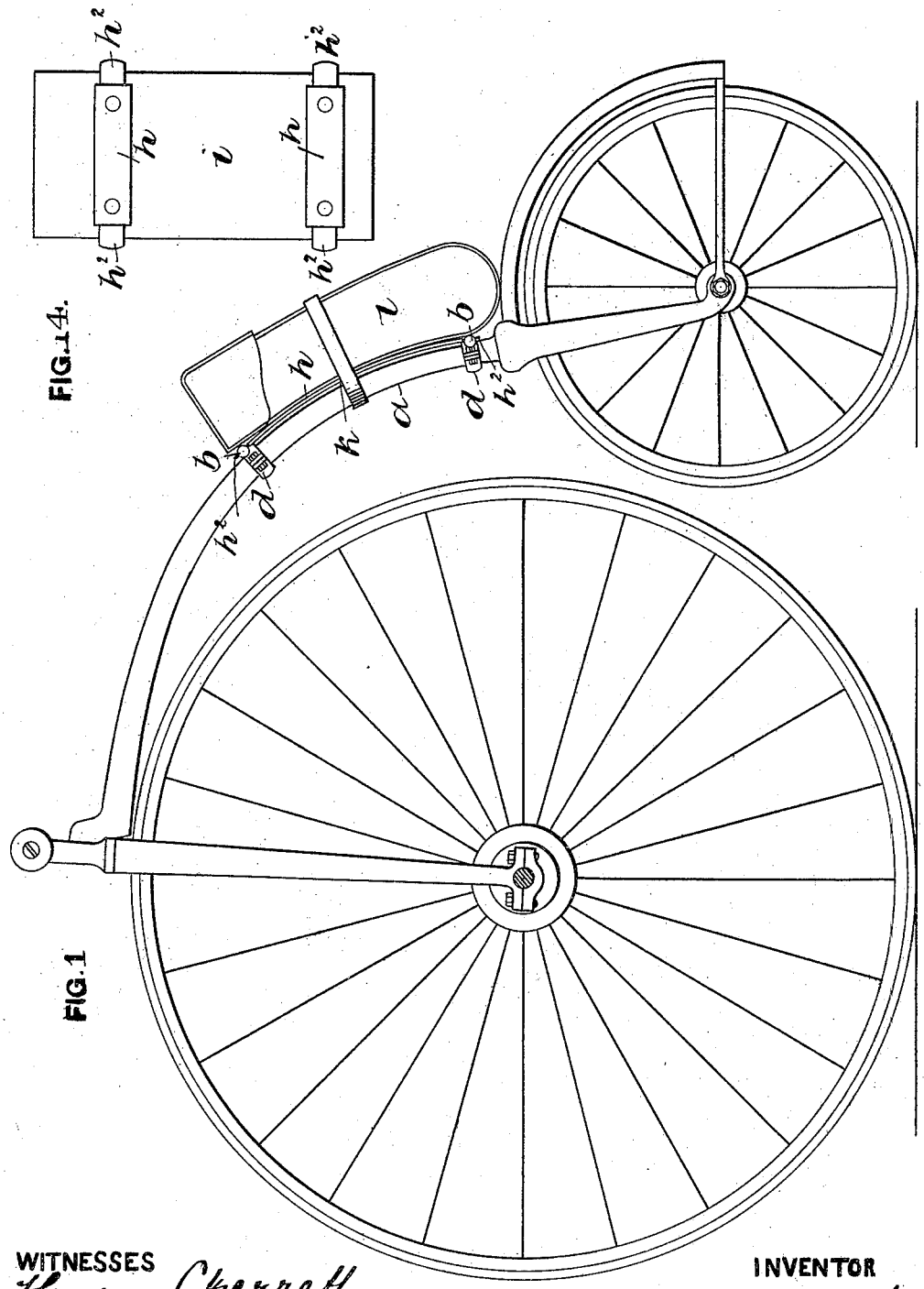
(No Model.) 3 Sheets—Sheet 1.

J. A. LAMPLUGH.

LUGGAGE CARRIER FOR BICYCLES.

No. 343,909. Patented June 15, 1886.



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(No Model.) 3 Sheets—Sheet 2.

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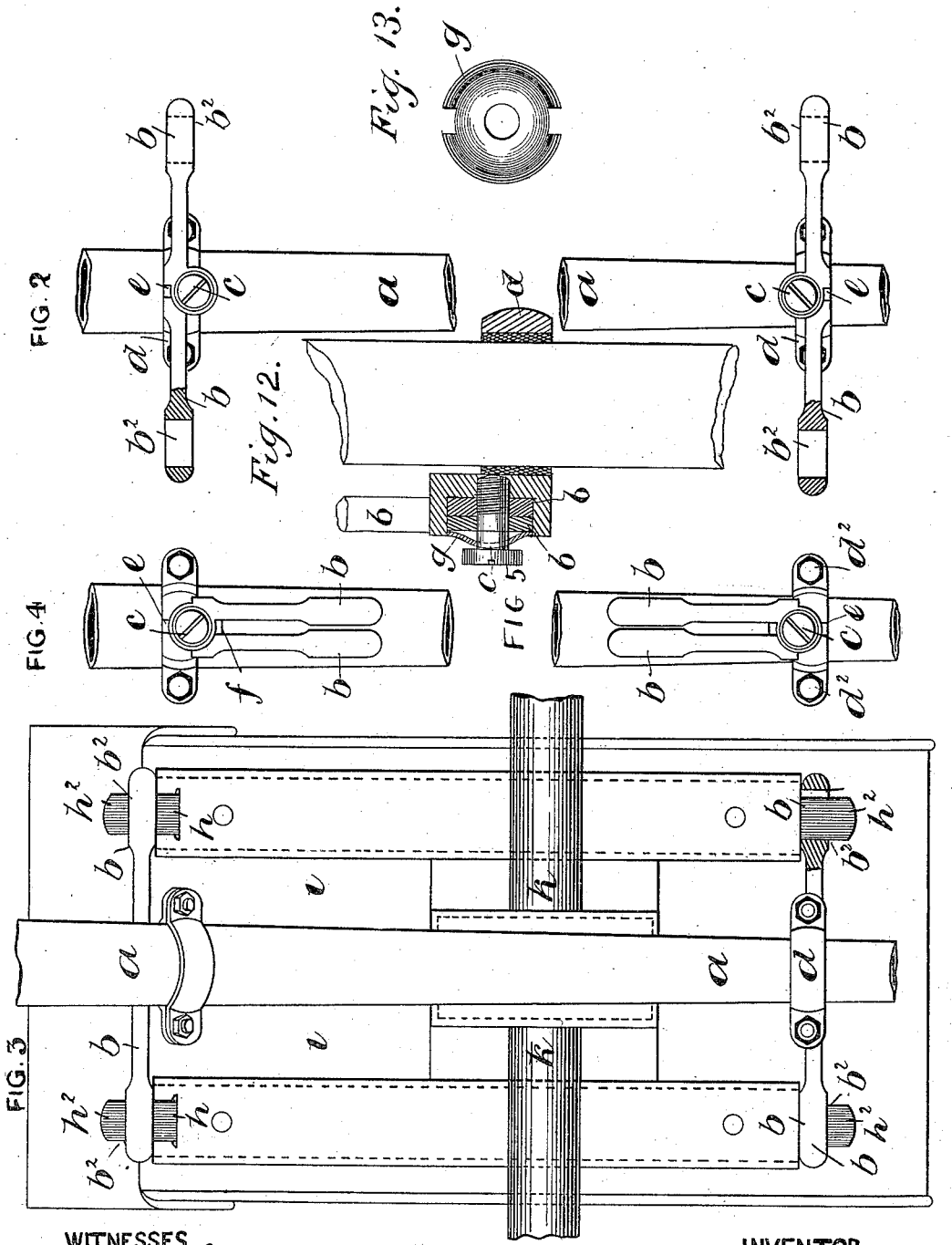

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3 Sheets—Sheet 3.

J. A. LAMPLUGH.

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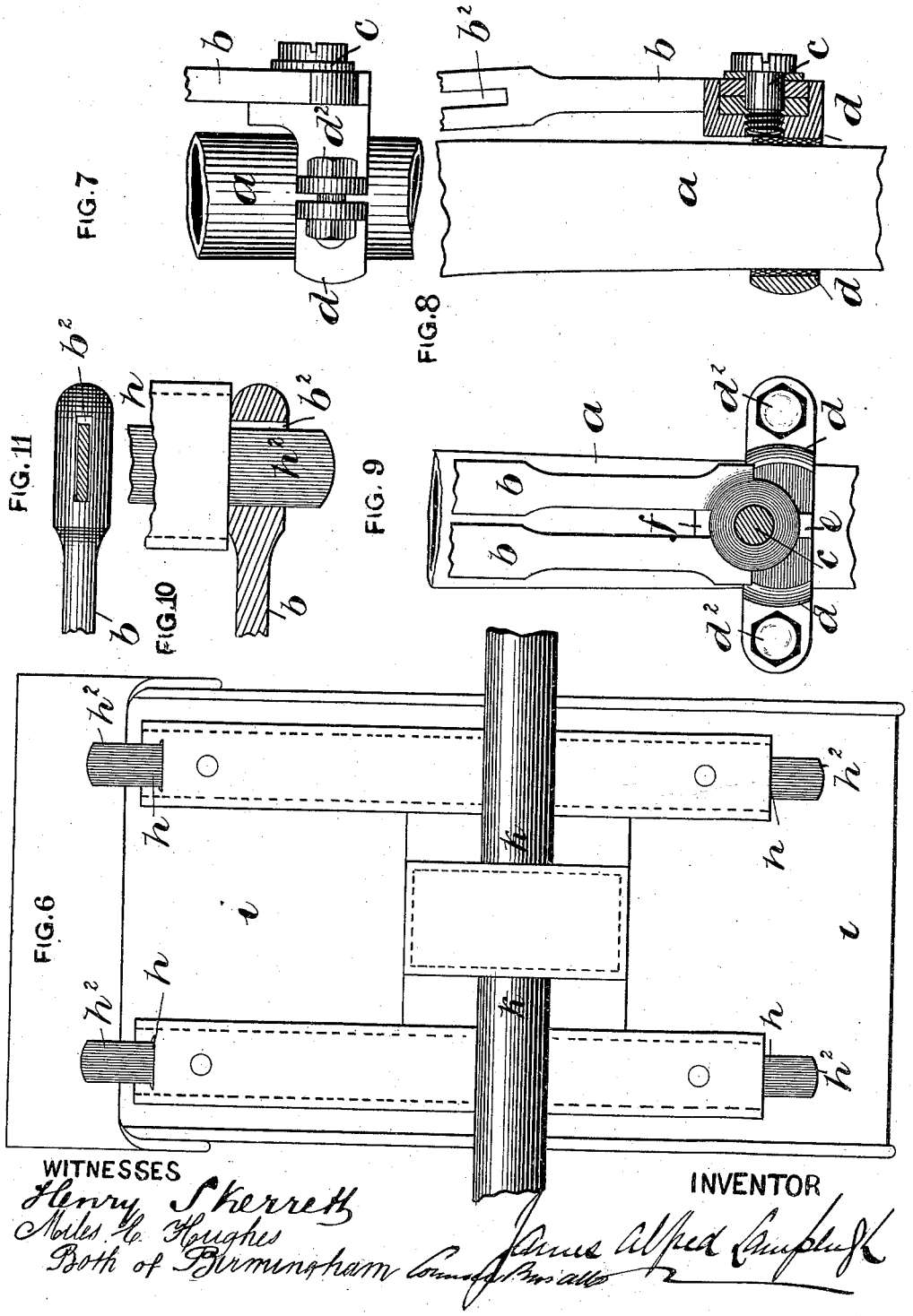

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UNITED STATES PATENT OFFICE.

JAMES ALFRED LAMPLUGH, OF BIRMINGHAM, ENGLAND.

LUGGAGE-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 343,909, dated June 15, 1886.

Application filed March 9, 1886. Serial No. 194,606. (No model.) Patented in England February 12, 1886, No. 2,069.

To all whom it may concern:

Be it known that I, JAMES ALFRED LAMPLUGH, a subject of the Queen of Great Britain, residing at Birmingham, England, have invented an Improvement in Luggage Carriers and Bags for Bicycles, Tricycles, and other Velocipedes, (for which I have applied for Letters Patent in Great Britain, No. 2,069, dated the 12th day of February, 1886,) of which the following is a specification.

My invention has for its object, first, to render more convenient and efficient luggage-carriers; and, secondly, a ready means of securing luggage-bags to either luggage-carriers, or to other parts of a bicycle, tricycle, or other velocipede; and my said invention consists in making the arms of the said carriers folding or swiveling, so that when they are not in use they can be turned or moved in the longer direction of the backbone of the machine, so as to be out of the way.

The luggage-bag consists of an ordinary bag having longitudinal or cross strips of pliable metal attached to the back or under side, while the metallic strips or lengths extend to a short distance beyond their attachment to the bag, leaving free ends by which the bag is secured or suspended to a machine.

Having described the nature of my invention, I will now proceed to describe, with reference to the accompanying drawings, the manner in which the same is to be performed.

Figure 1 represents in side elevation a bicycle provided with a luggage carrier and bag constructed according to my invention. Fig. 2 shows in plan, partly in section, my new or improved luggage-carriers opened out, ready for use; and Fig. 3 is an under side plan of the said carriers with the bag in position or with the bag disposed between them. Fig. 4 is the carrier with the arms folded and lying in the longer direction of the backbone, so as to be out of the way. Fig. 5 is a plan view of the carrier with the arms folded upwardly. Fig. 6 is an under side view of the bag without the carrier-arms. Fig. 7 is a side elevation of the carrier-arms with a portion broken off. Fig. 8 is a part vertical section showing the joint. Fig. 9 is a plan of the arms upon a larger scale with the pin-head removed. Fig. 10 shows one of the ends of the yielding connecting-strips of the bag in one of the long eyes of the carriers, the latter of which is shown in section. Fig. 11 is an end elevation of the same. In Fig. 12 the carrier-arm is shown with the spring interposed, so as to make a stiff joint. Fig. 13 is the spring-washer. Fig. 14 is a plan view of a modification.

The same letters of reference indicate corresponding parts in the several figures of the drawings.

a is the backbone or frame of a bicycle.

b b are two folding arms working after the manner of a rule-joint—that is, the inner ends of these arms work horizontally upon a pin or fulcrum center, C, so as to lie in the same plane when closed as the backbone of a machine. (Shown at Fig. 4.)

d are bracket-clips encircling the backbone or framing of a machine. These clips consist, essentially, of two semicircular half-rings with flanged ends, through which latter screw-pins d^2 pass, as best seen in Fig. 7.

e is a back stop and *f* is a front stop, best seen in Fig. 9, for limiting and determining the position of the arms when they are fully opened or fully closed.

The direction of folding of the carrier-arms is opposite to the pull or push of the bag-carried or suspended, so that when the arms are opened out in a direction at right angles to the backbone or frame of a machine they practically become rigid by pressing against the back stop, *e*. To insure the arms working stiffly, so as to retain them in position, and also to compensate for wear between the fixed and movable parts, a spring-washer, *g*, is interposed, as represented in Fig. 17.

The carrier-arms *b b* are provided near their ends with longitudinal holes or piercings b^2 b^2, through which the terminal or extended ends h^2 of the metallic connector-strips *h* of the bag *i* take—that is, the luggage or carrier bag is provided with yielding metallic strips *h*, secured to the back of the bag *i*. The ends h^2 of these strips take into the recesses or holes b^2 in securing the bag to a bicycle or other velocipede.

When the carrier is not in use, the arms are turned into the plane, as represented in Fig. 4, or into the longer direction of the backbone or velocipede-frame.

In applying my invention for the carrying of a bag I take two of the said carriers and secure them at suitable distances apart on the backbone or frame of a velocipede, as represented, so that when the arms are extended or opened out the resistance is in an opposite direction to the folding.

When a bag has only to be suspended and not connected, a single pair of arms may be employed. When so used, the arms are made to open out in a direction contrary to the pull of the weight suspended.

In connecting a bag to the carrier-arms, when the arms are opened out, bend or slightly arch the bag about its middle so as to diminish its length, then insert the terminal ends h^2 into the eyes or holes b^2 of the arms b, when on liberating the bag the flexible longitudinal strips resume their normal positions with their ends resting within the holes or piercings in the carrier arms, thereby effectually securing the bag to a machine. The bag is also secured about its middle by a strap passing through loops k. To disconnect the bag, bend it about its middle as before, and remove the ends of the yielding or spring bands or strips from the holes within the arms, when the said bag is readily removed.

The yielding connecting-bands, instead of being placed in the longer direction of the bag, may be placed crosswise. (See Fig. 1.) The loop-holes in the carrier-arms pass through snugs on the ends of the said arms.

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

1. A luggage-carrier consisting of two folding arms, b, jointed and turning upon a pivot center, c, so that when the carrier is not in use the arms can be closed and made to lie in the longer direction of the backbone or frame of a machine upon which it is secured.

2. In a luggage-carrier, the combination, with the folding arms b, of a movable or adjustable clip, d, secured to the backbone or frame of a machine, substantially as described and set forth.

3. A luggage-carrier bag having longitudinal or cross metallic or yielding strips or bands h, with free ends h^2, by which the bag or other luggage is secured to carrier-arms or to a machine, substantially as described and set forth.

Dated this 24th day of February, 1886.

JAMES ALFRED LAMPLUGH.

Witnesses:
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Both of Birmingham.