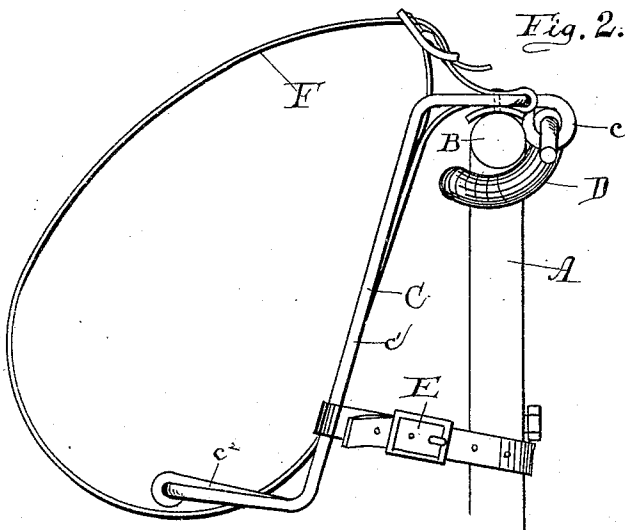
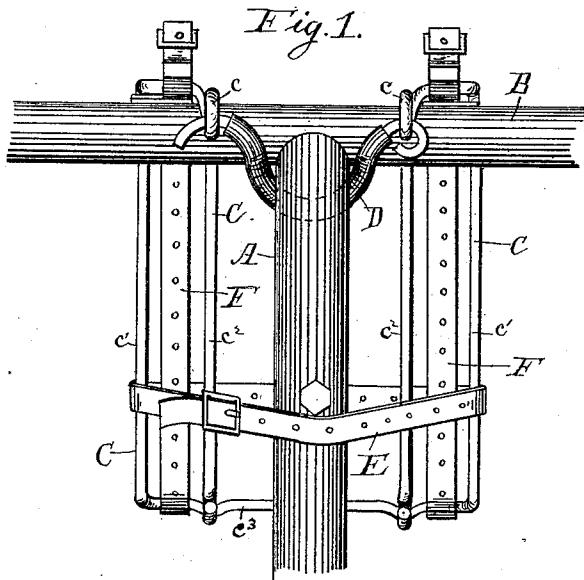


(No Model.)

C. H. LAMSON.
LUGGAGE CARRIER FOR VELOCIPEDES.

No. 444,089.

Patented Jan. 6, 1891.



Witnesses:
Harriet J. Larrabee
Wilbur F. Lunt

Inventor:
Charles H. Lamson
by S. W. Bates
his Atty.

UNITED STATES PATENT OFFICE.

CHARLES H. LAMSON, OF PORTLAND, MAINE.

LUGGAGE-CARRIER FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 444,089, dated January 6, 1891.

Application filed October 27, 1890. Serial No. 369,427. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. LAMSON, a citizen of the United States, residing at Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Package-Carriers for Velocipedes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to package-carriers for velocipedes; and it relates particularly to a carrier adapted to hang from the handle-bar in front of the head, and to be so held as to sustain its load with a spring.

My improved carrier is made preferably in one piece bent to form two nearly parallel side pieces, the lower end of the inner side piece being secured to the cross-piece at the bottom. It is formed with a horizontal upper portion, which bears over the top of the handle-bar and is held thereto by a link, a middle portion extending down in front of the head and a projecting lower portion, which forms a ledge or shelf.

My invention relates, first, to the link by which the carrier is fastened about the head; second, to the manner of forming the carrier from one piece of wire, and, third, to the means by which it is held in position and the requisite spring secured according to the weight carried, as will be set out in the claims.

I illustrate my invention by means of the accompanying drawings, in which—

Figure 1 is a back elevation of my carrier in position, and Fig. 2 is a side elevation.

A represents the head, and B the handle-bar, of a velocipede.

C is the carrier proper, which I prefer to make in one piece of spring-wire. The upper portion is horizontal and lies over the handle-bar. The body portion extends down in front of the head and is normally at an inclination, and the lower portion projects outward and forms a shelf or ledge for directly supporting the package. The wire is bent as follows, viz: The central portion extends across the lower end c^3 . Thence it is bent up to form the outer side piece c' . At the top it is bent inward and forms a shoulder. A loop c is also

formed in rear of the handle-bar at the back end of the horizontal portion. Thence it is bent down nearly parallel with the outside piece to form an inner side piece c^2 , which is secured at its lower end to the cross-piece c^3 . There are thus formed two double side pieces united by a single cross-piece at the bottom and having loops at the upper end. These two loops are united by a link D, which is by preference connected permanently with one of the loops and removably connected with the other by a hook, which may be hooked or unhooked at pleasure. The link is preferably covered with rubber, and it bends around the head, conforming in shape to the head.

The normal position of the body of the carrier when the head is secured in place is inclined outward in front of the head to a very considerable extent, and a spring-support is thus given by the elasticity of the sides and the upper part, where it lies across the handle-bar. In putting the carrier in place the head is first secured, and the lower portion is then drawn down to a position nearly vertical by a strap E, which passes around the lower portion of the carrier and the head or some projecting part of the velocipede. By means of this strap the carrier is kept in place and may be adjusted to varying weights. When heavy packages are to be carried, the strap is drawn so that the carrier is more nearly vertical than when light ones are to be carried. The strap F is fastened to the carrier in any convenient manner for the purpose of confining the package.

The advantages of my carrier are that it may be cheaply constructed, that it may readily be applied, and that it is capable of supporting a package in a convenient position and with a spring-bearing, which may be regulated according to the weight to be carried, thereby protecting the contents of the package from undue shock when riding over rough roads.

I claim—

1. In a package-carrier for velocipedes, a frame having two sides or arms the rear ends of which are supported by the handle-bar of the velocipede, and a loop in each of said sides in rear of said handle-bar, combined with a link connecting the two loops and passing

around and conforming to said head, said link being detachable at one end, substantially as shown.

2. A package-carrier for velocipedes, having
5 an upper horizontal portion supported when in position by the handle-bar, a main portion extending outward and downward in front of the head, the body of the carrier being formed
10 of a single piece of wire, the central portion of which extends transversely across the lower end, thence it extends up on the outsides to form the outer side pieces of the frame, be-

ing bent at the top to form a loop, and thence it extends down to the outer side piece to form a double frame and is united at the 15 lower end to the transverse piece described, in combination with a link for uniting the loops at the top of the frame, substantially as shown.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES H. LAMSON.

Witnesses:

W. W. WINGATE,
S. W. BATES.