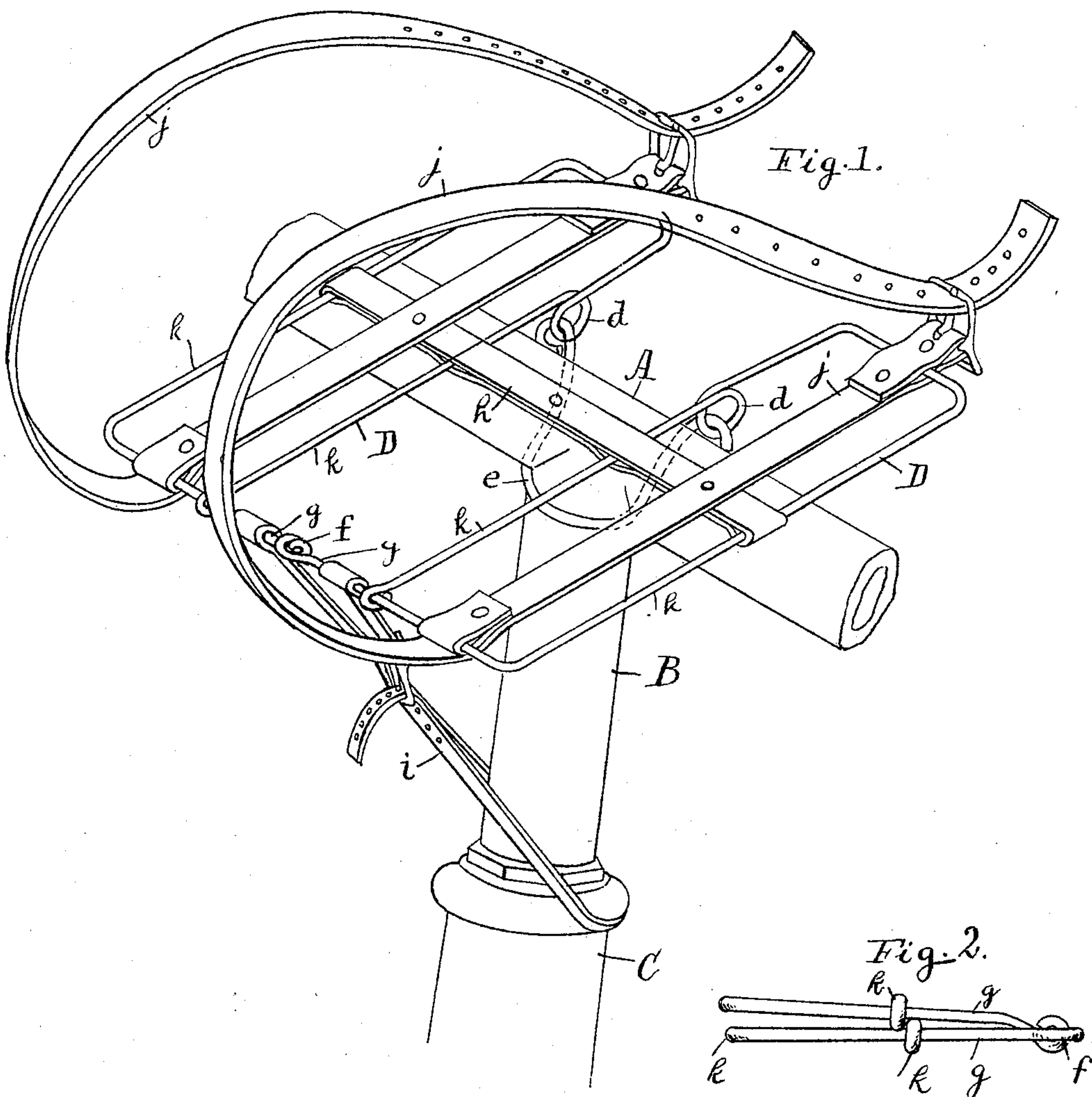


(No Model.)

C. H. LAMSON.
LUGGAGE CARRIER FOR VELOCIPEDES.

No. 584,943.

Patented June 22, 1897.



Witnesses:

May Williken
E. Dudley Freeman

Inventor:
Charles H. Lanson
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. 584,943, dated June 22, 1897.

Application filed April 3, 1896. Serial No. 586,018. (No model.)

To all whom it may concern:

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

My invention relates to luggage-carriers for bicycles, tricycles, and other velocipedes, it being particularly adapted for use on bicycles.

The object of the invention is to construct a simple, cheaply-made, and effective carrier which can be readily folded into a small compass for convenience in carrying when not in use.

The carrier consists, essentially, of two parallel frames which rest when in position on the top of the handle-bar. Their front or outer ends are jointed together by means of two lateral projections which lock together to form a joint capable of holding in one direction while remaining rigid in the other. The rear end is held in position on top of the handle-bars by means of a latch which hooks around the upper end of the handle-bar post, while the forward end is held down by a strap connecting with the head of the machine.

I have illustrated my invention by means of the accompanying drawings, in which is shown a carrier constructed according to my invention, and in which—

Figure 1 is a perspective view of the carrier in position on a bicycle handle-bar; and Fig. 2 is an end view with the straps removed, showing the manner of folding.

The two parallel frames D are made up, as here shown, by single pieces of wire forming parallel sides *k k*. That portion of the wire which forms the forward or outer ends of the frames is extended laterally to form two arms *g g*, which lock together with a joint *f*, which, as here shown, is capable of permitting the two frames to shut or fold together downward, as shown in Fig. 2, while holding the frames rigid in the other direction.

The rear portion of the carrier is secured to the handle-bar A by means of a latch *e*, which connects the two loops *d*, formed in the wires *k* on each frame. The forward end of the carrier is held down by a strap *i*, which is secured, as here shown, to the arms *g* and is adapted to be fastened around the head C of the machine. A strap *h* connects the rear ends of the frames and holds them flexibly together when the carrier is removed from the machine. Suitable straps *j j* are provided for securing the luggage on the top of the carrier.

It will be seen that the carrier when in position on the top of the handle-bar forms a flat rest on which packages may be placed and that the principal weight comes directly on top of the handle-bar.

When it is desired to remove the carrier, the latch *e* is unhooked from around the upper end of the handle-bar post B, the strap *i* is unfastened, and the two frames are folded together, as shown in Fig. 2. It can then be packed into a small compass for shipment or any other purpose.

The forming of the joint *f* flexible in one direction only insures the rigidity of the frames when fastened to the handle-bar as described while permitting them to be folded when detached from the same.

I claim—

The herein-described luggage-carrier for velocipedes consisting of two elongated parallel frames adapted to rest horizontally on the handle-bar, a loop on each of said frames intermediate between the ends thereof, a fastening-latch connecting said loops and adapted to pass around the handle-bar post, the outer end of each of said frames being provided with a lateral projection the ends of said projections being connected by a joint capable of permitting the frames to fold together in one direction only and a strap for securing the forward end of said carrier to the head of the machine.

CHARLES H. LAMSON.

Witnesses:

S. W. BATES,

WILLIAM J. GATES.