No. 757,892. PATENTED APR. 19, 1904.

F. DALES.

LUGGAGE CARRIER.

APPLICATION FILED APR. 9, 1903. RENEWED JAN. 13, 1904.

NO MODEL.

Fig. 1

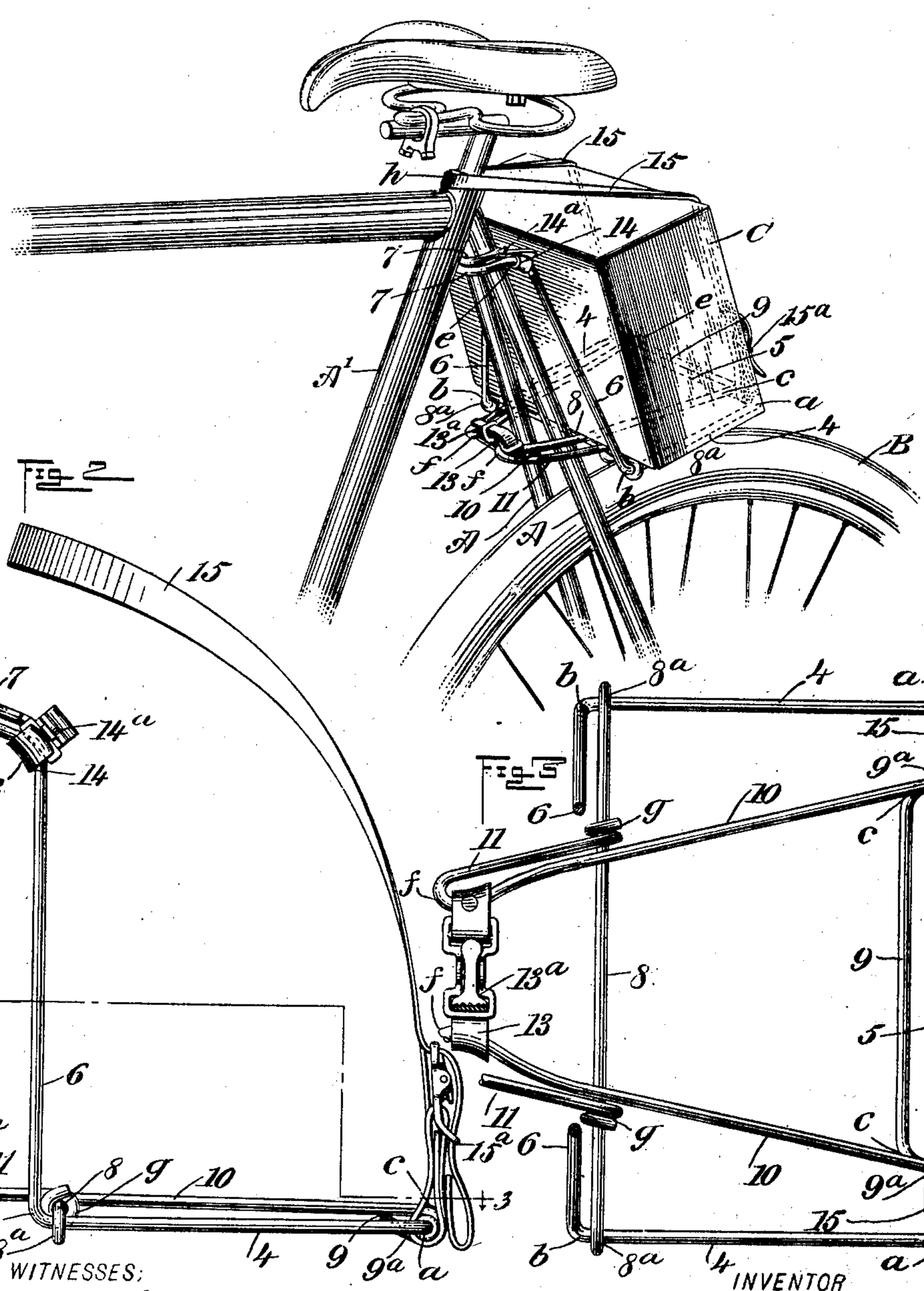

Fig. 2

Fig. 5

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No. 757,892. Patented April 19, 1904.

UNITED STATES PATENT OFFICE.

FREDERICK DALES, OF BINGHAMTON, NEW YORK.

LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 757,892, dated April 19, 1904.

Application filed April 9, 1903. Renewed January 13, 1904. Serial No. 188,927. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK DALES, a citizen of the United States, and a resident of Binghamton, in the county of Broome and State of New York, have invented a new and Improved Luggage-Carrier, of which the following is a full, clear, and exact description.

This invention relates to means for securing a bundle or package upon the frame-fork of a bicycle or the like, and has for its object to provide novel details of construction for a device of the character indicated which adapt it for an easy and secure attachment upon the bicycle-frame, afford a reliable bracket-frame for the support of a package or the like, and enable the secure retention of the luggage upon the bracket-frame by application of a single buckled strap or other available flexible connection.

The invention consists in the novel construction and combination of parts, as is hereinafter described, and defined in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the forward portion of a bicycle and of the improved carrier shown secured thereon. Fig. 2 is an enlarged detached side view of the improved luggage-carrier, and Fig. 3 is a partly-sectional plan view of the same substantially on the line 3 3 in Fig. 2.

To afford lightness, strength, and neatness of style to the improved luggage-carrier and for economy of production, it is preferred to form the device of wire-rod material bent into form by any suitable means, three main portions of such material being used, that are respectively shaped and connected together as follows:

The piece of wire rod that has greatest length is utilized to produce a bottom frame and an upright frame for the carrier, and to this end said wire is bent at two points *a a* to dispose equal portions thereof parallel with each other, forming two side bars 4, spaced apart by the rear frame-bar 5. The length of the side bars 4 is defined by two bends *b b*, thus providing two similar upwardly and laterally trending frame members 6, that incline toward each other and form the upright front portion of the bracket-frame. An equal height is afforded the frame-bars 6, and at their upper ends they are bent forwardly, as at *e*, and formed into the similar laterally-bent open hooks 7, that lap one upon the other and together afford a contractible substantially U-shaped clasp, the function of which will be hereinafter explained. A wire-rod cross-bar 8 furnishes a stiffening member for the bottom portion of the bracket-frame, said bar being straight except at the ends, whereon looped eyes 8^a are formed, which are respectively hooked upon the side bars 4 and are clamped thereon at the corners or bends *b*, which renders the side bars laterally unyielding and provides a cross-brace that is parallel with the rear cross-bar 5. The third piece of wire-rod material is bent at two points *c* about equally distant from its ends, these bends being spaced apart by the straight member 9, and near the bends *c* are formed two looped bends *d*, that afford side members 9^a for the straight member 9, these integral parts 9 9^a, together with the looped bends *d*, providing a wide hook that in service receives the rear transverse frame-bar 5, that occupies the bights of the looped bends *d*.

From the looped bends *d* the two equal remaining portions of the wire-rod material are inclined toward each other an equal degree and extend as intermediate bottom bars 10 for the bracket-frame, seating upon the cross bar or brace 8. The bottom frame-bars 10 are each extended equally forward of the front cross-bar 8 and terminate in hook members 11, formed by the looped bends *f*, thus providing doubled front ends for the intermediate bottom frame-bars 10, and, as best shown in Fig. 3, a coil *g* is formed on each end of the hook members 11, said coils embracing the cross bar or brace 8, whereby the intermediate bottom frame-bars composed of the members 10 and 11 are secured in position, and the wide hook that engages with the rear transverse frame-bar 5 is held drawn forcibly into contact therewith at the looped bends *d*. Upon the rear frame-bar 5, between each corner-

bend *a* and a respective looped bend *d*, a wire strand is wrapped closely, forming a spacing-coil 12, these similar coils serving to hold the frame members 10 equally spaced from the outer side bars 4 of the bottom portion of the bracket-frame.

The luggage-carrier hereinbefore described is preferably mounted upon the diverging members A A of the rear fork of a bicycle above the rear wheel B, connected with said fork.

To facilitate the detachable connection of the bracket-frame upon the fork members A, the coils *g* have a slidable engagement with the cross-bar 8, so that the frame-bars 10 and their supplementary members 11 are adapted to receive adjustment toward and from each other upon said cross-bar 8, and, as shown, a strap 13, having a buckle 13ª, is provided, which strap has a looped engagement with the front end portions of the intermediate bottom bars 10 near the looped bends *f*. At the upper ends of the upright frame-bars 6, where the bends *e* are produced, a binding-strap 14 is placed, said strap being doubled and at each doubled end embraces the frame-bars 6 at said bends, the ends of this strap being adjustably connected by a buckle 14ª.

In attaching the luggage-carrier upon the members A of the rear fork of a bicycle the strap 13 is removed, so that the rear looped ends *f* of the bottom members 10 and their supplementary members 11 may be separated sufficiently to permit said bottom members to be passed forward at the outer side of each fork member A. The strap 13 is now replaced and its ends drawn together, an adjustment of the buckle 13ª serving to draw the forward looped portions of the bottom bars 10 toward each other, thus clamping the lower portion of the bracket-frame upon the fork members A, that are held embraced between the cross-bar 8, bottom bars 10, and the doubled portion of the securing-strap 13. The upper strap 14, which was released when the lower strap 12 was removed to permit the U-shaped clasp formed of the lapped hook-like members 7 to have contact with the front side of the frame-fork members A, is now replaced and adjusted, by means of the buckle 14ª, to draw upon the upper portions of the frame members 6 and, together with the contracted hook members 7, bind the upper portion of the luggage-carrier upon the frame-fork members A.

It will be seen in Fig. 1 that the described construction and means for attaching the luggage-carrier upon the bicycle-frame affords a skeleton bottom and an upright back for reception of a package C or the like that is to be carried upon the bicycle along with the rider, and to enable the convenient securing of such luggage upon the carrier a strap 15 is provided, which is doubled near its middle and then engaged at said doubled end *h* with the saddle-post A′ of the bicycle-frame. The two portions of the strap 15 are drawn rearward and downward over the package C, and at these ends that are provided with buckles 15ª said strap is folded around the spacing-coils 12, drawn taut, and then secured by an obvious connection of said ends with the buckles.

The improved luggage-carrier is quite light, strong, reliable in service, easy to attach upon a bicycle, and can be manufactured at a low cost.

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

1. A luggage-carrier, bent from wire-rod material, comprising a quadrangular bottom border frame, an upright back frame comprising two members formed integral with the side members of the bottom frame, a U-shaped laterally-projected contractible clasp formed of two lapped open hooks that are bent on the upper ends of the back-frame members, and means engaging said clasp for securing it and the back frame in contact with a frame-fork of a bicycle.

2. A luggage-carrier bent from wire-rod material, comprising a quadrangular bottom border frame, a back frame embodying two members integral with and bent upward from side members of the bottom frame, each member of the back frame having an open horizontal hook formed on its upper end, said hooks lapping together and forming a contractible clasp, a transverse brace secured on the border frame near the back-frame members, means for holding the contractible clasp in secured engagement with a frame-fork of a bicycle, and means for detachably securing the bottom frame upon the lower portions of the same frame-fork.

3. A luggage-carrier bent from wire-rod material, comprising a quadrangular border frame, a back frame having two members turned up from the side members of the border frame, a front transverse brace-rod secured by its ends on said side members near the members of the back frame, an intermediate bottom-frame portion having hooked connection with the rear transverse bar on the border frame, and also having two similar members extended forward from the hook connection and seating on the transverse brace-rod, these extensions being return bent at their front ends to provide supplementary members therefor, the ends of said supplementary members having loose connection with the transverse brace-rod, means for securing the return-bent ends of the intermediate bottom-frame portion upon the fork of the bicycle-frame, and means for securing the upper ends of the back-frame members upon the said fork.

4. The combination with a bicycle frame-fork, above a wheel rotatable on said frame-fork, of a luggage-carrier formed of wire-rod material, comprising a quadrangular border frame for the bottom of the carrier, a back

frame formed by bending its two members upward from the forward ends of the side bars of the border frame, lateral hook members on the upper ends of the two back-frame members that together provide a contractible U-shaped clasp, an intermediate bottom-frame portion having a wide hook at its rear end engaged with the rear transverse bar of the border frame, and also having two elongated members extended forwardly from the hook, a transverse brace-rod engaged at its ends upon the side members of the border frame, said elongated frame members seating upon said brace-rod and extending forwardly, return-bent supplementary members at the forward ends of the elongated members of the intermediate bottom frame and secured upon the brace-rod, a strap and buckle adapted to secure the return-bent ends of the elongated members upon the bicycle frame-fork, and a strap and buckle for drawing the U-shaped clasp upon said frame-fork at the upper ends of the back-frame members.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FREDERICK DALES.

Witnesses:
WM. P. PATTON,
JNO. M. RITTER.