

No. 633,281.

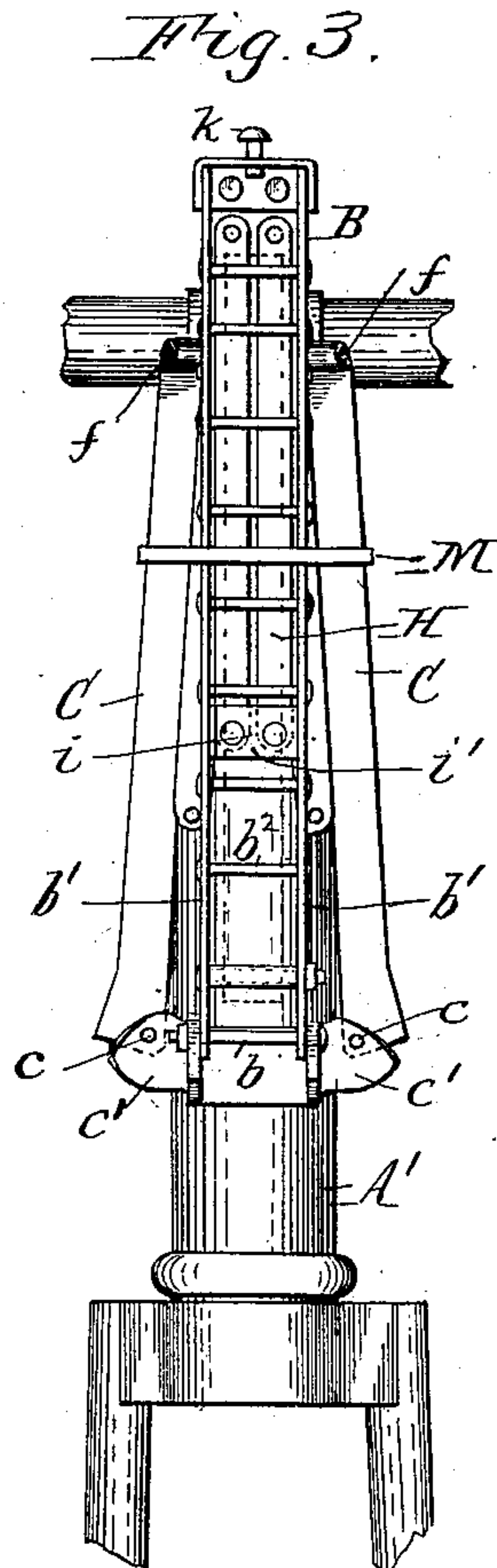
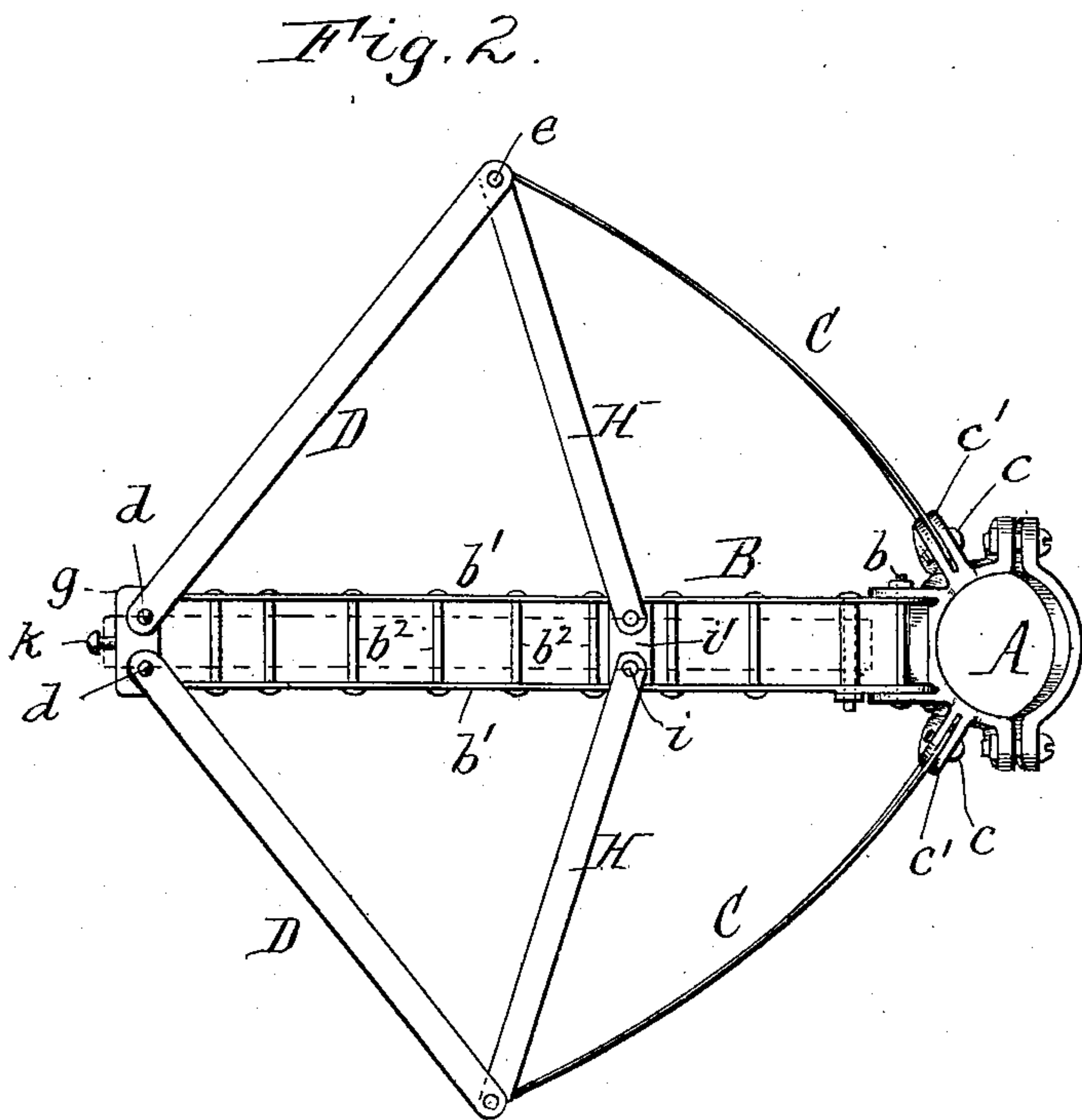
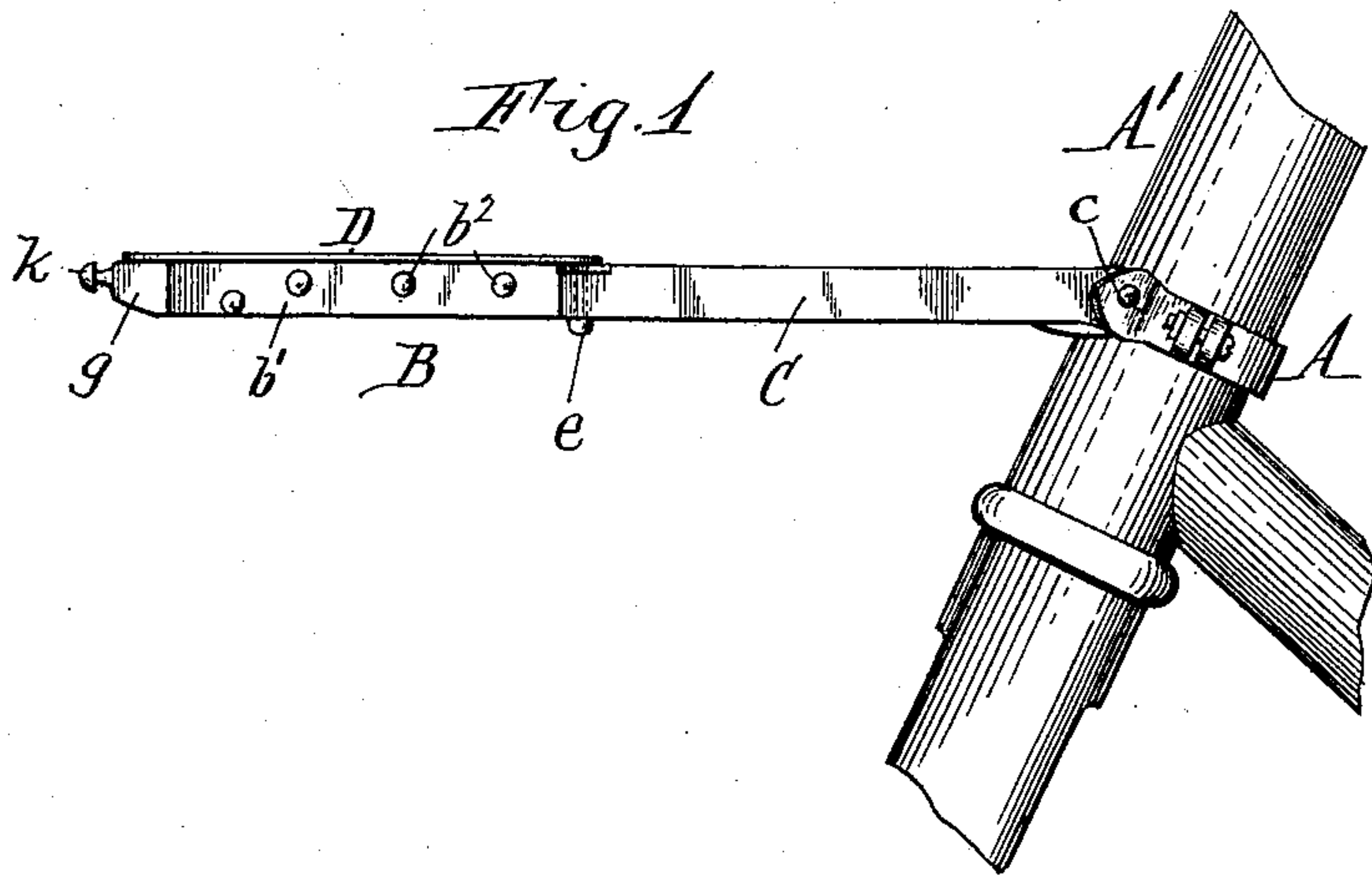
Patented Sept. 19, 1899.

J. CARTER.
LUGGAGE CARRIER.

(Application filed June 29, 1899.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses:

E. A. Volk.

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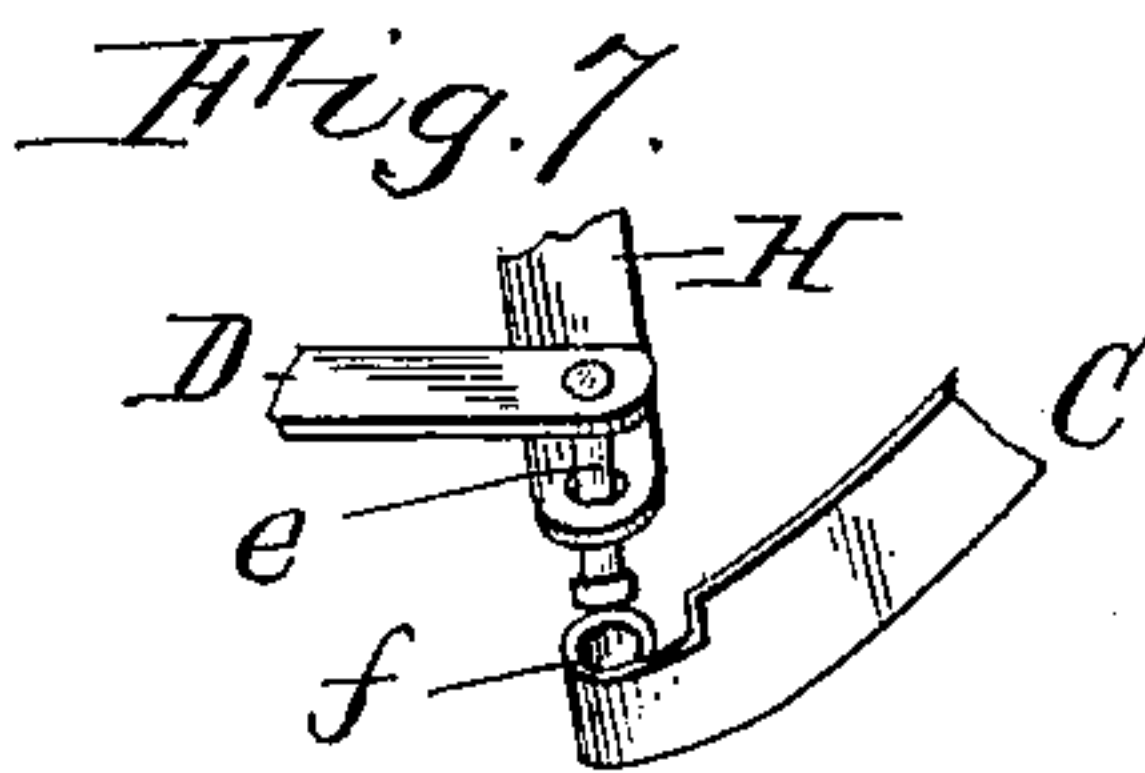
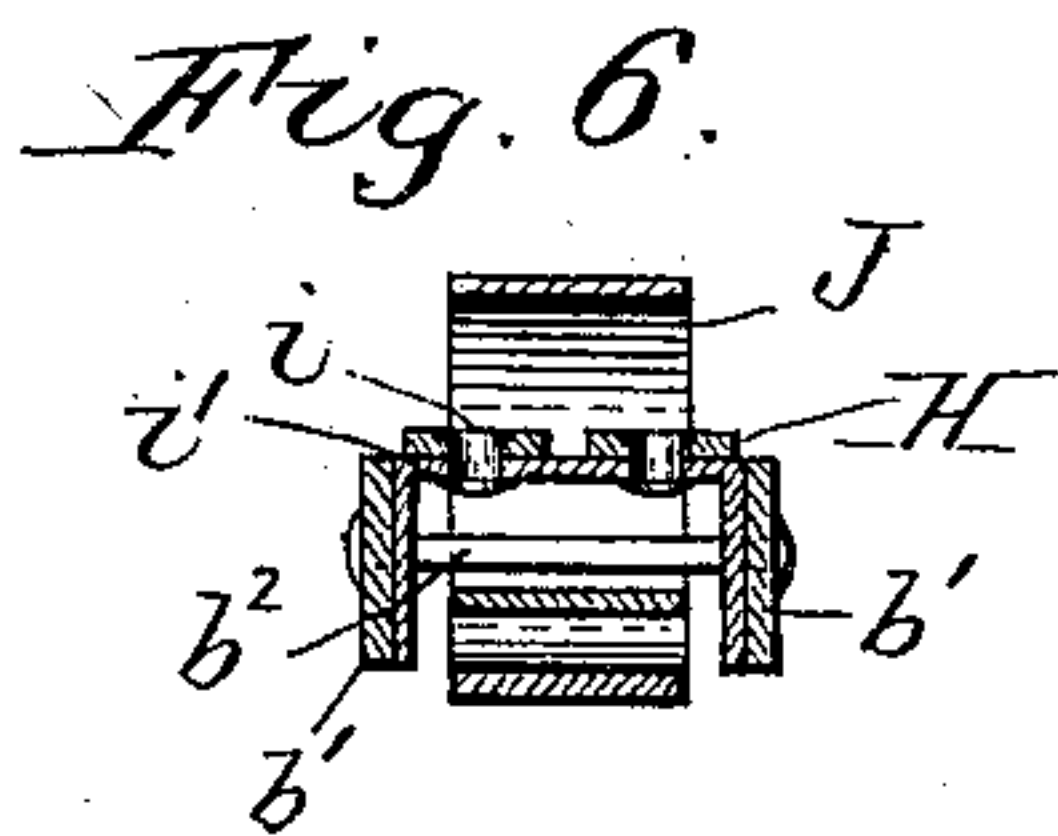
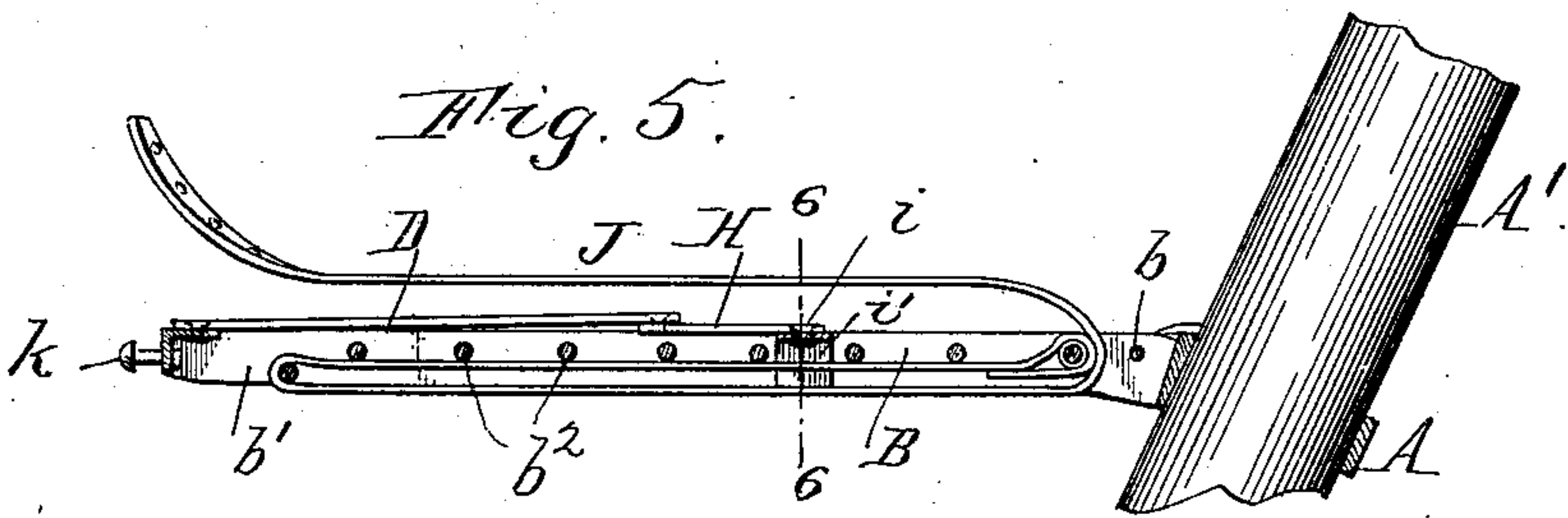
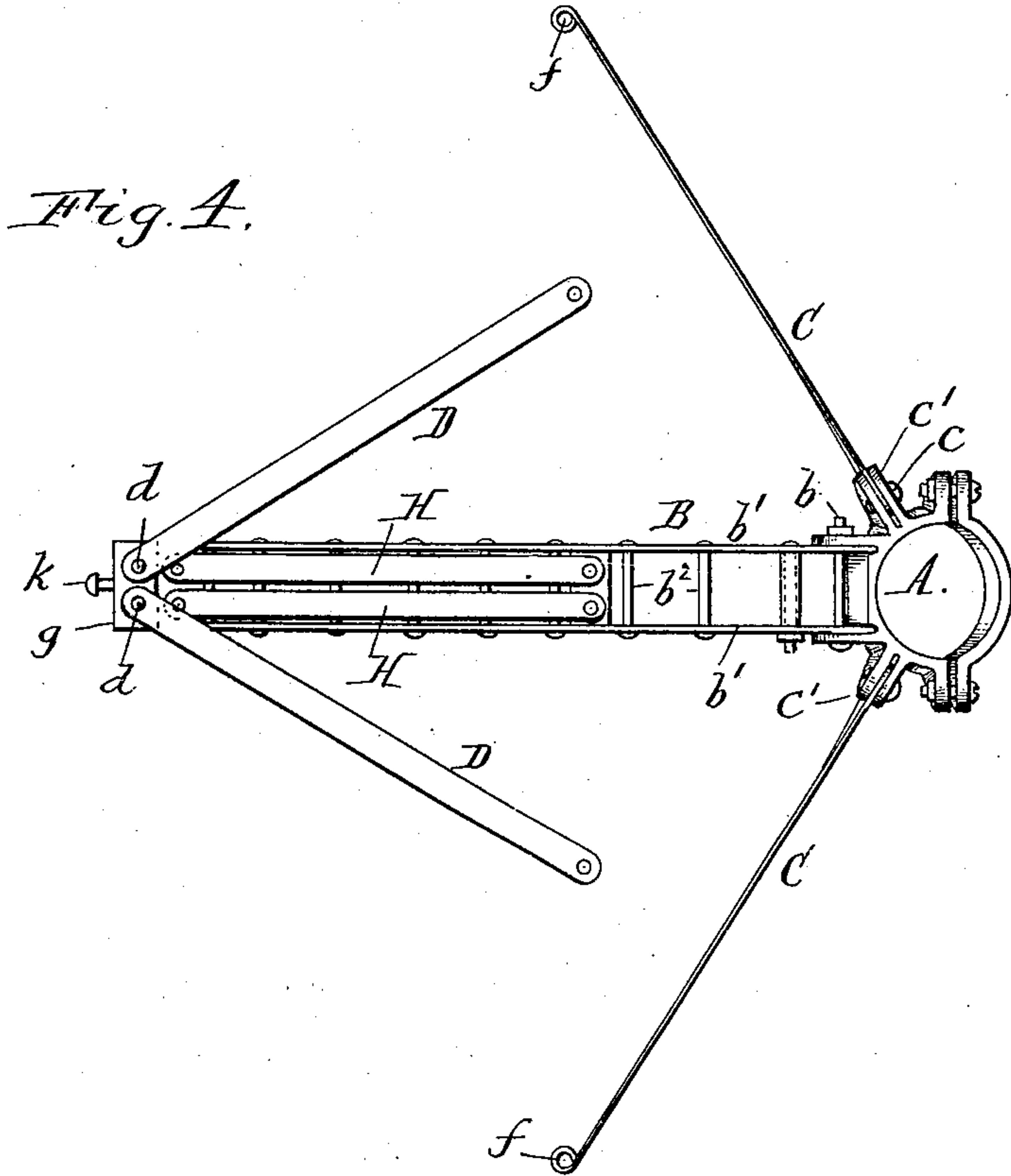
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(Application filed June 29, 1899.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

JAMES CARTER, OF LOCKPORT, NEW YORK.

LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 633,281, dated September 19, 1899.

Application filed June 29, 1899. Serial No. 722,215. (No model.)

To all whom it may concern:

Be it known that I, JAMES CARTER, a citizen of the United States, residing at Lockport, in the county of Niagara and State of New York, have invented new and useful Improvements in Luggage-Carriers, of which the following is a specification.

This invention relates to luggage-carriers for bicycles and other velocipedes which are capable of being folded against the steering-head or other member of the frame, so as to be out of the way when not in use.

The object of my invention is the construction of a light, strong, and durable carrier of this class which can be compactly and neatly folded and which can be produced at small cost.

In the accompanying drawings, consisting of two sheets, Figure 1 is a side elevation of my improved luggage-carrier applied to the steering-head of a bicycle, showing the carrier unfolded to its normal position. Fig. 2 is a detached top plan view thereof in the same position, the strap for fastening the luggage being omitted. Fig. 3 is a front view of the carrier applied to a bicycle, showing the same folded. Fig. 4 is a view similar to Fig. 2, showing the carrier partly folded. Fig. 5 is a longitudinal sectional elevation of the carrier unfolded. Fig. 6 is a transverse section in line 6 6, Fig. 5. Fig. 7 is a detached perspective view of the joint which connects the side bars of the carrier-frame with the folding braces or links.

Like letters of reference refer to like parts in the several figures.

A is a divided clamp or clip which forms the attachment or support of the luggage-carrier and which embraces the steering-post A' or other suitable upright member of a velocipede-frame.

B is the main central arm or member of the carrier, which is pivoted at its inner or rear end to the front side of the clamp A by a transverse pin *b*, so that the arm can be folded upwardly against the front side of the steering-head, as shown in Fig. 3, or unfolded to the normal horizontal position. (Shown in Figs. 1, 2, 4, and 5.) This central arm is preferably composed of two parallel side bars *b'*, which are connected at intervals by transverse pins or rivets *b*². The pivot-pin *b* passes through

the inner portions of these bars and through a pair of lugs projecting forwardly from the central portion of the clamp A, as shown. 55 The inner ends of the bars *b'* bear against the clamp A when unfolded, as shown in Fig. 5, and are cut off at the proper angle to prevent the arm from swinging downwardly below a horizontal position while at the same time allowing the same to swing upwardly. 60

C represents vertically-swinging rear arms arranged on opposite sides of the central arm B and having their inner or rear ends pivoted by transverse pins *c* to bifurcated lugs *c'*, projecting radially from the front side of the clamp A, so that these arms can be folded against the steering-head A' or unfolded to a horizontal position like the main central arm B. These rear side arms are suitably formed at their inner ends to arrest the downward movement of the arms when they reach a horizontal position. 70

D represents horizontally-swinging front arms or bars pivoted at their front end to the outer end of the main arm B by vertical pins *d* and adapted to be detachably connected at their free rear ends to the free front ends of the rear arms C, so as to diverge rearwardly when unfolded and form with said rear arms an approximately diamond-shaped shelf or skeleton frame, as shown in Fig. 2. The adjacent ends of the front and rear arms C and D on the same side of the carrier may be detachably connected together by any suitable means, but the connection preferably consists of a vertical pin or stud *e*, depending from the free end of the front arm D and adapted to pass through an eye or opening *f*, formed in the free end of the rear arm C, as shown in Figs. 1 and 7, the lower end of the stud being preferably headed or enlarged to prevent accidental detachment of the arms. In order to render this connection still more secure, the rear arms are preferably constructed of spring-steel and the lugs *c'*, to which said arms are pivoted, are arranged at such an angle to the main central arm that the arms must be sprung inwardly to meet the free ends of the front arms D. The elastic arms thus tend to constantly spring outward and keep their eyes *f* in engagement with the studs *e* of the front arms. The front arms are pivoted to a rigid cross-bar *g*, which connects 95 100

the front ends of the parallel bars of the central arm, so that these arms are parallel with the upper side of the central arm.

H represents horizontally-swinging braces, arms, or links arranged on opposite sides of the central arm B and adapted to connect the meeting ends of the front and rear arms C and D with said arm when the luggage-carrier is unfolded. The inner ends of these braces are pivoted by vertical pins i to a cross-bar i' , which connects the bars of the central arm, while the outer ends of the braces are provided with openings which receive the studs e of the front arms, as shown in Fig. 7. The braces when detached from the arms C and D are capable of being folded inwardly parallel with each other, so as to overlie the transverse pins b' of the central arm B. In folding the front arms their elasticity permits their free ends to be sprung away from the central arm sufficiently to allow the studs e to clear the side bars of the central arm, the studs entering between these bars upon releasing the arms.

J is a strap for securing parcels, packages, &c., in place upon the unfolded shelf or carrier. This strap is adapted to pass over the package and one end thereof is preferably attached permanently to the innermost cross-pin b^2 of the central arm, while its free portion is provided with a series of holes, one of which is adapted to be passed over a headed stud or button k , projecting from the front end of the central arm B. If the entire length of the strap is not required to fasten the article, the strap is shortened to the desired length by doubling it around one or another of the cross-pins b^2 or passing its end portion under a pin at a greater or less distance from the steering-head, according to the size of the article.

When the luggage-carrier is unfolded, the main central arm B, the front and rear side arms C and D, and the braces H all lie in a horizontal plane, and the two pairs of side arms are stiffened and held in position by the braces, forming a light and strong open shelf or support of sufficient size to carry parcels and articles of various kinds. When it is desired to fold the carrier out of the way, the front ends of the rear arms C and the outer ends of the braces H are detached from the studs of the front arms D, and the braces are then folded inwardly to the position shown in Fig. 4 and the front arms folded to the same position, so as to overlie the braces, after which the free portion of the strap J is passed over these arms and engaged with the button k of the central arm. The central arm and the rear side arms C are then folded upwardly and rearwardly against the front side of the steering-head, as shown in Fig. 3, and held in this position by any suitable means, such as a rubber band M, which surrounds the folded carrier and the steering-head. When thus folded, the carrier rests in

a neat and compact manner against the steering-head.

I claim as my invention—

1. In a luggage-carrier the combination with an attaching device, of a vertically-swinging central arm pivoted at its inner end to said attaching device, horizontally-swinging arms pivoted at their front ends to the front portion of the central arm and diverging rearwardly on opposite sides thereof when unfolded, and a second pair of horizontally-swinging arms having their inner ends pivoted to said central arm at a point in rear of the pivots of the first-named arms and adapted to be detachably connected at their outer ends to the free rear ends of said arms, substantially as set forth.

2. In a luggage-carrier the combination with an attaching device, of a vertically-swinging central arm pivoted at its inner end to said attaching device, vertically-swinging rear arms arranged on opposite sides of said central arm and pivoted at their inner ends to said attaching device, and horizontally-swinging front arms pivoted at their front ends to said central arm and adapted to be detachably connected at their opposite ends to the free ends of said rear arms, substantially as set forth.

3. In a luggage-carrier the combination with an attaching device, of a vertically-swinging central arm pivoted at its inner end to said attaching device, vertically-swinging rear arms arranged radially on opposite sides of said central arm and pivoted at their inner ends to said attaching device, said rear arms being capable of swinging laterally and having eyes or openings at their free ends, and horizontally-swinging front arms pivoted at their front ends to said central arm and provided at their opposite ends with studs which are adapted to engage in the eyes or openings of the rear arms, substantially as set forth.

4. In a luggage-carrier the combination with an attaching device, of a vertically-swinging central arm pivoted at its inner end to said attaching device, vertically-swinging rear arms arranged on opposite sides of said central arm and pivoted at their inner ends to said attaching device, horizontally-swinging front arms pivoted at their front ends to said central arm and adapted to be detachably connected at their opposite ends to the free ends of said rear arms, and folding braces connecting the meeting ends of said front and rear arms with said central arm, substantially as set forth.

5. In a luggage-carrier the combination with an attaching device, of a vertically-swinging central arm pivoted at its inner end to said attaching device, vertically-swinging rear arms arranged on opposite sides of said central arm and pivoted at their inner ends to said attaching device, horizontally-swinging front arms pivoted at their front ends to said central arm and adapted to be detach-

ably connected at their opposite ends to the free ends of said rear arms, and horizontally-swinging braces pivoted at their inner ends to said central arm and adapted to be detachably connected at their outer ends to the meeting portions of said front and rear arms, substantially as set forth.

6. In a luggage-carrier the combination with an attaching device, of a vertically-swinging central arm pivoted at its inner end to said attaching device, vertically-swinging rear arms arranged on opposite sides of said central arm and pivoted at their inner ends to said attaching device, horizontally-swinging front arms pivoted at their front ends to the upper side of the central arm and arranged

parallel with said upper side, the free ends of said front and rear arms having means for detachably connecting the same, and horizontally-swinging braces pivoted at their inner ends to the upper side of said central arm and arranged parallel therewith and adapted to have their free ends detachably connected with the meeting portions of said front and rear arms, substantially as set forth.

Witness my hand this 26th day of June, 1899.

JAMES CARTER.

Witnesses:

JNO. J. BONNER,
HENRY L. DECK.