

No. 607,487.

Patented July 19, 1898.

O. W. SCHAUM.
PARCEL CARRIER FOR BICYCLES.

(Application filed Dec. 31, 1897.)

(No Model.)

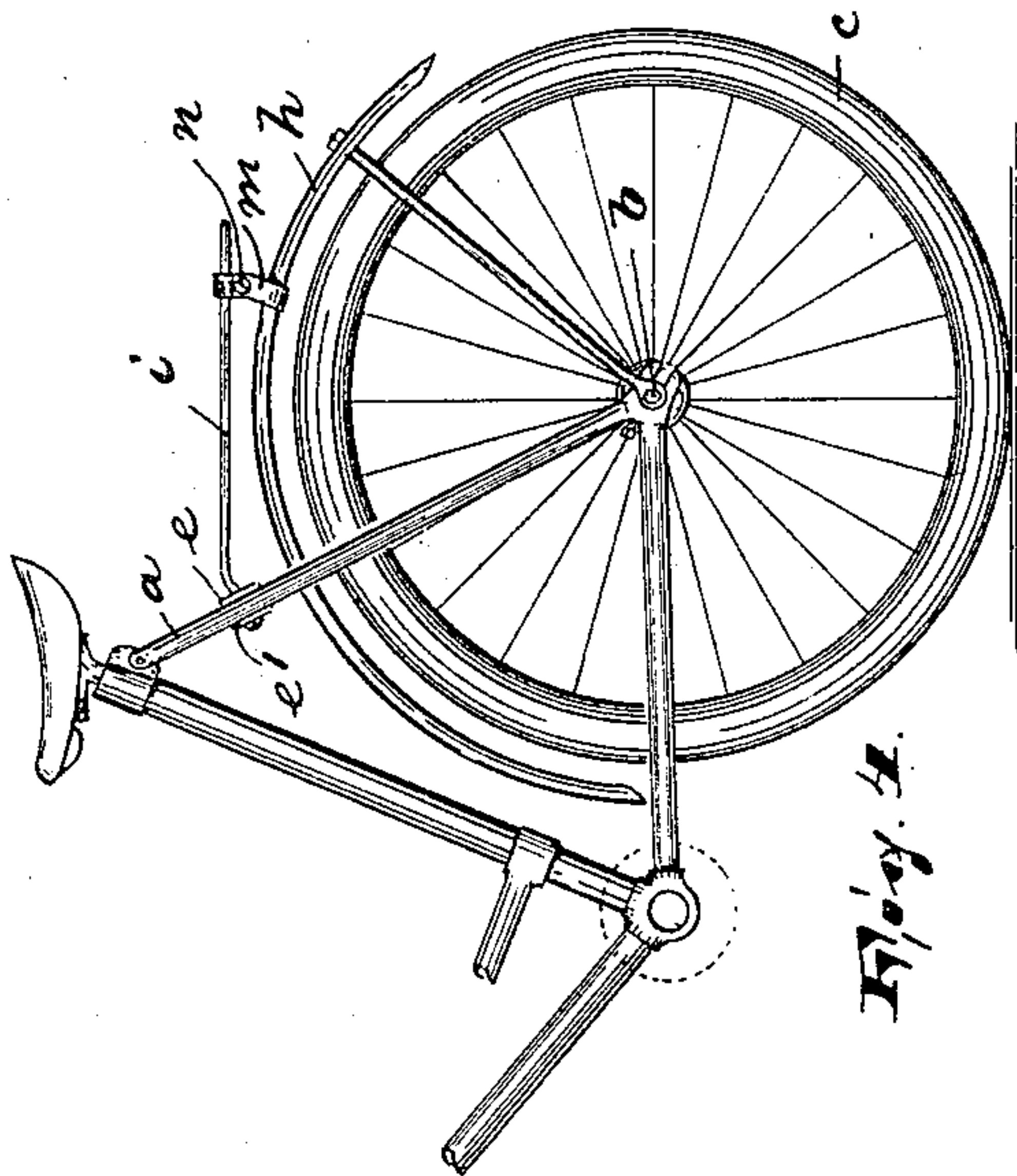


Fig. 4.

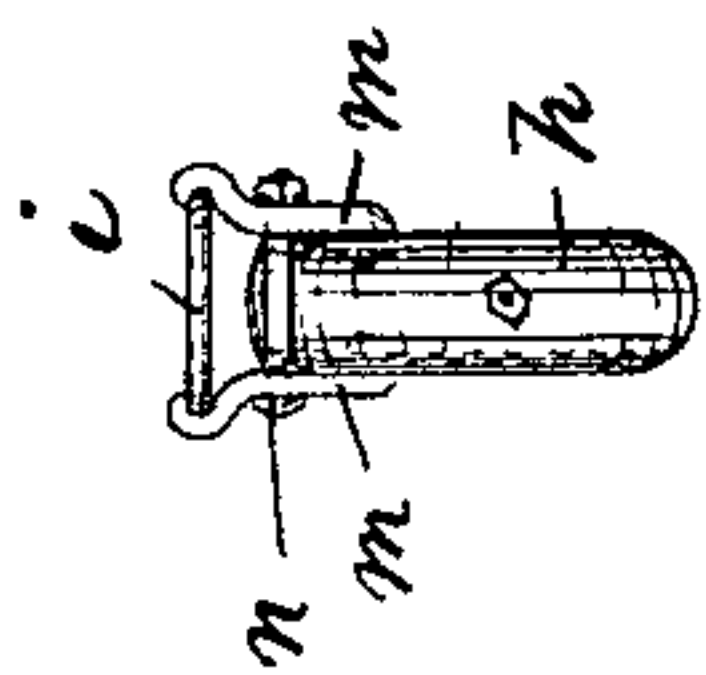


Fig. 5.

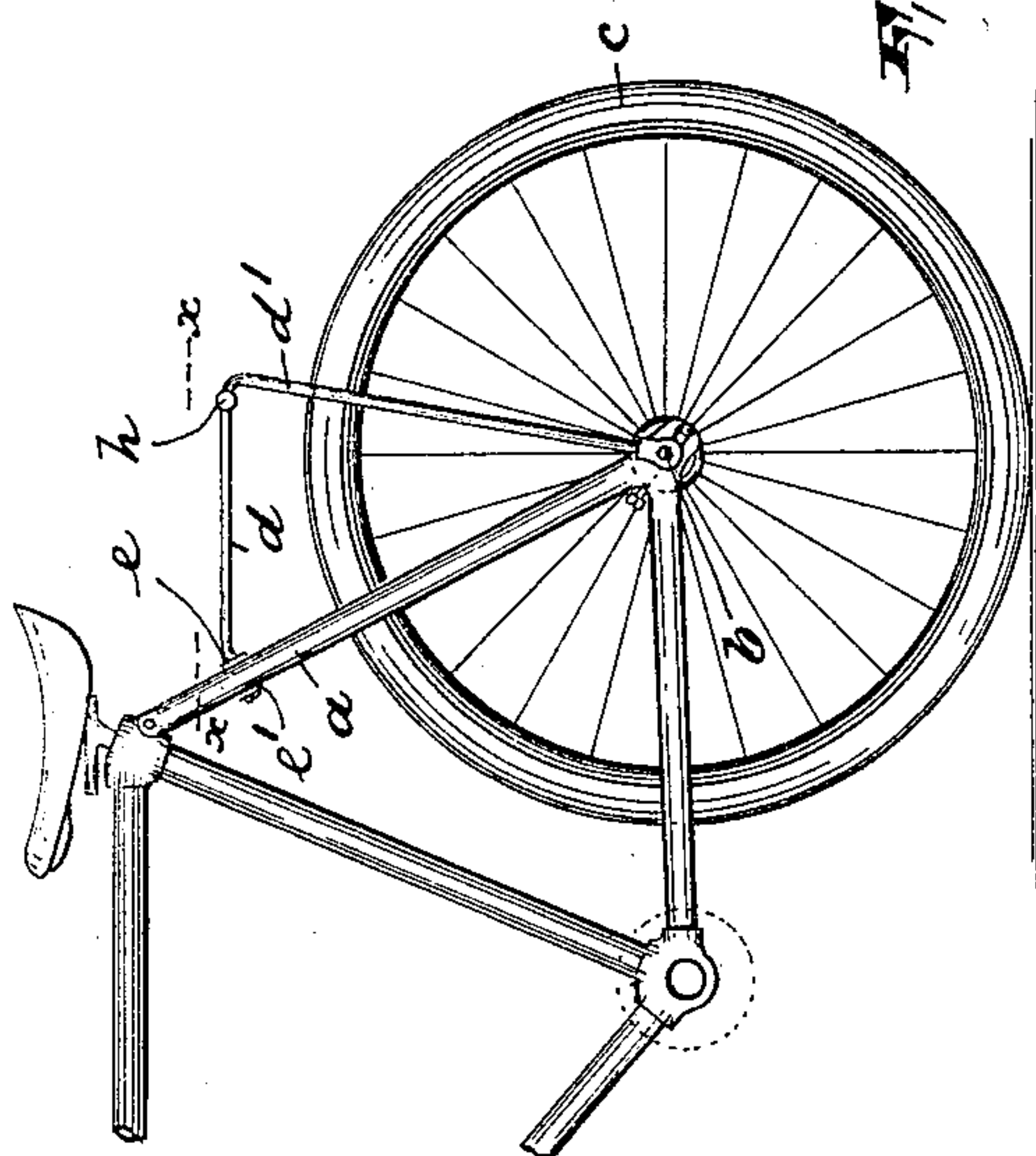


Fig. 1.

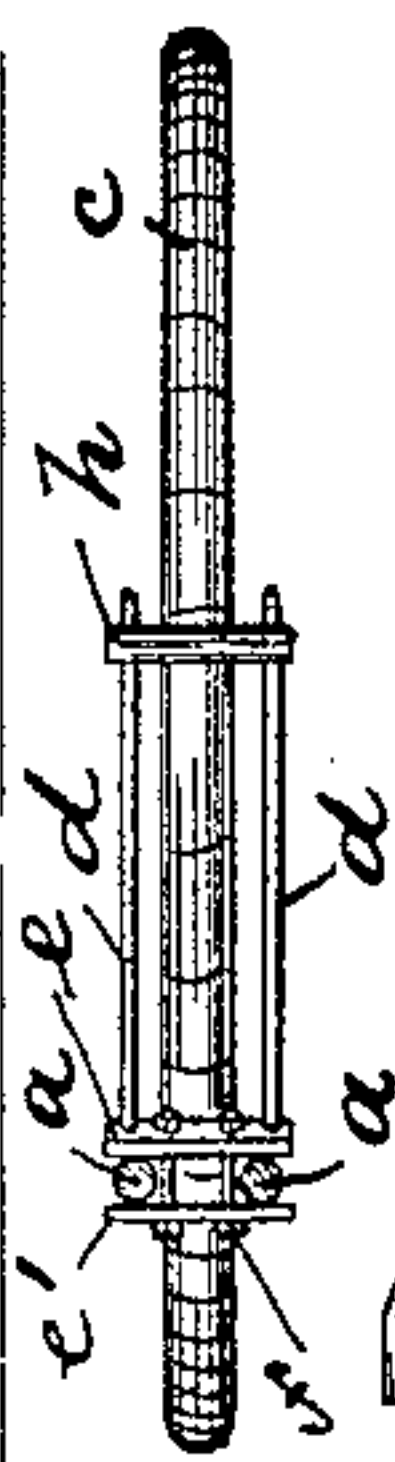


Fig. 2.

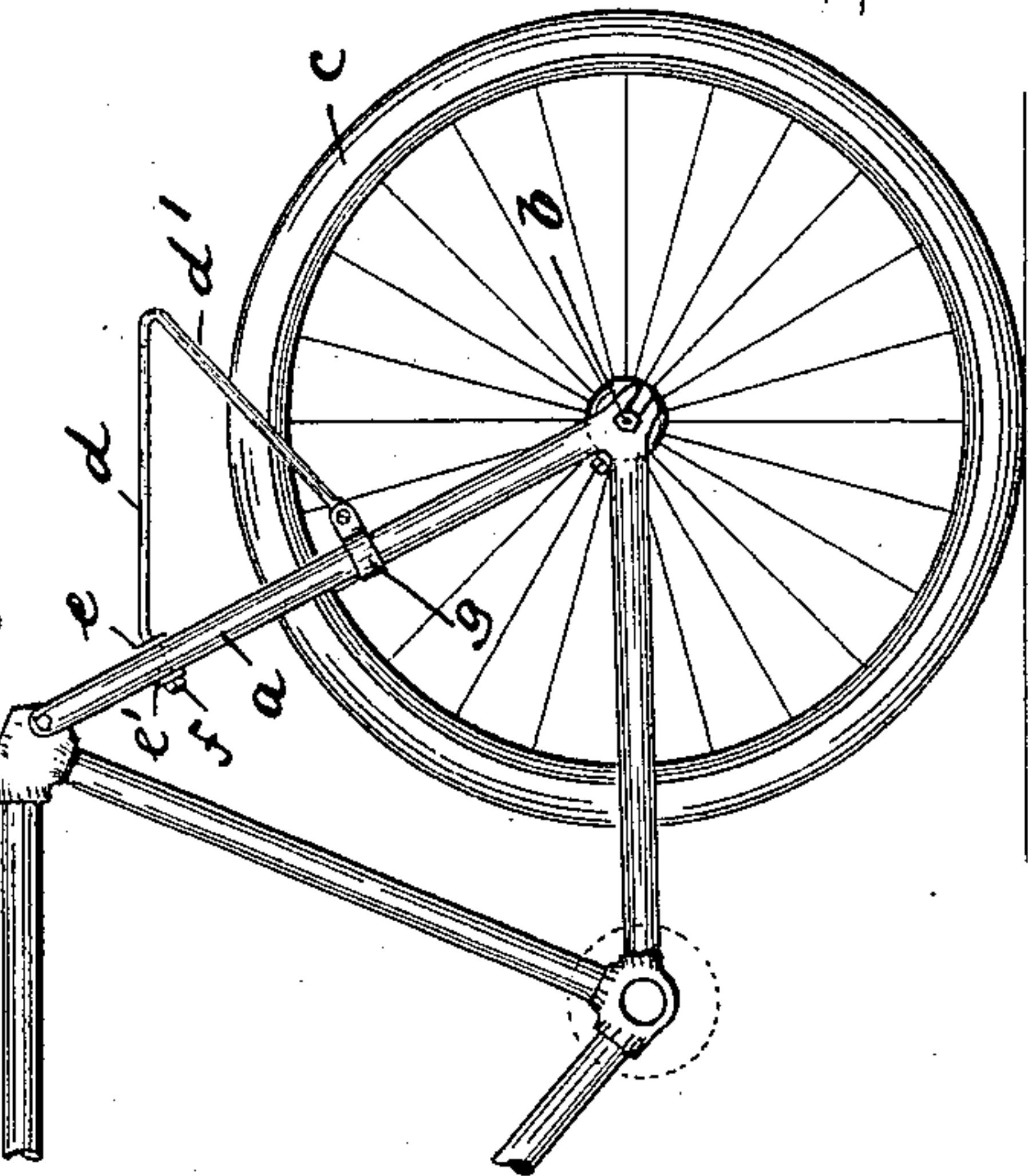


Fig. 3.

WITNESSES:

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PARCEL-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 607,487, dated July 19, 1898.

Application filed December 31, 1897. Serial No. 665,132. (No model.)

To all whom it may concern:

Be it known that I, OTTO W. SCHAUM, a citizen of the United States, residing in Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented certain new and useful Improvements in Parcel-Carriers for Bicycles; 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in parcel-carriers for bicycles; and its object is to provide a simple, light, and effective parcel-carrier which can be quickly and readily secured to and adjusted on the rear portion of a gentleman's or lady's "safety" and above the rear wheel, whereby the weight of the parcels to be carried and of the carrier proper is concentrated upon the rear axle of the wheel.

The invention consists in the improved parcel-carrier, in its connection with the rear portion of a bicycle, and in the combination and arrangement of the various parts, substantially as will be hereinafter more fully described and claimed.

In the accompanying drawings, Figure 1 represents a side elevation of the rear portion of a gentleman's safety-bicycle provided with my improved parcel-carrier; Fig. 2, a sectional view on the line *x x* of Fig. 1; Fig. 3, a view similar to Fig. 1, illustrating a slight modification of the carrier; Fig. 4, a side elevation of the rear portion of a lady's safety-bicycle and provided with my improved parcel-carrier, the mud-guard netting being removed; and Fig. 5, an enlarged end elevation of the carrier illustrated in Fig. 4 and of a portion of the mud-guard.

In said drawings, *a a* represent the rear stays, *b* the rear axle, and *c* the wheel, mounted on said axle, all of the usual and well-known construction.

The parcel-carrier, Figs. 1, 2, and 3, consists of two rods or wires *d d*, arranged horizontally and parallel with each other and having their outer portions *d' d'* bent downward at a more or less oblique angle and arranged on

each side of the rear wheel. The free ends of the horizontal portions of said carrier are secured to a plate or bridge *e*, which in turn is adjustably secured to and transversely arranged on the rear stays *a a* of the frame of the bicycle. For that purpose one or more headed bolts *f* penetrate said plate *e* and also a plate *e'*, arranged parallel with the plate *e* and bearing against the inner portions of the rear stays *a a*, as clearly illustrated in Figs. 1, 2, and 3 of the drawings.

The downwardly-extending portions *d' d'* of the carrier are either secured on or around the axle *b*, as in Fig. 1, or they may be secured to the rear stays by means of clamps *g*, as in Fig. 3.

For the purpose of strengthening the carrier and keeping its sections a uniform distance apart a cross block or bar *h*, Fig. 1, is penetrated by and thus secured on the horizontal portions *d d* of the carrier.

When the bicycle is provided with a mud-guard *h'*, as in Figs. 4 and 5, the carrier can be secured to said mud-guard, as well as to the stays. In this construction the carrier consists of a substantially U-shaped rod or wire *i*, arranged horizontally and having its inner free ends secured to the rear stays *a a* in precisely the same manner as heretofore described in connection with Figs. 1, 2, and 3. The outer portion of said U-shaped rod or wire is secured to the mud-guard *h'* by two clamps *m m*, engaging with their upper hook-shaped portions the shanks of the U-shaped wire, while their lower hook-shaped portions engage the said mud-guard. The clamps are held together and in contact with the carrier and the mud-guard by means of the bolt *n*, as clearly illustrated in Figs. 4 and 5.

From the foregoing it will be seen that a simple and effective carrier is provided, in the various constructions illustrated in the drawings, on which a parcel or a bundle, books, &c., can be readily and quickly placed and secured thereto by straps or cords or in any desired manner. By this arrangement the parcel-carrier does not disfigure the appearance of the bicycle, especially when viewed from the front, and, furthermore, permits an easier riding and guiding of the wheel,

as the weight of the parcel or bundle generally placed on a carrier arranged on either the head or handle-bars is removed from said head or handle-bars and is shifted to and borne by the axle of the rear wheel.

The carrier is very simple and cheap in construction and can be quickly and readily arranged on wheels of any make and adds comparatively very little weight to the wheel.

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

1. The combination with two parallel rods or wires adapted to be arranged horizontally above and on each side of the rear wheel of a bicycle, of a plate fixed approximately upon and connecting the free inner ends of said rods or wires and adapted to be transversely arranged upon and to bear against the outer portions of the rear stays of said bicycle, a plate parallel with the last-mentioned plate and adapted to bear against the inner portions of said stays, bolts penetrating said plates for securely clamping the same to said stays, and means for removably attaching the free outer ends of said rods or wires to a

part of the bicycle-frame, substantially as described.

2. The combination with two parallel rods or wires adapted to be arranged horizontally above and on each side of the rear wheel of a bicycle, of a plate fixed approximately upon and connecting the free inner ends of said rods or wires and adapted to be transversely arranged upon and to bear against the outer portions of the rear stays of said bicycle, a plate parallel with the last-mentioned plate and adapted to bear against the inner portions of said stays, bolts penetrating said plates for securely clamping the same to said stays, and means—such as clamps—for detachably securing the free ends of said rods or wires to the mud-guard of the bicycle, substantially as described.

In testimony that I claim the foregoing I have hereunto set my hand this 27th day of December, 1897.

OTTO W. SCHAUM.

Witnesses:

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