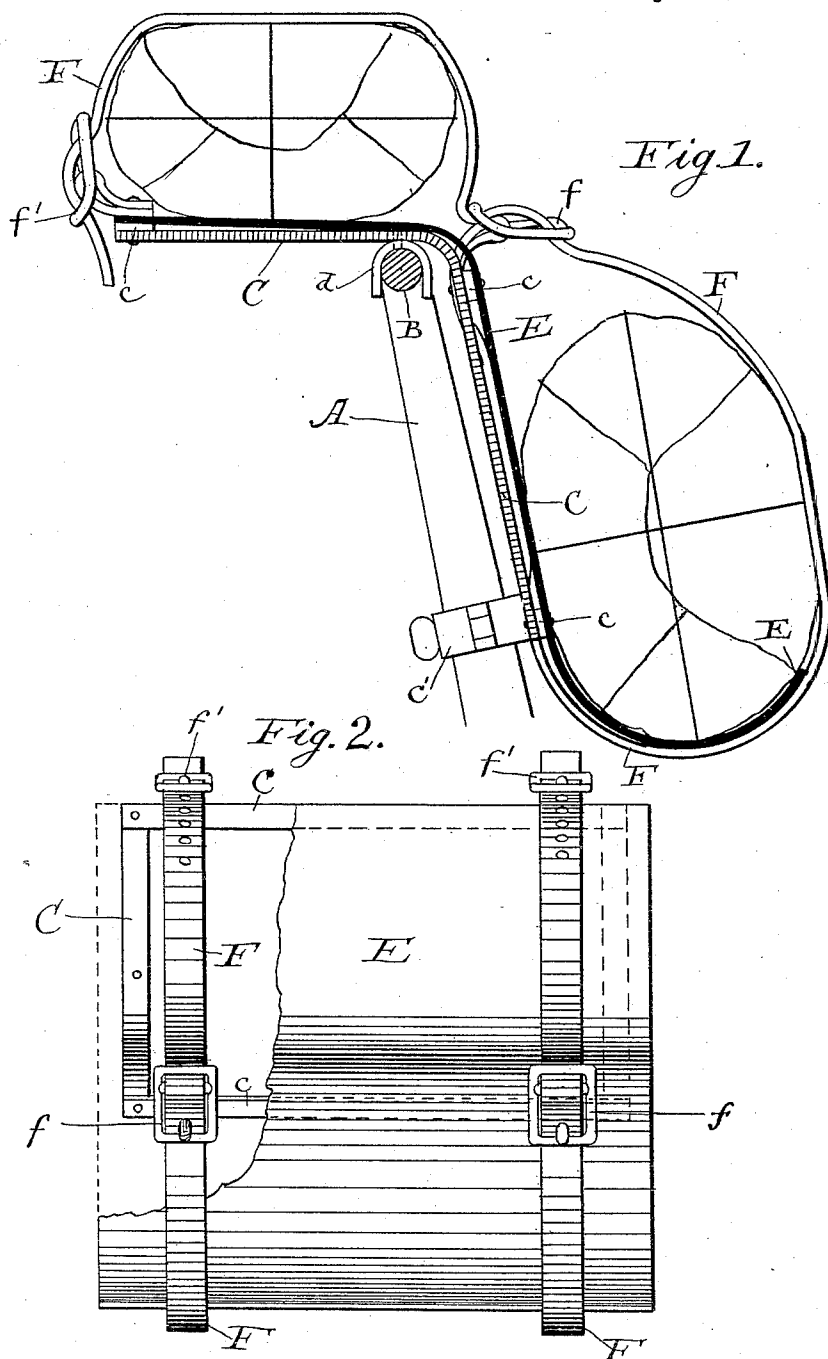


(No Model.)

C. H. LAMSON.
PACKAGE CARRIER FOR VELOCIPEDES.

No. 452,977.

Patented May 26, 1891.



Witnesses:

Horatio K. Coleworthy
John D. Prindable

Inventor:
Charles H. Lamson
by S. M. Bates
attorney.

UNITED STATES PATENT OFFICE.

CHARLES H. LAMSON, OF PORTLAND, MAINE.

PACKAGE-CARRIER FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 452,977, dated May 26, 1891.

Application filed August 4, 1890. Serial No. 360,930. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. LAMSON, a citizen of the United States, residing at Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Package-Carriers for Velocipedes; 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.

My invention relates to package-carriers for bicycles, tricycles, and other forms of velocipedes. In many package-carriers hitherto in use the package has been attached to an upright frame, the lower portion being supported by a shelf or ledge composed of the bars of the frame, and in others the straps alone have furnished the support. These forms of carriers were objectionable, because they were liable to crush the contents of the package.

This invention has for its object the construction of a carrier provided with a support for packages, which shall conform to the inequalities of the same and furnish a smooth and somewhat flexible bearing for the lower portion of the package.

The invention consists of a frame adapted to be secured to the head of the velocipede, said frame being covered with an apron of leather or other flexible material extending below said frame to form a flap or support on which the package rests, with straps for confining the package in place.

The invention further consists of a frame having a horizontal portion resting on the handles and a vertical portion extending in front of the head, a leather apron for said frame, and straps for confining the packages in place.

In the accompanying drawings I have illustrated the form of my invention which I prefer to use.

In the drawings, Figure 1 is a side view showing the carrier in position on the head of a bicycle with packages secured to it, and Fig. 2 is a plan or top view with portions of the apron cut away to show the frame.

A represents the head of the bicycle, and B is the handle. (Shown in section in Fig. 1.)

C is a frame, preferably of iron or other metal, *c c* being cross-bars. This frame is made of an L shape. The upper portion is horizontal and extends over the handle, while the lower portion is vertical, or nearly so, and extends down in front of the head. The frame is removably secured to the head of the velocipede. A clamp *c'* is secured to the lower end of the frame C and serves to fasten it to the head of the bicycle. A yoke *d* is riveted to the horizontal portion of the frame and rests over the handle B. The surface of the frame C is covered with an apron E, of leather or other flexible material. This apron extends down below the lower end of the frame and is adapted to be turned up to form a flap-support for the package which is held against the vertical portion of the frame. Straps F are provided with buckles *f f'*, by which the packages may be confined and held against the apron. It is designed to carry two packages, one secured to the horizontal portion of the apron and the other secured to the vertical portion and supported underneath by the flap at the lower end, which turns up and is held by the strap to form a ledge or support. I here show the two straps F of sufficient length to hold two packages. Each strap is passed first through the buckle *f* and then through the buckle *f'*, whereby two loops are formed capable of confining two packages. Any number of straps may be used in connection with the carrier, as I do not limit myself to the arrangement shown. It will thus be seen that my carrier has great carrying capacity, and it furnishes for the package to be carried a smooth and somewhat flexible support for sustaining the bulk of the weight, which renders it very efficient for transporting objects which are liable to injury.

I claim—

1. In a package-carrier for velocipedes, a frame adapted to be removably secured to the head of the velocipede, and a flexible apron secured to said frame and having its lower end extending below said frame and adapted to be turned up to form a support for the package, combined with straps for supporting the lower end of said apron and confining the package, substantially as shown.

2. In a package-carrier for velocipedes, a
frame adapted to be attached to the head
thereof and having a horizontal portion ex-
tending over the handle and a vertical por-
5 tion extending down in front, and an apron
covering said frame, combined with straps for
confining packages, substantially as shown.

In testimony whereof I affix my signature in
presence of two witnesses.

CHARLES H. LAMSON.

Witnesses:

WILLIAM J. GATE,
S. W. BATES.