(No Model.) 2 Sheets—Sheet 1.

M. E. BLOOD.

CARRIER ATTACHMENT FOR BICYCLES.

No. 481,890. Patented Aug. 30, 1892.

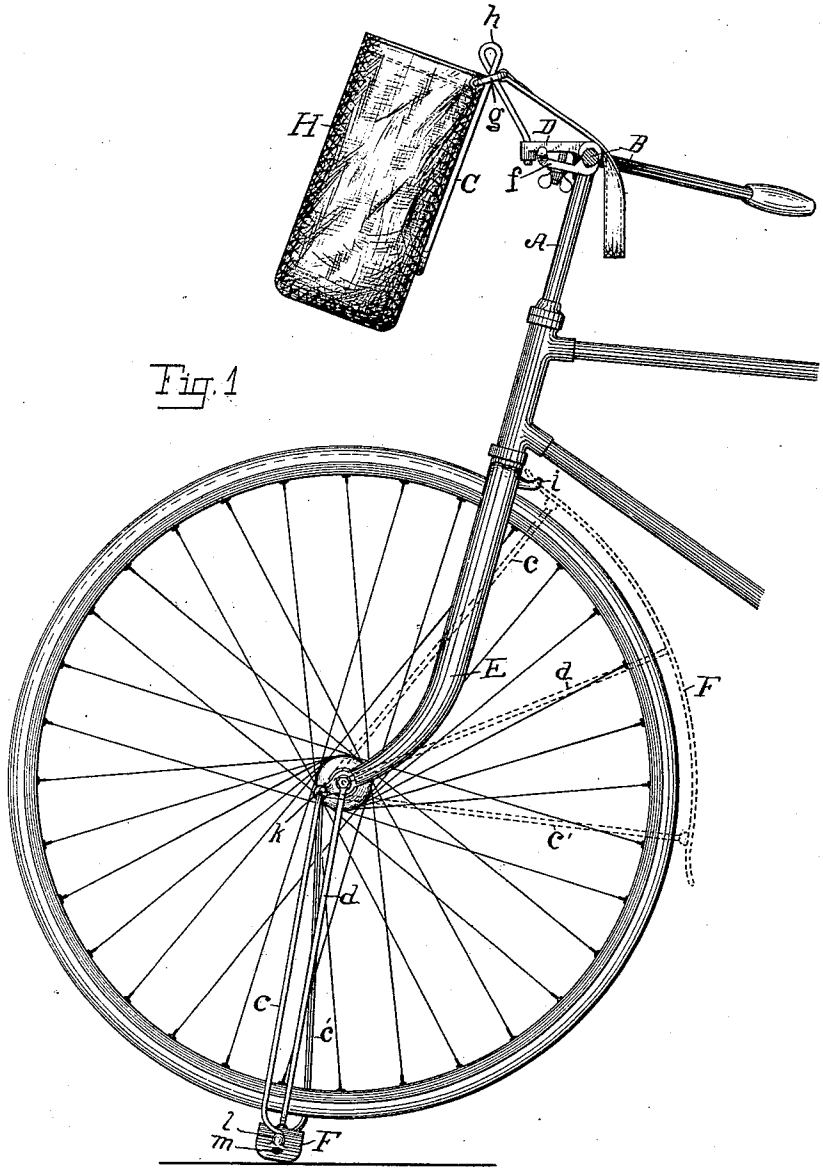

Fig. 1

Witnesses:
Walter S. Wood
Dorr E. Wood

Inventor.
Maurice E. Blood

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

(No Model.) 2 Sheets—Sheet 2.

M. E. BLOOD.

CARRIER ATTACHMENT FOR BICYCLES

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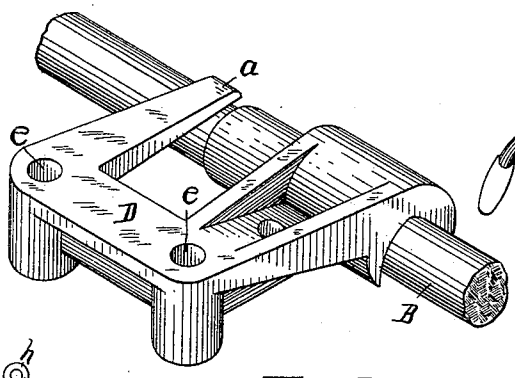

Fig. 3

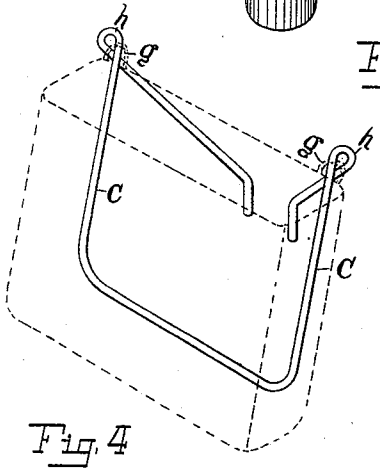

Fig. 4

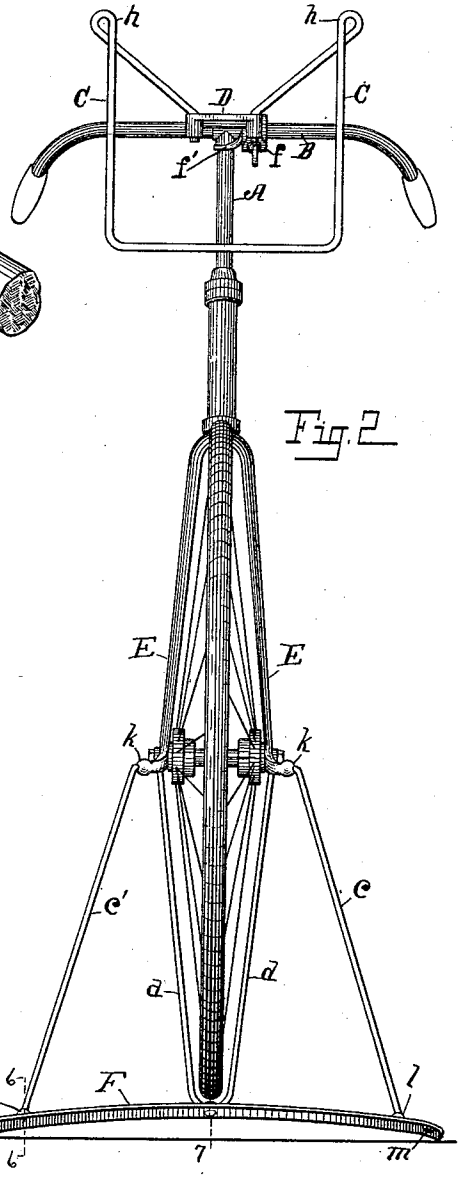

Fig. 2

Witnesses:
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UNITED STATES PATENT OFFICE.

MAURICE E. BLOOD, OF KALAMAZOO, MICHIGAN, ASSIGNOR TO THE KALAMAZOO CYCLE COMPANY, OF SAME PLACE.

CARRIER ATTACHMENT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 481,890, dated August 30, 1892.

Application filed October 26, 1891. Serial No. 409,889. (No model.)

To all whom it may concern:

Be it known that I, MAURICE E. BLOOD, residing at Kalamazoo, in the county of Kalamazoo and State of Michigan, have invented a new and useful Improvement in Mail-Carrier Attachments for Bicycles, of which the following is a specification.

The object of this invention is to provide a device to attach to the handle-bar or steering-head of a bicycle that is adapted to receive and carry the regular United States mail-bag, such as is used by the mail-carriers and carried by them by means of a strap which goes over their shoulders, the said strap being attached to the bag by means of two rings on the bag. I attain this object by the devices illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the forward part of a bicycle with this invention attached, showing one end of the mail-bag and the manner of attaching it to the handle-bar of the bicycle and also the supporting stand or device for holding the bicycle in an upright position, this stand or device being convertible into either a supporting-stand for the bicycle or a front-wheel mud-guard, the dotted lines in this figure showing the position it occupies when used as a mud-guard. Fig. 2 is a front elevation or view of the bicycle with the devices of this invention in the same positions as shown in Fig. 1, except that the mail-bag is removed. Fig. 3 is an enlarged detail of the upper clip and wire support, being a perspective view showing the clip as attached to a broken section of the handle-bar of a bicycle. Fig. 4 is a detail, being a perspective view of the wire frame which holds the bag, the dotted lines being the outlines of the bag to show its position in relation to the wire frame.

Similar letters refer to similar parts throughout the several views.

A represents the post or steering-head, and B the handle-bar, of a bicycle.

The frame C is for holding the mail-bag G, and is preferably made of spring wire or rod in a form to receive the rings *g g* of the bag on the hooks or loops *h h* of the frame, while the frame from the said loops *h h* is made to incline downward and forward to form a U-shaped or three-sided frame for one side of the bag to rest upon. The hooks, horns, or loops *h h* are formed by bending the wire on each side of the frame around in a loop until it crosses itself; but these hooks, horns, or loops might be made in any other suitable manner to receive the rings of the mail-bag. From the loops *h h* the wires opposite the U-shaped part of the wire incline downward, rearwardly, and toward each other until near the end of each, at which point each wire is bent to stand nearly vertically, which vertical part passes through the holes *e e* at the forward part of the clip D. The loops or horns *h h* should be at the proper distance apart to receive the rings of the mail-bag. Said loops or horns *h h* should be small enough to pass through the said rings of the mail-bag, and the wires of the frame below the loops should spread apart larger than the diameter of the rings to form a rest or support for the rings. The wire C might be bent around without forming the loop *h* at the point where the ring comes and a hook or horn attached to it to receive the ring, thereby dispensing with the loops *h h* in the wire if it were deemed any better to make it that way.

The upper clip D can be made of metal cast or stamped out, or in any suitable way to form a concaved or hollowed-out part on the lower side of it near the rear end to fit over the handle-bar B, while it is made to go forward from this point and then turn to run parallel with the handle-bar in front of the handle-bar post A. Then it is made to turn back again to form an arm or part *a* to reach over and rest upon the handle-bar on the opposite side of the handle-bar post from where the concaved part of the clip is. This is to prevent the load which is being carried from twisting the clip down on this side of the handle-bar post or steering-head A. In the front portion of the clip D are the two vertical holes *e e* for receiving the ends of the wire frame C. In this manner the wire frame C is held centrally over the forward wheel of the bicycle and in front of the handle-bars.

The bag will be hanging from the rings on one side and near the top of it, while the lower part of the bag will be inclined forward, being held in that position by means of the U-shaped part of the wire frame C. This will keep the bag from swinging around loosely,

and at the same time form a springing and yielding support that will not be liable to displace its contents. This is also better than supporting the bag under the bottom, as it allows the contents of the bag to settle down, so that there will not be the tendency to bounce them out that there would be with a frame or support under the bottom.

The lower clip *f* is somewhat similar in shape to one side of the upper clip D and has the concaved part turned upward to come on the handle-bar opposite and under the upper clip D. A bolt or screw then passes through these clips centrally and intermediate of their bearing-points on the handle-bar at one end and against each other at their opposite ends. This bolt or screw is for drawing the clips toward each other and clamping them on the handle-bar. The lower clip has a finger or projection *f'* to reach forward of and rest on the handle-bar post A to hold the clips from twisting on the handle-bar.

E E is the front fork of the bicycle, made in the usual way, except that the lower ends project beyond the axle of the wheel to form the bearings *k k* for the upper ends of the braces *c c'*. Where the fork E E is not made with these extensions and bearings *k k*, the said extensions and bearings could be made separately and clamped or secured in any suitable manner to the fork above the axle or center of the wheel.

In operation the mail-carrier fills the bag with mail and then places it on the wire frame D, with the rings *g g* of the bag over the horns or loops *h h* of the wire frame. If he wishes to take the bag with him away from the wheel, he has only to lift it off the horns *h h* and throw the strap over his shoulders in the regular way. A bag of some other form could also be attached to the frame D and used for touring or any other purpose, and straps might be used instead of rings with which to hang it onto the frame D.

H represents the mail-bag.

I do not herein make claims on the stand or support for the bicycle; but such claims will be the subject-matter of a future application for Letters Patent.

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

1. In a mail-carrier attachment for bicycles or like vehicles, a frame attached to the handle-bar or forward part of the bicycle, having horns or hooks which are adapted to receive and carry the mail-bag by placing the rings of said bag over the said horns or hooks, in combination with such bag and rings, substantially as set forth.

2. In a mail-carrier attachment for bicycles or like vehicles, a frame for carrying the mail-bag formed of spring wire or rod having two horns or hooks to receive the rings of the mail-bag, and an inclined U-shaped loop or part to come against the side of said bag below the said rings to hold the bag in an inclined position, in combination with such bag and ring, substantially as and for the purposes specified.

3. In a carrier attachment for bicycles or like vehicles, the wire or rod frame C C, having the loops *h h* for hanging the bag on, and the inclined U-shaped loop for holding the bag in an inclined position, while the opposite end of the frame forms the arms to support the bag and attach to the bicycle, in combination with a bag suspended on such frame, substantially as set forth.

4. In a carrier attachment for bicycles, the combination and arrangement of the handle-bar B, upper clip D, frame C C, having horns or loops *h h*, and the bag H, substantially as and for the purposes specified.

5. In a carrier attachment for bicycles or like vehicles, the combination and arrangement of the handle-bar B, upper clip D, finger *a* to rest on top of the handle-bar, finger *f'* to rest on the post, frame C C, and bag H, substantially as and for the purposes specified.

6. In combination with the handle-bar B and post A, the clips D and *f*, finger *f'*, frame C C, having horns or loops *h h*, and a bag H, all arranged and adapted for use, substantially as specified.

7. In a carrier attachment for bicycles, the upper clip D, formed and constructed, as shown, to have a concaved part on its rear end to receive the handle-bar, and a finger *a* to rest on top of the handle-bar, while at its opposite or front end are the bearings or holes *e e* to receive the arms for supporting and holding a bag suspended over the front wheel of the bicycle, in combination with such bag, substantially as set forth.

In testimony to the foregoing I have hereunto subscribed my name in the presence of two witnesses.

MAURICE E. BLOOD.

Witnesses:
GEO. MCCORMICK,
A. L. M. HEITMANN.