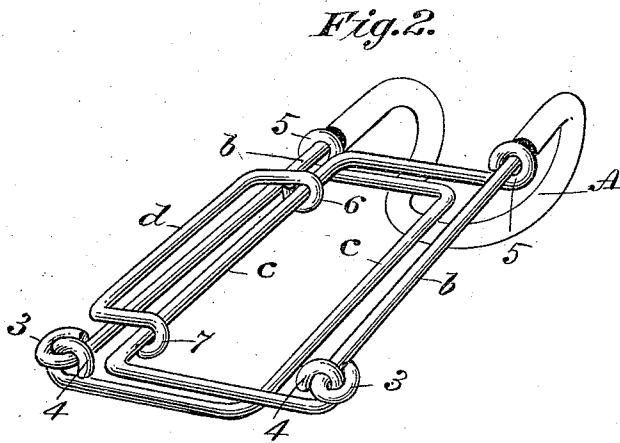
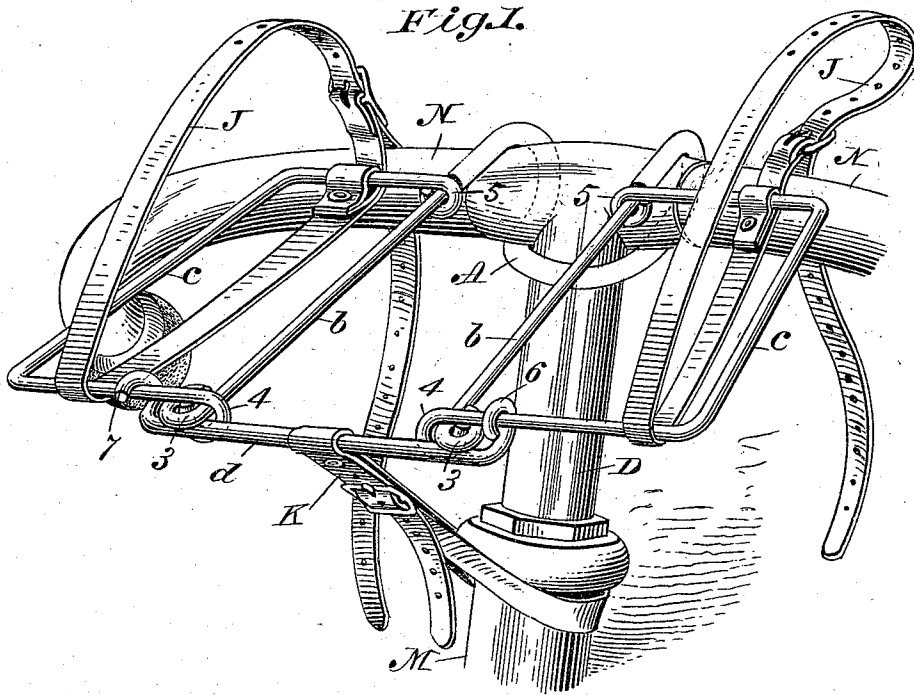


(No Model.)

C. J. BROSNAN.  
LUGGAGE CARRIER FOR VEHICLES.

No. 555,472.

Patented Feb. 25, 1896.



Witnesses:

*J. D. Garfield*  
*H. S. Clemons*

Inventor,  
*Cornelius J. Brosnan.*

by *Chapman*  
Attorney.

# UNITED STATES PATENT OFFICE.

CORNELIUS J. BROSNAN, OF SPRINGFIELD, MASSACHUSETTS.

## LUGGAGE-CARRIER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 555,472, dated February 25, 1896.

Application filed December 9, 1895. Serial No. 571,545. (No model.)

*To all whom it may concern:*

Be it known that I, CORNELIUS J. BROSNAN, a citizen of the United States of America, residing at Springfield, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Luggage-Carriers for Vehicles, of which the following is a specification.

This invention relates to luggage-carriers for vehicles which are detachable therefrom, and particularly to that class of such carriers as are adapted for use on bicycles, the object being to provide an improved luggage-carrier in respect to its carrying capacity and its adaptability for packing in small compass; and the invention consists in the peculiar construction and arrangement of the several parts or members of the devices, all as hereinafter fully described, and more particularly pointed out in the claims.

In the drawings forming part of this specification, Figure 1 is a perspective view of a luggage-carrier constructed according to my invention, the same being shown in said figure attached to the handle-bar and adjacent parts of a bicycle. Fig. 2 is a perspective view of the luggage-carrier with its parts folded together.

In the drawings, A and *b b* constitute, respectively, the hook and the arms of the central metallic member of the luggage-carrier, said hook being at one end thereof, as shown, and said arms extending from the hook in parallel relations and constituting the central portion of the carrier. The said hook A is adapted to be engaged with the handle-bars N and handle-bar post D of a bicycle or tricycle in the manner shown in Fig. 1. The extremities of the said arms *b* have each an eye 3 formed thereon by bending the end of the wire around in the plane of the upper side of said arm against the side of the latter, as shown.

A metallic frame *c*, consisting of a side and two end bars, as shown, has an eye 5 formed on the extremity of one of said end bars by passing the end of a wire over said arm *b* and bringing its extremity against the under side of said end bar. The second end bar of the frame *c* has thereon the eye 4, which is formed by passing the end of said bar over the top of said arm *b* and bringing the extremity of

said end bar upwardly through the said eye 3 on the end of said arm *b* against the under side of said end bar. This disposition of the eye 4 relative to the eye 3 on the arm 5 causes the curved extremity of said arm *b* to extend the thickness of the wire beyond that portion of the end bar of the frame *c* which is within the eye 3 on the end of arm *b*. The above-described construction of one of said frames *c* and the manner of attaching it to the said arm *b* of said central hook member applies also to the second frame *c*, for the manner of attaching each of said two frames to the said central hook members is identical, and by said manner of attaching them said frames are so hung each on one of the arms *b* of said hook member that they may be folded or shut together centrally over said hook member, as shown in Fig. 2, or opened out to the position shown in Fig. 1, whereby they extend laterally from each of said arms and are so supported by the peculiar engagement of the eyes 4 of said two frames *c* and the eyes 3 of said arms *b*, for when the frames *c* are opened out, as shown in Fig. 1, one arm of each of said frames lies across the upper side of the eye 3 of the arm *b* and prevents either frame *c* from swinging laterally any farther than is required to bring said frames and said hook member into substantially equal planes, thereby presenting a "luggage-table," so to speak, or platform, on which articles, such as garments, &c., may be conveniently laid and secured for transportation. Means for uniting, temporarily, the extremities of the arms *b* of said hook member and the parts of said frame *c* adjacent to said extremities are provided by means of the stay-bar *d*. Said stay-bar is attached to one of said frames *c* by an eye 6 on one end thereof, which incloses the wire of said frame, as shown in Fig. 1, but with such freedom as permits said inclosing eye 6 to move on said frame from the position which it occupies in Fig. 1 to that in which it is seen in Fig. 2, whereby said stay-bar is brought to a position substantially parallel with the outer border of the frame to which it is attached and in a line therewith, thereby permitting the frame to which said bar is connected to be swung to the position shown in Fig. 2, whereby said frame and bar are brought to convenient packing positions, the second frame, *c*, lying,

as may be preferred, either under or over the said frame on which said stay-bar is attached. The opposite end of said stay-bar to that on which said eye 6 is formed has the hook 7 formed thereon for attachment with and detachment from the end bar of one of said frames *c*, as shown in Fig. 1. In attaching the said stay-bar to both of frames *c* in the position shown in the last-named figure the stay-bar is extended over the ends of said arms *b* and has its hook 7 engaged with the frame *c*, and then the bar is swung over and under the eyes 3 on the extremities of said arms *b* to the position shown in Fig. 1, thereby so locking the said frames *c* that they are held in an open or spread position, as shown in said last-named figure, for the purpose aforesaid. Said frames *c* are, so to speak, "unlocked" so that they may be folded inwardly, as described, for packing the carrier by swinging the stay-bar outwardly and upwardly from the position shown in Fig. 1, thereby disengaging the stay-bar from under the eyes 3 and bringing it to such a position that it can be unhooked from one of the frames *c* and brought to the position on the other frame. (Shown in Fig. 2.) The said stay-bar constitutes a convenient point on the carrier for attaching a strap *K*, whereby the carrier is secured to the handle-bar post to be properly held in place when in use.

One or more straps *J J* may be attached to the frames of the device for strapping articles onto the luggage-carrier.

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

1. A luggage-carrier for vehicles consisting of a central metallic member having a hook at one end thereof, and two parallel arms extending from said hook, combined with a metallic frame extending laterally from each of said arms and hinged thereon whereby said frames are supported in said laterally-extended positions and may be folded together inwardly, one above the other, between said arms, and a stay-bar extending from one to the other of said frames and engaging therewith, and temporarily uniting said frames and the separated ends of said arms, substantially as set forth.

2. A luggage-carrier for vehicles consisting of a central metallic member having a hook at one end thereof, and two parallel arms extending from said hook, combined with a metallic frame extending laterally from each of said arms and hinged thereon whereby said frames are supported in said laterally-extended positions and may be folded together inwardly one above the other between said arms, and a stay-bar hinged by one end to one of said frames and having a hook engagement with the second frame, and engaging with the extremities of said arms, whereby said frames are temporarily retained in said extended positions, substantially as set forth.

3. A luggage-carrier for vehicles consisting of a central metallic member having a hook at one end thereof, and two parallel arms extending from said hook, combined with a metallic frame extending laterally from each of said arms and hinged thereon whereby said frames are supported in said laterally-extended positions and may be folded together inwardly one above the other, between said arms, a stay-bar having a combined hinged and sliding connection with one of said frames whereby said bar may be moved from the end of said frame to a position parallel with the outer side thereof and vice versa, said bar having a hook on its free end for engagement with the opposite frame, substantially as set forth.

4. A luggage-carrier for vehicles consisting of a central metallic member having a hook at one end thereof, and two parallel arms extending from said hook, combined with a metallic frame extending laterally from each of said arms and hinged thereon whereby said frames are supported in said laterally-extended positions and may be folded together inwardly, one above the other, between said arms, a stay-bar extending from one to the other of said frames and engaging therewith, and temporarily uniting said frames and the separated ends of said arms, and one or more luggage-holding straps, attached to said carrier, substantially as set forth.

CORNELIUS J. BROSNAN.

Witnesses:

WM. H. CHAPIN,

K. I. CLEMONS.