

No. 671,295.

Patented Apr. 2, 1901.

O. P. PETERSON.  
LUGGAGE CARRIER FOR BICYCLES.

(Application filed Aug. 13, 1900.)

(No Model.)

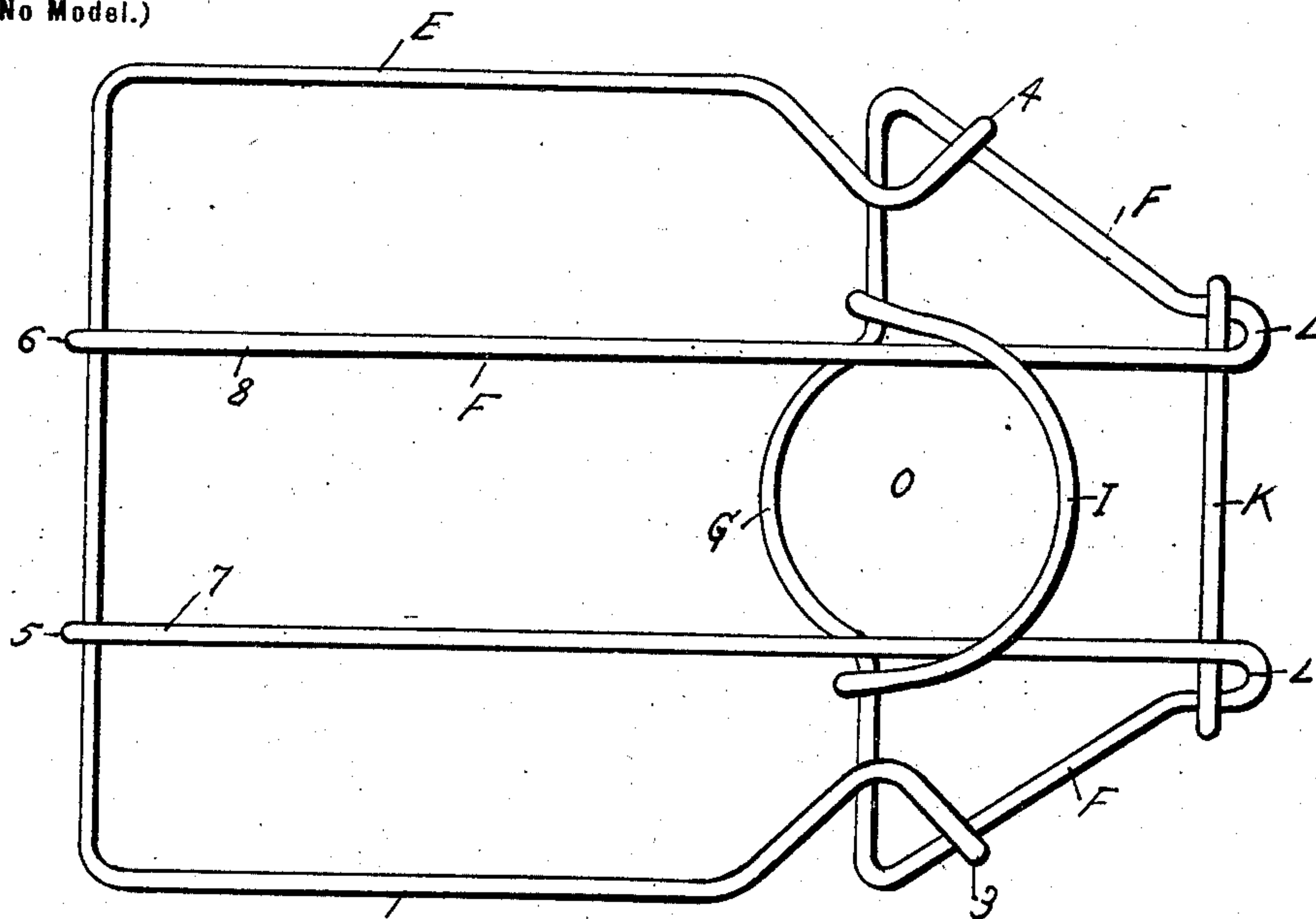


Fig. 1.

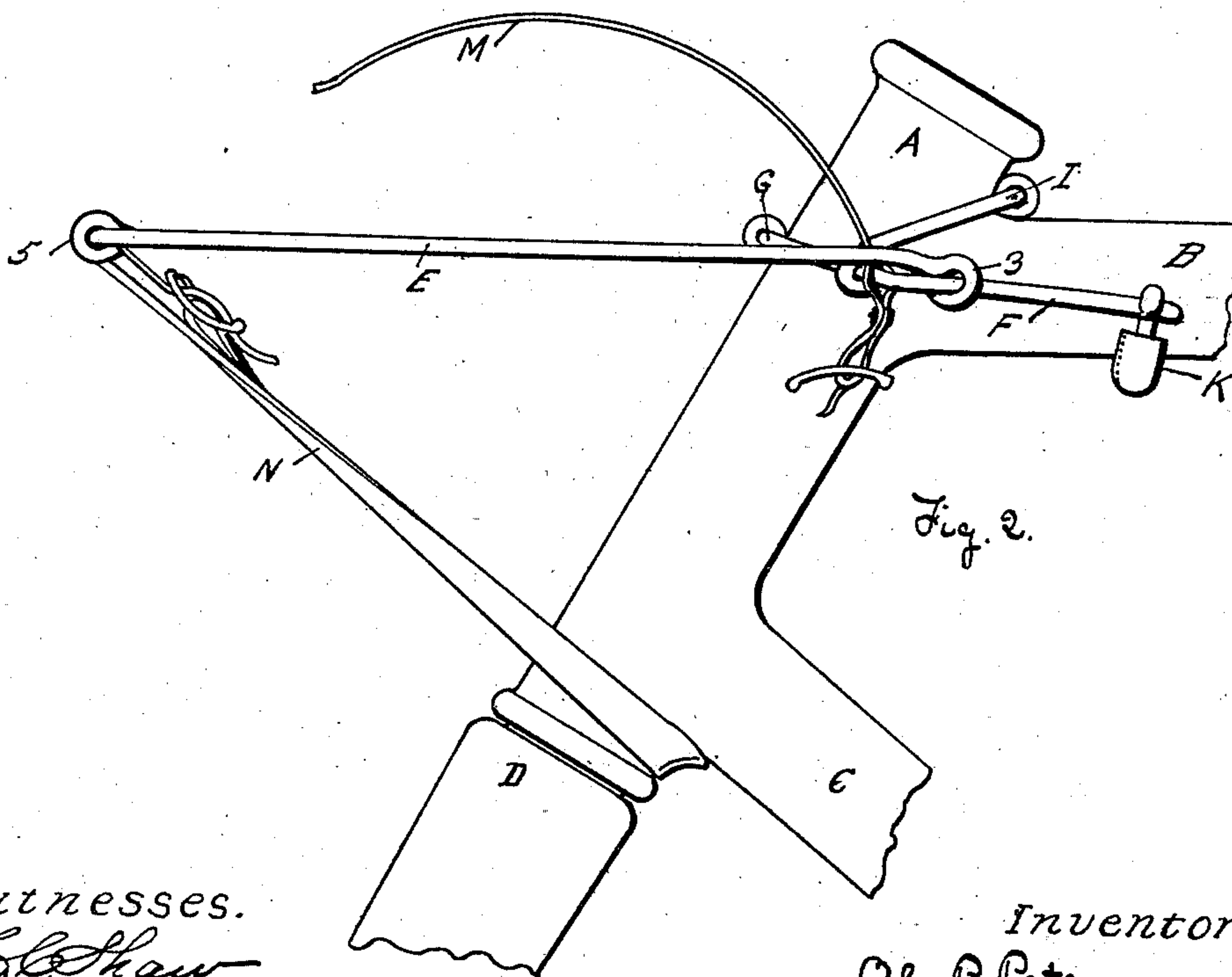


Fig. 2.

Witnesses.  
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# UNITED STATES PATENT OFFICE.

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## LUGGAGE-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 671,295, dated April 2, 1901.

Application filed August 13, 1900. Serial No. 26,698. (No model.)

*To all whom it may concern:*

Be it known that I, OLE P. PETERSON, a citizen of the United States, residing at Portland, in the county of Cumberland and State of  
5 Maine, have invented certain new and useful Improvements in Luggage-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  
10 in the art to which it appertains to make and use the same.

My invention relates to improvements in luggage-carriers for bicycles and is designed to provide a simple rigid device and one that  
15 can be readily and easily attached to any form of bicycle.

In carriers as previously constructed the majority of them have been so made as to be attached to the handle-bar of the machine.  
20 This obviously is a great disadvantage. The carriers cannot be made of uniform size owing to the differences in shape and form of the handle-bars, and also carriers made in such a way present a further objection from the  
25 fact that the weight is carried on the handle-bar itself and interferes with the steering of the machine, consequently making it much more inconvenient and tiresome for the rider when carrying a parcel or package on the  
30 machine.

In the drawings herewith accompanying and forming a part of this application, Figure 1 is a plan view of my improved carrier, the straps for holding the package in place being  
35 omitted. Fig. 2 is a perspective view showing the manner of attaching my device to a bicycle.

In said drawings, A represents the head of a bicycle; B, the upper rod of the bicycle-frame; C, the rod running from the head to  
40 the crank-hanger, and D the fork-crown.

E and F represent metal bars bent in shape so as to form a flat surface for the carrying of packages, the bar E being provided with  
45 a loop or hook 3 at one extremity and a loop or hook 4 at the other. This bar is bent into a substantially rectangular form, and thereby forms the outer rim of the carrier. The rod F is attached by means of loops 5 and 6 to  
50 the rod 3 and thence is carried in substantially parallel lines, as seen at 7 and 8, to the inner

end. At the inner extremity of the carrier the said rod F is bent into substantially triangular form, making an opening O, into which the head of the bicycle is inserted, and  
55 forming also loops L, the purpose of which will hereinafter be more fully described. The rod is then carried across the opening O and underneath the parallel bars 7 and 8, so as to provide a rigid support and prevent said  
60 rods from being bent downward by any superimposed weight, and bent into a loop, as seen at G, the purpose of this loop being to bear against the front side of the bicycle-head and to prevent the carrier from slipping  
65 backwardly.

I is a detachable ring or hook adapted to be placed around the inner side of the head and clamp the wire F at either extremity of the loop, as seen at J. This hook prevents  
70 the carrier from having a forward movement.

K is a hook adapted to be attached in the loops L at the inner extremity of the carrier in the triangular ends of the rod F and brought  
75 down under the rod B of the frame of the machine. This prevents the carrier from tipping downwardly when weight is placed thereon.

N is a strap running from the outer extremity of the carrier downwardly to the fork-crown or head of the machine and can be fastened thereto in any suitable manner. When  
80 the strap is shortened, a downward pressure is exerted on the outer end of the carrier, and from the reversed position of the hook K, bearing upon the under side of the rod B, a  
85 uniform upward pressure is exerted thereon. By this means the carrier is kept rigidly in place and is prevented from having a vertical movement when the machine to which it is  
90 attached is in use.

This carrier may also be provided with straps M for holding the package or parcel in position when desired.

In order to attach my improved device to a bicycle, the hooks I and K are removed. The  
95 carrier is then held horizontally, the head of the machine being forced into the opening O in the carrier until the loop G bears against the front portion of the head. The hook I, encircling the head, is then put in position by  
100 being attached to either side of the loop G. The hook K, bearing on the inner side of the



frame, is placed in position, the strap M tightened, and the carrier is in position then for the performance of its duties.

My improved carrier can be used as a rear carrier, if desired, in which case the seat-post performs the same function as the head of the machine and the saddle-rod the same function as the upper bar of the bicycle-frame.

The carrier can be used as well on wheels provided with drop-frames as those provided with the ordinary diamond frames, the only alteration necessary being to give the inner ends of the carrier from the loop a slight offset, so as to correspond to the angle of the bar in the frame.

Having thus described my invention and its use, I claim—

1. In a luggage-carrier for bicycles, in combination, rods bent so as to form a horizontal shelf, one of the rods being formed into a loop adapted to encircle the forward part of the head of a bicycle, a detachable hook adapted to encircle the back side of the bicycle-head

and to be attached to said forwardly-extending loop, a hook adapted to encircle one member of the bicycle-frame at the under side thereof and to be detachably connected to loops in the end of the frame and means for causing an upward pressure on said hook.

2. In a luggage-carrier for bicycles, in combination, rods bent so as to form a horizontal shelf, one of the rods being formed into a loop, said loop forming a brace for the straight portions thereof, a detachable hook with a rearwardly-extending curve adapted to be attached to said loop, a hook for preventing upward movement of the carrier and means for causing a uniform upward pressure to be exerted on said hook.

In testimony whereof I affix my signature, in presence of two witnesses, this 3d day of August, 1900.

OLE P. PETERSON.

Witnesses:

NATHAN CLIFFORD,  
MARION RICHARDS.