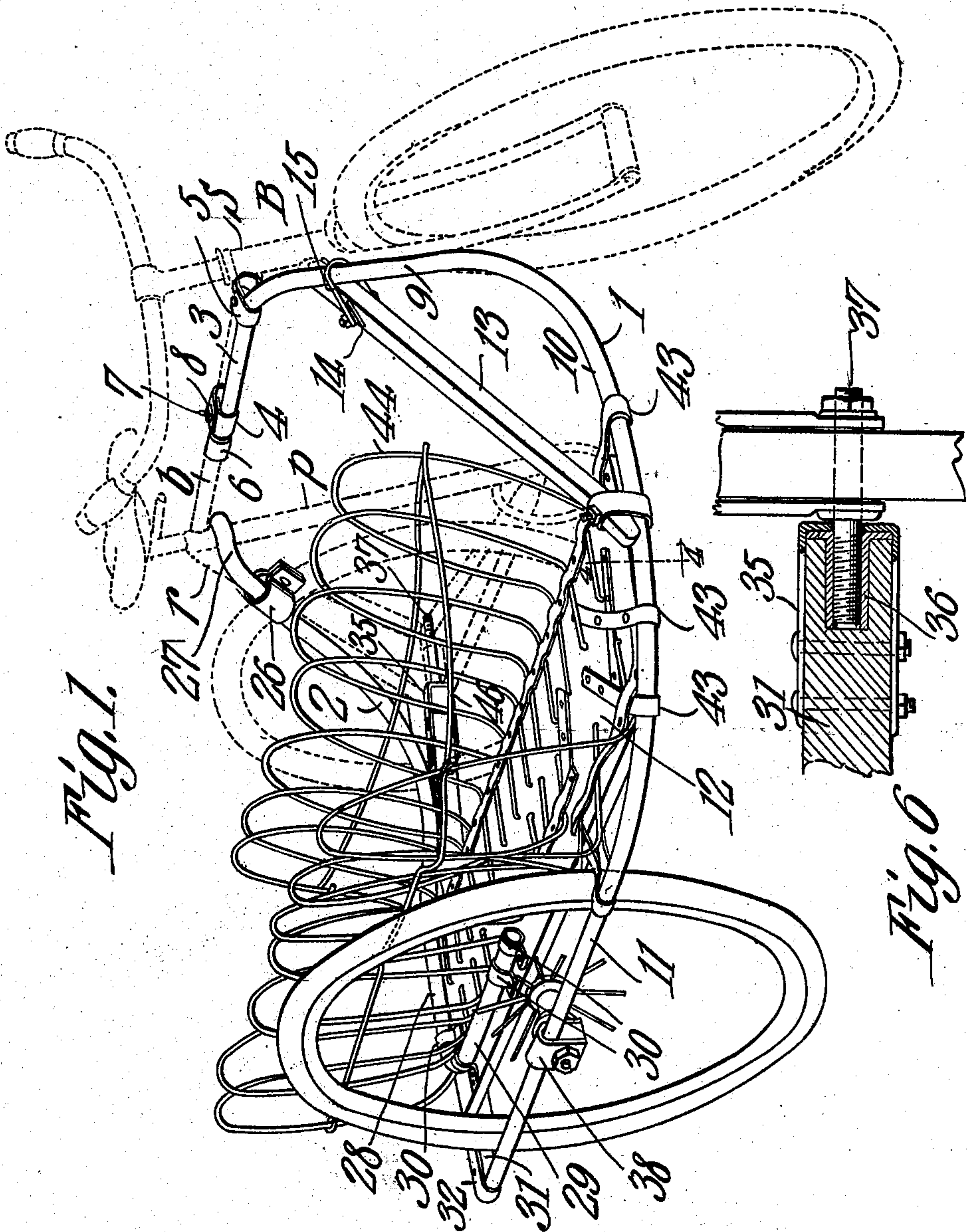


G. W. BLAKE.
PACKAGE CARRIER FOR BICYCLES.
APPLICATION FILED OCT. 10, 1907.

900,080.

Patented Oct. 6, 1908.

2 SHEETS—SHEET 1.



Witnesses:

E. H. Stewart
R. M. Elliott

George W. Blake

Inventor,

By

C. A. Snow & Co.

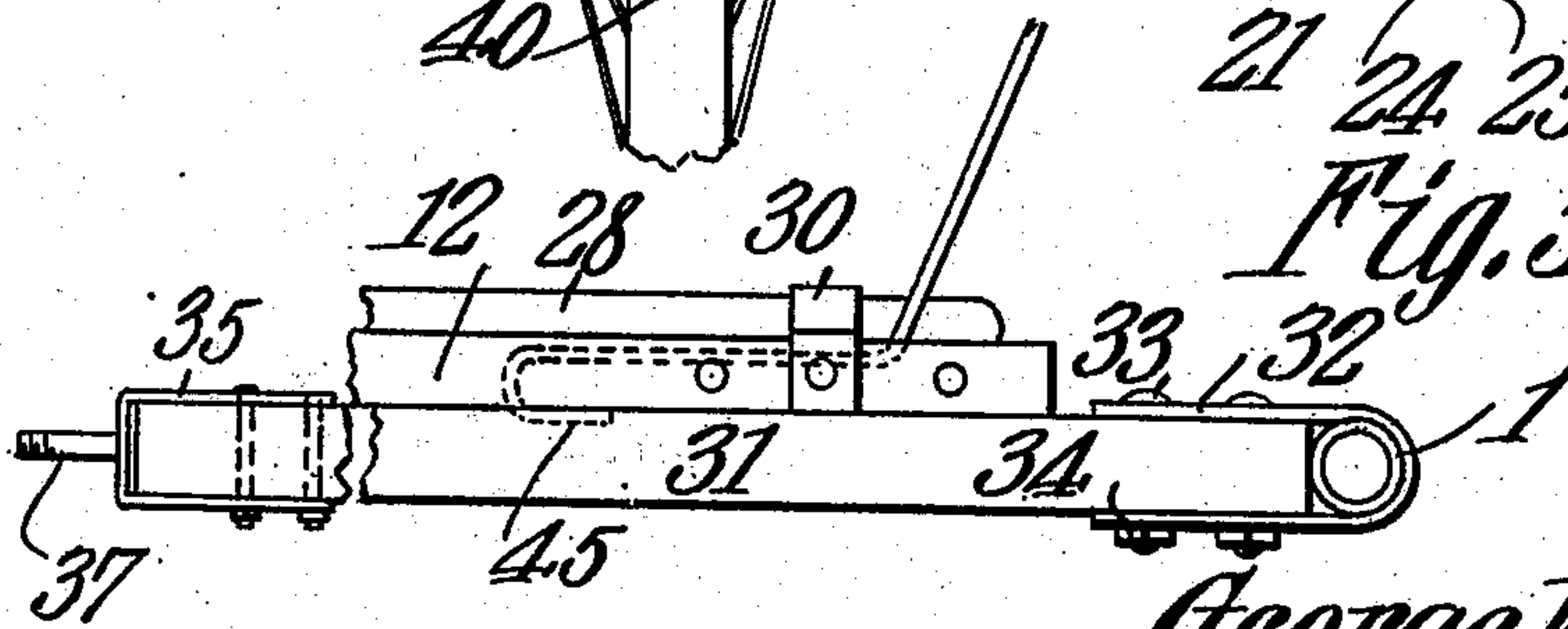
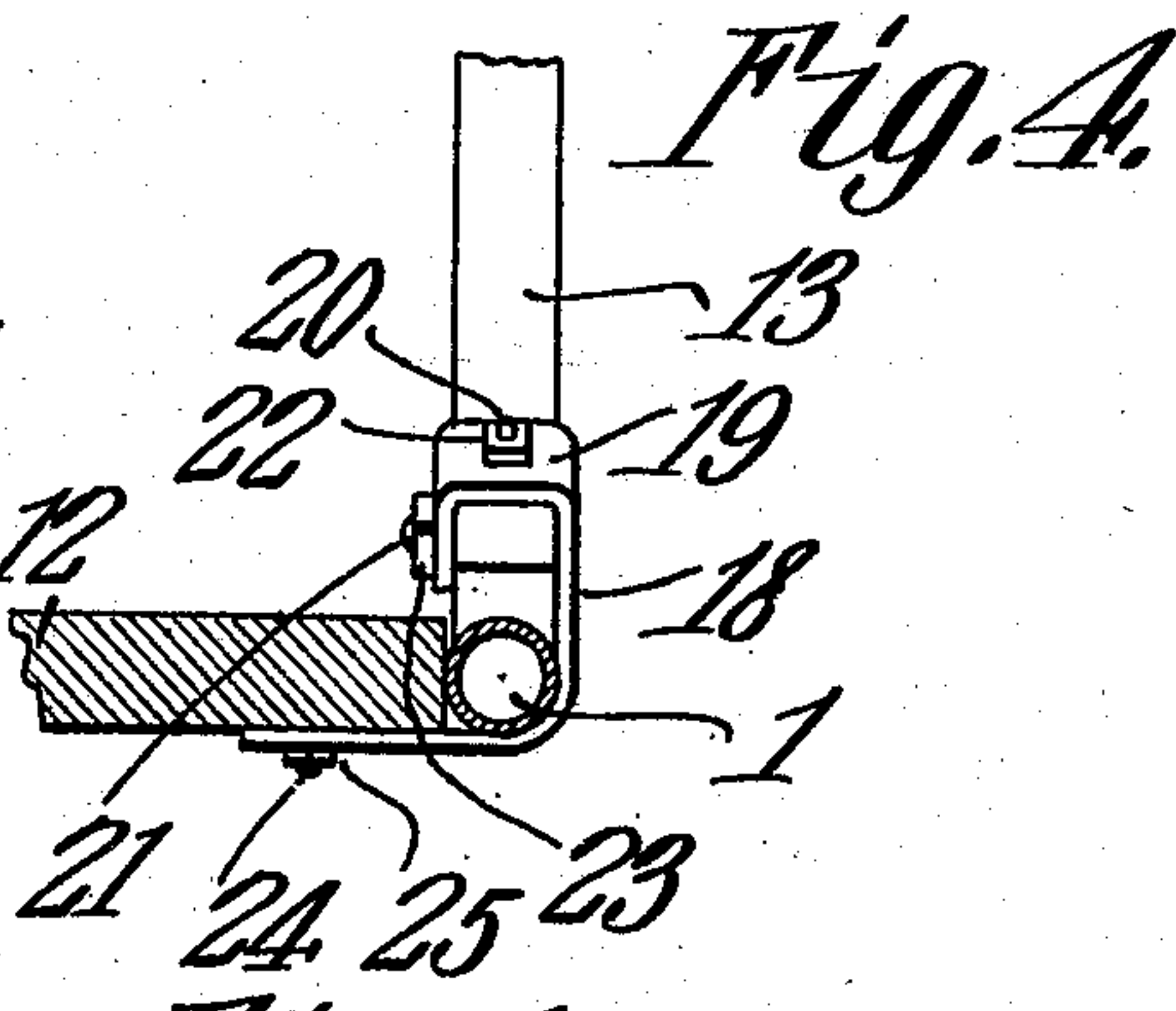
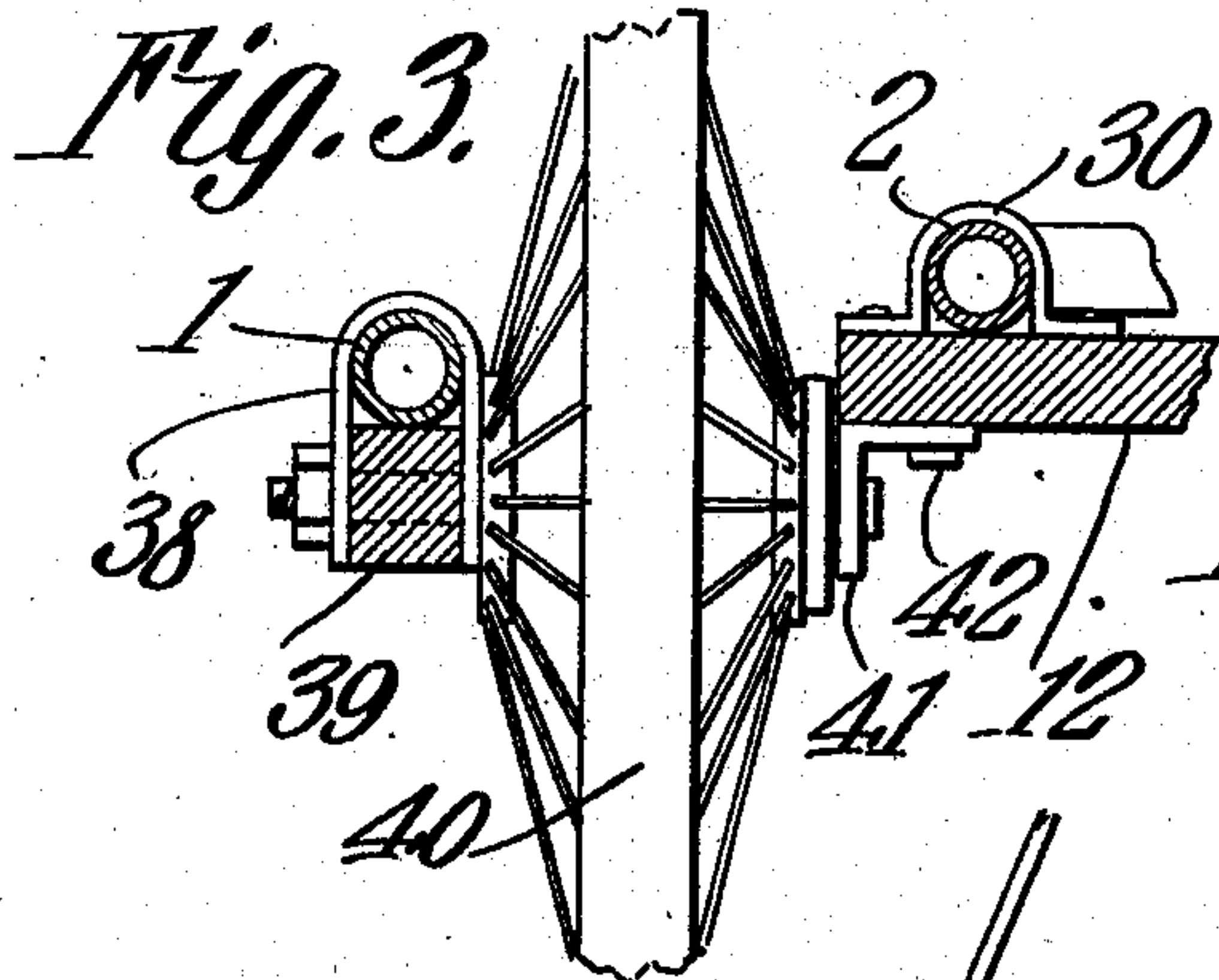
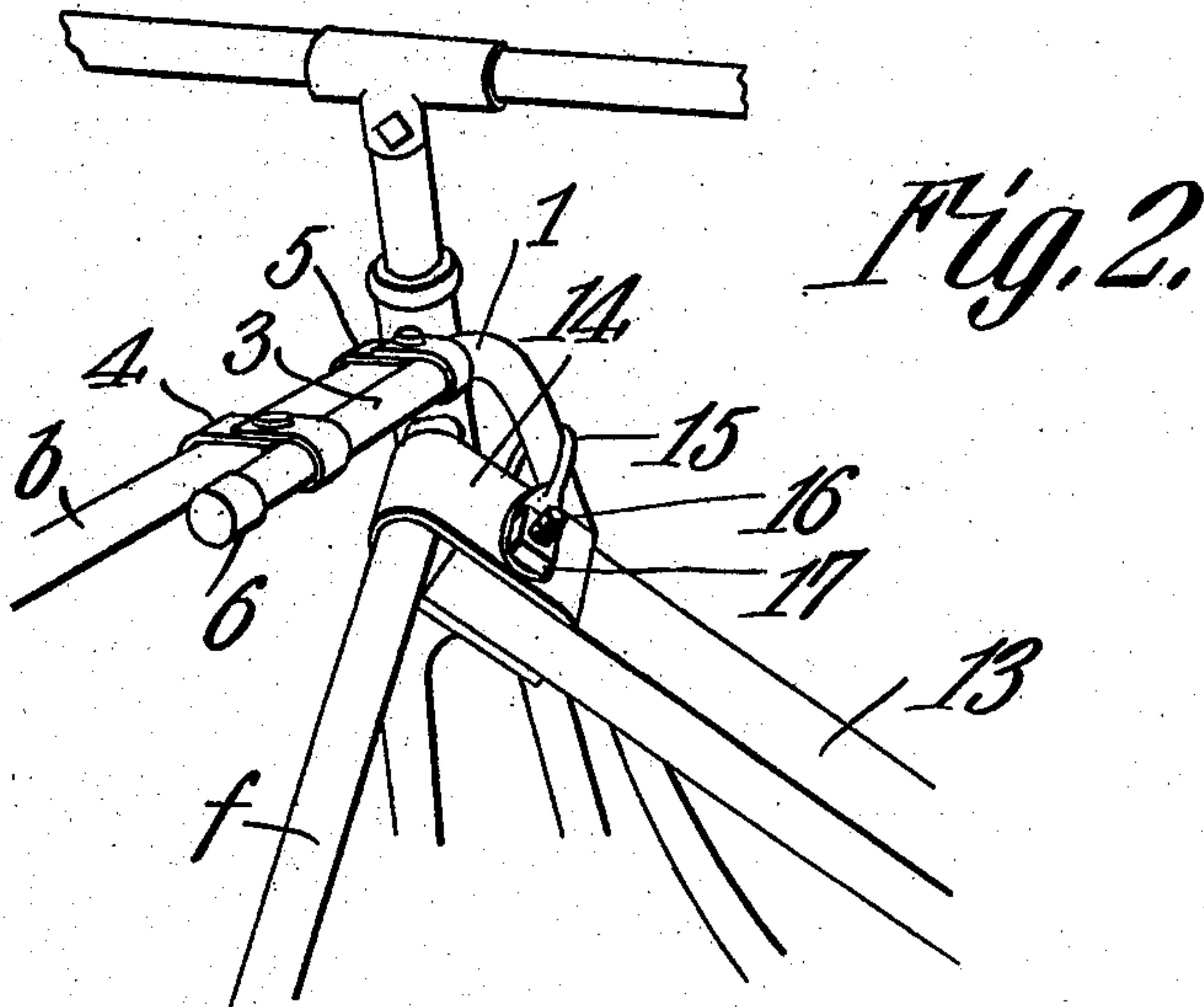
Attorneys.

G. W. BLAKE.
PACKAGE CARRIER FOR BICYCLES.
APPLICATION FILED OCT. 10, 1907.

900,080.

Patented Oct. 6, 1908.

2 SHEETS—SHEET 2.



George W. Blake,
Inventor,

Witnesses:

E. J. [Signature]
R. M. [Signature]

By

C. A. Snow & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

GEORGE W. BLAKE, OF BELLINGHAM, WASHINGTON.

PACKAGE-CARRIER FOR BICYCLES.

No. 900,080.

Specification of Letters Patent.

Patented Oct. 6, 1908.

Application filed October 10, 1907. Serial No. 396,826.

To all whom it may concern:

Be it known that I, GEORGE W. BLAKE, a citizen of the United States, residing at Bellingham, in the county of Whatcom and State of Washington, have invented a new and useful Package-Carrier for Bicycles, of which the following is a specification.

This invention relates to package carriers for bicycles.

10 The object of the invention is to provide a carrier of this character which may readily be attached to the frame of an ordinary bicycle, and easily detached therefrom, and which shall be capable of carrying heavy arti-
15 cles, such as market baskets, merchandise or the like or which shall be adapted for accommodating a child substantially in the same manner as an ordinary baby carriage.

20 With the above and other objects in view as will appear as the nature of the invention is better understood, the same consists in the novel construction and combination of parts of a package carrier for bicycles, as will be hereinafter fully described and claimed.

25 In the accompanying drawings forming a part of this specification and in which like characters of reference indicate corresponding parts,—Figure 1 is a view in perspective of a package carrier constructed in accordance with the present invention displaying
30 the same attached to a bicycle, the latter being exhibited in dotted lines. Fig. 2 is a fragmentary detail perspective view of a portion of the carrier. Fig. 3 is a vertical transverse sectional view through a portion of the carrier. Fig. 4 is a vertical longitudinal sectional view taken on the line 4—4 of Fig. 1, looking in the direction of the arrow thereon, certain portions of the carrier being omitted
35 for purposes of clearness of illustration. Fig. 5 is a view in rear elevation of a portion of the carrier. Fig. 6 is an enlarged detail sectional view through one of the wheel axles.

45 The carrier comprises two frame bars 1 and 2, which are constructed preferably of piping of any desired diameter. The frame bar 1 has its upper end formed into a straight extension 3 that lies parallel with the back bar *b* of a bicycle, designated generally B, and is secured thereto by two bands or clips
50 4 and 5, the clip 4 being disposed adjacent to the extremity of the extension 3, and being held against disconnection therefrom by a cap 6 that is screwed thereon. The band 5 is disposed upon the back bar adjacent to the steering head *s*, and preferably abuts there-

against, in order that the connection between the extension 3 and the back bar may be of the most stable character. Each of the bands is by preference made of a strip of
60 metal of any preferred width and thickness, and each has its ends overlapped and orificed to receive a bolt 7 which passes through the band and is held in place by a nut 8. By this arrangement it will be seen that the con-
65 nection between the extension and the back bar may readily and easily be effected and that disconnection between the parts may be accomplished when desired.

70 From the extension 3, the frame bar 1 is curved downward, as at 9, substantially in alinement with the steering fork, thence laterally at 10, and thence rearwardly at 11, in a plane parallel with the rear wheels of the
75 bicycle, the parts 10 and 11 of the frame bar constituting two of the supports for a platform 12. In order to brace the frame bar 1 from sagging, and also to cause it to be rigid and practically unyielding when the ma-
80 chine is running there is a stay rod 13 employed, the upper end of which is provided with a U-shaped clip 14 that embraces the front bar *f* of the bicycle, as shown in Fig. 2, and adjacent to the steering head, and is
85 firmly attached to the frame bar 1 by a second clip 15, that passes around the frame bar 1, as clearly shown in Figs. 1 and 2, and has its ends flattened to rest upon the opposite
90 sides of the clip 14, a bolt 16 passing through the stay 13, and through the two clips, in conjunction with a nut 17, serving to hold the stay and two clips firmly assembled. The
95 lower end of the stay 13 is secured to the frame bar 1 by a clip 18, one terminal of which is bent around the stay, as at 19 (Fig. 4) and is held combined therewith by bolts
20 and 21 and nuts 22 and 23. The other end of the clip passes around the frame bar 1 and beneath the platform 12, and is secured
100 to the latter by a bolt 24 and nut 25.

105 The frame bar 2 is secured to the fork *r* by a clip 26 that embraces both of the parts, the free end 27 of the frame bar being bent at an angle to its length in order to pass between the rear fork *r* and seat post *p*, as clearly
110 shown in Fig. 1, and thus effectually brace the parts. From its point of connection with the rear fork, the frame bar 2 curves downwardly and rearwardly, in approximate parallelism with the rear wheel of the bicycle, thence at right angles thereto, as at 28, and is thence bent to form an extension

29 that is disposed parallel with the rear wheel and with the portion 11 of the frame bar 1. The frame bar 2 is secured to the platform 12 by any desired number of clips 30, disposed at such points as will best secure a stable connection between the parts.

Secured to the rear end of the platform 12 is a bar 31 (Fig. 5) one end of which carries a clip 32 that is secured to the bar by bolts 33 and nuts 34, and in this clip is secured the rear end of the frame bar 1. The other end of the bar 31 has bolted to it a clip 35 that operates to retain within the end of the bar an internally threaded thimble 36 with which is assembled one end of the axle 37 of the rear wheel of the bicycle, as clearly shown in Fig. 6 and which is combined with the axle in the usual manner. This bar 31 serves to support the platform and also to increase the rigidity of the structure as a whole.

Secured to the portion 11 of the frame bar 1 is a clip 38, that carries a bearing 39 for a side wheel 40, of the usual or any preferred construction, the bearing not being shown in detail as it is the ordinary type. The inner end of the axle of the wheel 40 is carried by an L-shaped support 41 bolted to the under side of the platform, as at 42, and as this bearing is also of the usual construction, detail illustration thereof is omitted.

The platform is secured to the frame bars 1 and 2 by suitable clips 43 at the front and by the clips 30 at the back, and is longitudinally and transversely braced thereby, as will be clearly understood by reference to Fig. 1.

In order to constitute the platform a suitable carrier, in the nature of a basket, guards 44 are employed which are by preference constructed of wire bent the appropriate shape and passed through the platform and rebent beneath the same, as shown at 45 in

Fig. 5. These guards are held against spreading by a stay or keeper 46, which may be connected with the guards in any preferred manner and is preferably disposed about midway of the width of the same.

It will be seen from the foregoing description that the improvements herein defined while simple in character will be found thoroughly efficient for the purposes designed and may be readily manufactured and applied to an ordinary bicycle without requiring any change whatever in its structural arrangement.

What is claimed is:—

1. A package carrier for bicycles comprising a wheeled platform, frame bars secured thereto, one terminal of one of which is disposed parallel with the back bar of the bicycle frame and one terminal of the other frame bar being disposed beneath the back bar and bearing against the seat post, a stay rod secured at one end to the front bar of the bicycle frame and at its other end to the platform, and a clip for securing the stay rod to one of the frame bars.

2. A package carrier for bicycles comprising a platform provided with guards, frame bars secured to the platform, a side wheel supported by one of the frame bars, means for connecting the frame bars to the bicycle frame, and a stay rod having one end clipped to the front bar of the bicycle frame and to one of the frame bars and its other end secured to the platform.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

GEORGE W. BLAKE.

Witnesses:

J. N. PHILLIPS,
C. P. DAVIS.