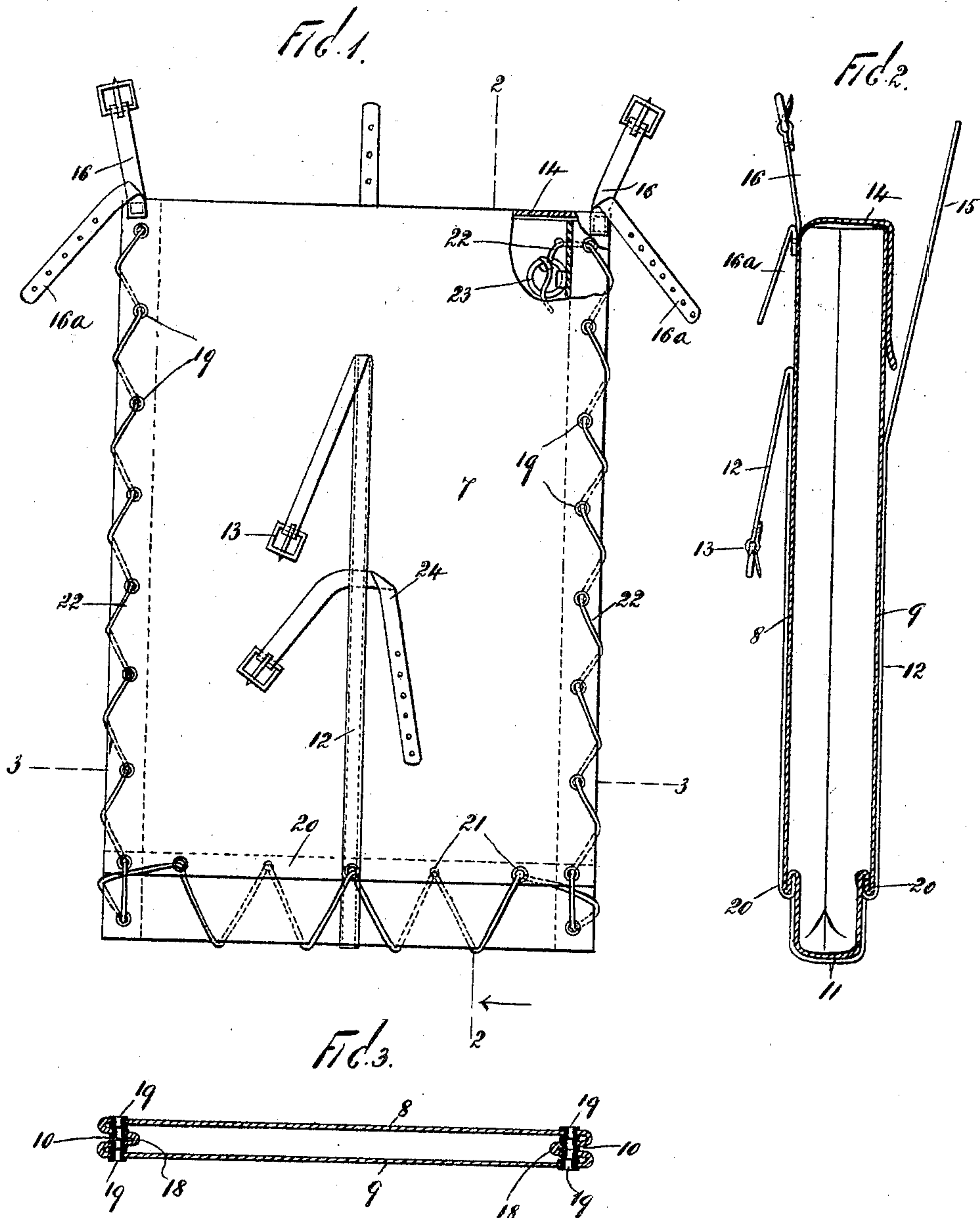
Patented Apr. 11, 1899.

S. E. SMITH.
LUGGAGE CARRIER AND PACKAGE HOLDER.

(Application filed Oct. 6, 1898.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES
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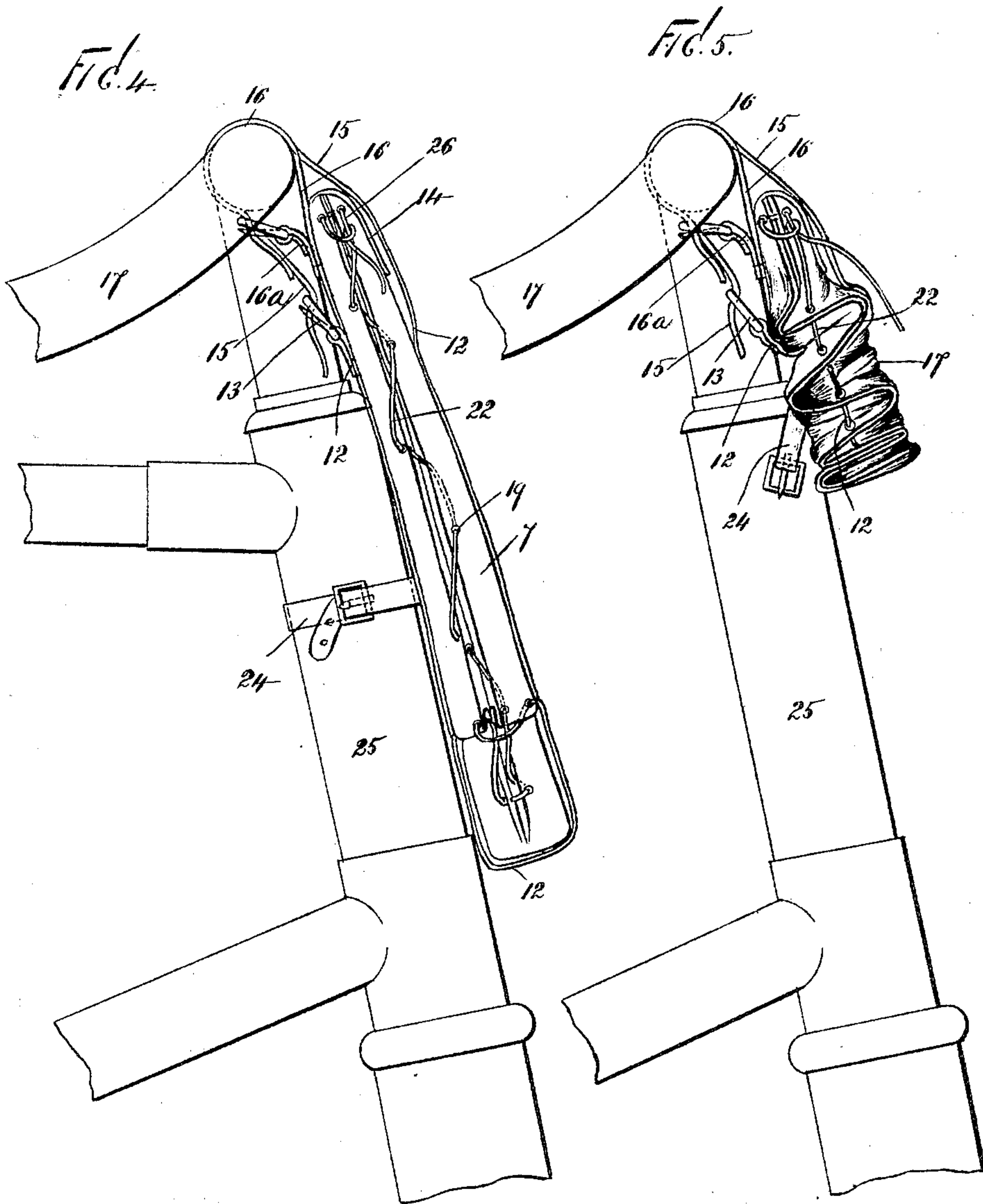
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UNITED STATES PATENT OFFICE.

SARAH ELIZABETH SMITH, OF TOLEDO, OHIO.

LUGGAGE-CARRIER OR PACKAGE-HOLDER.

SPECIFICATION forming part of Letters Patent No. 622,722, dated April 11, 1899.

Application filed October 6, 1898. Serial No. 692,776. (No model.)

To all whom it may concern:

Be it known that I, SARAH ELIZABETH SMITH, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Luggage - Carriers or Package-Holders, of which the following is a full and complete specification, such as will enable those skilled in the art to which it ap-
10 pertains to make and use the same.

This invention relates to luggage-carriers or package-holders for bicycles and similar vehicles; and the object thereof is to provide an improved device of this class, which con-
15 sists of a flexible bag adapted to be suspended from the handle-bar and which may be drawn up or contracted into a compact form when not in use by means of draw-strings in the sides and bottom thereof and which may be
20 extended for use whenever desired by simply loosening said draw-strings.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

25 Figure 1 is a back view of my improved luggage-carrier or package-holder; Fig. 2, a longitudinal section on the line 2 2 of Fig. 1; Fig. 3, a transverse section on the line 3 3 of Fig. 1; Fig. 4, a side view of the front part of
30 a bicycle-frame with my improved luggage-carrier suspended therefrom and ready for use, and Fig. 5 a similar view showing the luggage-carrier drawn up into a compact form beneath the handle-bars.

35 In the drawings forming part of this specification the separate parts of my improvement are designated by the same numerals of reference in each of the views, and in the practice of my invention I provide a bag 7, which
40 is composed of cloth, canvas, leather, or any suitable flexible material and which comprises a back 8, a front 9, sides 10, and a bottom 11, and which is open at the upper end.

45 Passed longitudinally around the bottom of the bag and carried up over the front and back and secured thereto is a strap 12, having a buckle 13 at one end, and the back of the bag is provided with a flap 14, which is adapted to be folded forwardly over the open upper
50 end of the bag, and the front end 15 of the strap 12 is adapted to be connected with the buckle 13, and the flap 14 may be thus held

over the open upper end of the bag, as shown in Fig. 4 and as indicated in Fig. 2. I may, however, pass the strap 15 over the central
55 portion of the handle-bar, so as to steady the bag, as shown in Fig. 4, in which position it will also hold the flap 14. The bag 7 is also provided at each of its back upper corners with straps 16 and 16^a, by which it may be sus-
60 pended from the handle-bar 17, as shown in Figs. 4 and 5.

Each side of the bag is folded inwardly longitudinally, as shown at 18 in Fig. 3, and the sides of these folds and the sides of the front
65 and back adjacent thereto are provided with corresponding eyelets 19.

The front and back of the bag, near the lower end, are folded upwardly and inwardly, as shown at 20 in Fig. 2, and the folded por-
70 tions thus formed are provided with eyelets 21, similar to the eyelets 19, and a draw-cord 22 is passed through all of these eyelets and extends entirely around the bag except at the top, and inside of each side of the top is pref-
75 erably secured a ring or similar device 23, with which the ends of the draw-cord 22 may be connected when the bag is in use.

Secured transversely of the back of the bag is another strap 24, by which the bag when in
80 use may be secured to the upright tubular head 25 of the frame of the vehicle, as shown in Fig. 4, and the operation will be readily understood from the foregoing description when taken in connection with the accompa-
85 nying drawings and the following statement thereof.

When the bag is not in use, it is drawn upwardly by the draw-cord 22 or the separate ends thereof, said ends being tied together, so
90 as to hold said bag in the position shown in Fig. 5, and when said bag is desired for use the draw-cord is loosened or the separate ends thereof disconnected, when the bag at once falls into the position shown in Fig. 4, when
95 the articles to be placed therein may be inserted into the upper open end thereof, as will be readily understood.

In place of the ring 23, as shown in Fig. 1, for securing the ends of the draw-cord a loop
100 or other device 26, as shown in Fig. 4, may be employed.

In Figs. 4 and 5 the straps 16^a are shown provided with buckles instead of the straps

16, as shown in Fig. 1, and the straps 16^a are much shorter than the corresponding straps shown in Fig. 1, and it will be apparent that many other changes in and modifications of the construction herein described may be
5 made without departing from the spirit of my invention or sacrificing its advantages.

My improved luggage-carrier or package-holder is simple in construction and operation
10 and is well adapted to accomplish the result for which it is intended and is also comparatively inexpensive.

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

1. A luggage-carrier or package-holder for bicycles and similar vehicles, comprising a bag of flexible material open at the top and closed at the sides and bottom, means con-
20 nected therewith for suspending said bag from the handle-bar, a flap adapted to close the top, and a draw-cord passed through and around the sides and the bottom of said bag, and the ends of which are at the top thereof,
25 whereby said bag may be drawn up into a compact form when not in use, substantially as shown and described.

2. A luggage-carrier for bicycles and similar vehicles, comprising a bag open at the top
30 and provided with means for suspending it from the handle-bar, of a bicycle or similar vehicle, and a draw-cord passed through and around the sides and bottom of said bag, and by means of which said bag may be drawn
35 into compact form when not in use, the sides

of said bag being inwardly plaited, and the draw-cord being passed through said plaits, substantially as shown and described.

3. A device of the class herein described, comprising a bag, means connected therewith
40 for suspending said bag from the handle-bar of a bicycle and a draw-cord passed around the bottom and sides of said bag by means of which said bag may be drawn up into com-
45 pact form when not in use, said bag being also open at the top and provided with a flap, and a central strap which passes around the bottom and front and back thereof, substan-
tially as shown and described.

4. A device of the class herein described, comprising a bag, means connected therewith
50 for suspending said bag from the handle-bar of a bicycle, and a draw-cord passed around the bottom and sides of said bag by means of which said bag may be drawn up into com-
55 pact form when not in use, said bag being also open at the top and provided with a flap, and a central strap which passes around the bottom thereof, and the back of which is also provided with a transverse strap, substan-
60 tially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 1st day of October, 1898.

SARAH ELIZABETH SMITH.

Witnesses:

CHAS. H. LEMMON,
HARRIET A. LEMMON.