(No Model.)

F. MORRIS.

Bicycle Luggage Carrier.

No. 238,245. **Patented March 1, 1881.**

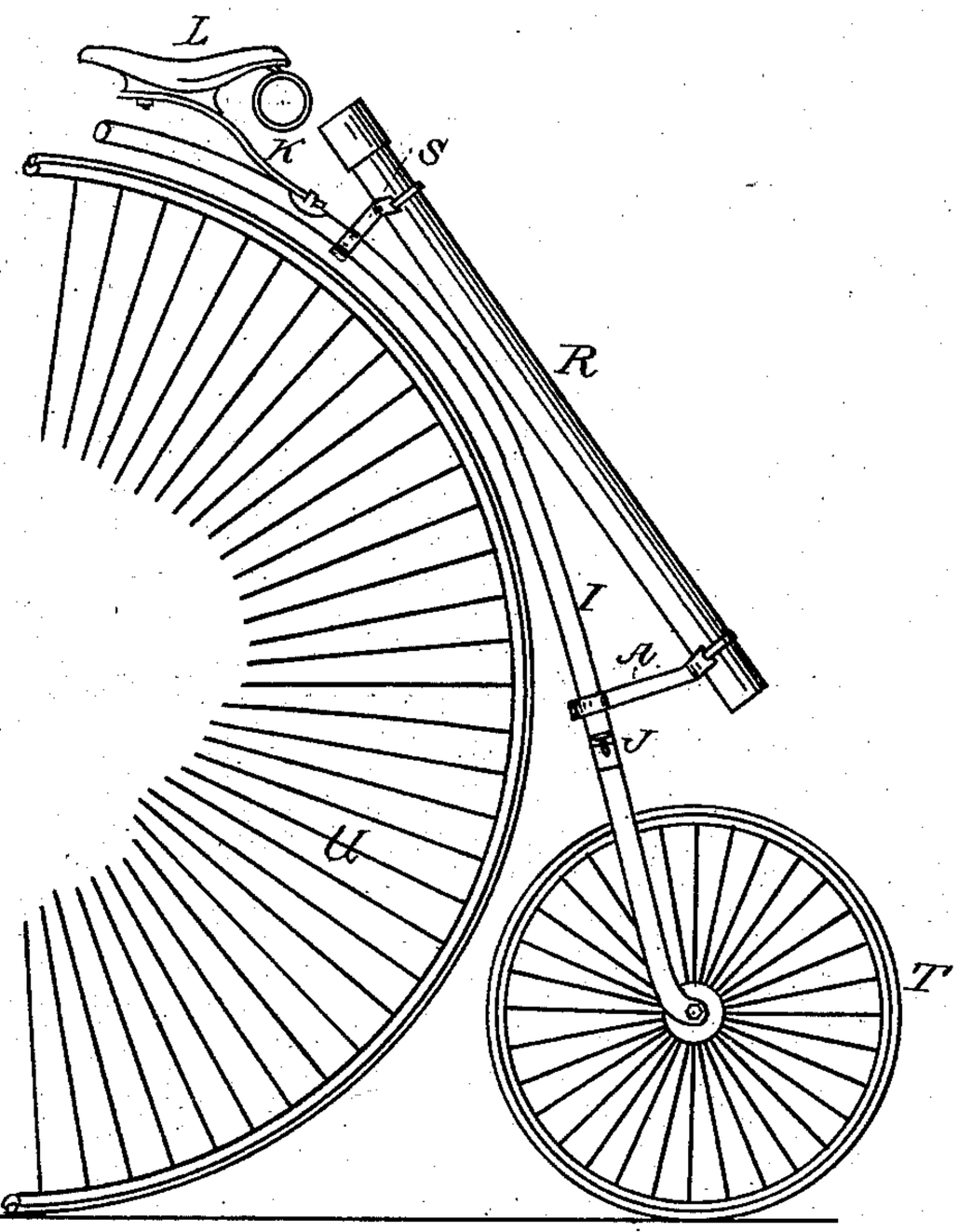

Fig. 1.

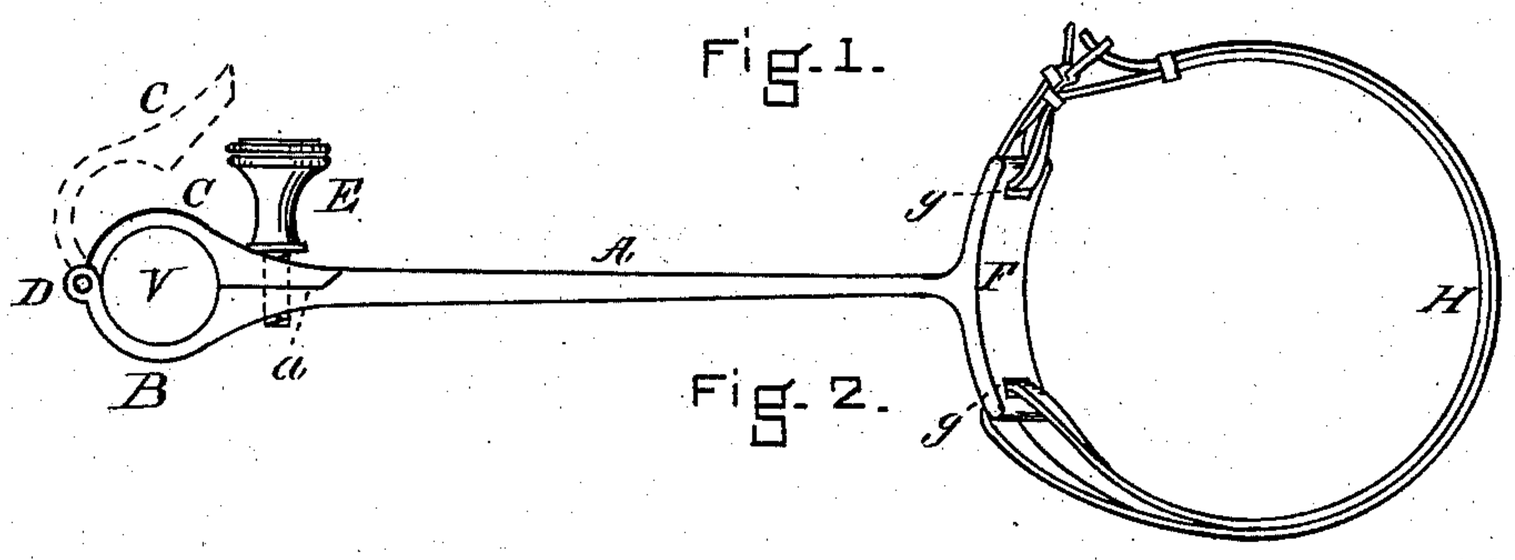

Fig. 2.

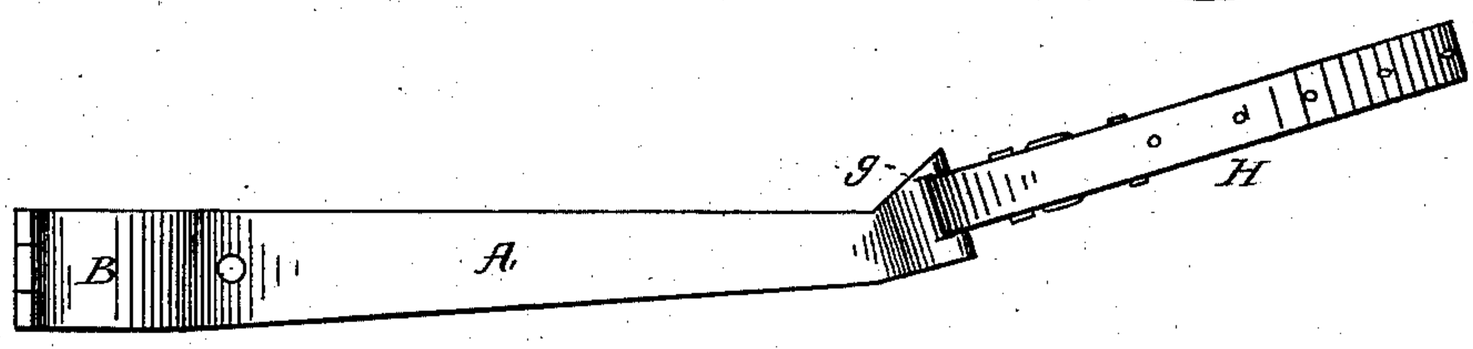

Fig 3.

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FREELON MORRIS, OF CAMBRIDGE, MASSACHUSETTS.

BICYCLE LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 238,245, dated March 1, 1881.

Application filed May 10, 1880. (No model.)

To all whom it may concern:

Be it known that I, FREELON MORRIS, of Cambridge, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Luggage-Carriers for Bicycles, of which the following is a specification.

Heretofore great difficulty has been found in contriving to carry articles of any considerable size or weight upon a bicycle, the luggage-carriers in use having been, principally, a little bag for the oil-can, wrench, &c., immediately under the back of the saddle; or a larger bag appended to the saddle from the same point, called the "M. I. P." bag; or a circular bag or valise placed inside the large wheel and around the axle thereof; or a frame of a few inches in length and breadth, fastened by means of the lock or finishing-nut on top of the head of the bicycle; and I am informed that a small platform has been raised above the small wheel and supported by braces of wire from the back fork, offering a resting-place for a small parcel or satchel; but none of these things are sufficient or well adapted for the purposes of carrying, for instance, rolls of drawings, fishing-rods, bows and arrows, or other article of considerable length which it is the object of my improvement to furnish a carrier for.

The nature of my improvement will be best understood from the accompanying drawings, in which—

Figure 1 shows, in elevation, the rear of a bicycle with a contrivance embodying my invention attached as in use. Fig. 2 shows a top-plan view of the same contrivance not attached. Fig. 3 shows the same contrivance in a side-plan view.

In these drawings, A is a brace, of brass or other material, of several inches in length, at one end of which is a lug or double arm attached to said brace, which may be curved on its bearing-surface and inclined at any angle with the plane of the brace A, to which it is connected midway, and which has at either end a slot, *g*, through which a strap, H, is passed. At the opposite end of the brace A there is a curvature, B, having at its remoter part a hinged attachment, D, for the clamp C. Fig. 2 shows this clamp C shut or moved into place for holding the brace A when in position, and also shows, in dotted line, the position of the clamp C when it is open to remove or to place in position for use the brace A. It also shows the set-screw E, having a small threaded screw at its lower end turning freely in the clamp C, and taking with its exterior thread an internal thread in a corresponding hole in the brace A, and by turning this set-screw E the clamp C is compressed into a rabbet, *a*, in the brace A, so as to form a closed hole or ring corresponding in diameter with the lower end of the perch of a bicycle.

Another carrier of similar general construction may be used, as shown in Fig. 1, at S, above the other and near the spring-clip on the perch, which may be shorter than the first; and unless a large bag be used, when the strap by which the upper end of luggage carried by means of this contrivance will be attached to the saddle, it will be found advisable to use this contrivance in pairs, as shown in Fig. 1, for carrying long articles.

T is the small rear wheel of a bicycle. I is the perch or backbone. J is the step, U the large wheel, K the spring, and L the saddle, of an ordinary bicycle.

To use my contrivance the set-screw E is withdrawn. The clamp C is opened, as shown by the dotted lines in Fig. 2, and passed around the perch I of the bicycle, preferably just above the step J, when the clamp C is closed and held in place by screwing in the set-screw E, so that the brace A forms a rigid and firm bracket, which may be in a plane passing through the center of the perch and the rear wheel, or may be at an angle with such plane if the size of the article or convenience in using the step should require it.

The strap H being in one of the slots *g* only, the roll R may be placed as shown in Fig. 1, the strap H inserted in the other slot *g*, and folded around the roll and buckled tightly.

It is obvious that the length of the brace A may be varied, or the form of the arms or lug F may be varied to suit the requirements of any kind of luggage; and as the length of the brace A may be such as to intersect a line drawn tangent to the perch I, but outside the periphery of the wheel T, almost any desired length of luggage can be carried with this car-

rier; and it is easily removable when not in use, and is very light and serviceable.

I claim as new and of my invention—

1. A luggage-carrier adapted for the holding of articles upon the perch of a bicycle, and consisting of a rod or brace, one end of which is enlarged to contain a cylindrical opening for the perch, and having a hinged clasp with a fastening device, and at the other end a lug having a supporting-surface, and having an attachment for holding luggage thereto, all constructed substantially in the manner and for the purposes set forth.

2. In combination, a brace, A, curved enlargement B, hinged clamp C, set-screw E, lug F, slots *g g*, and strap H, constructed as and for the purposes set forth.

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Witnesses:
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