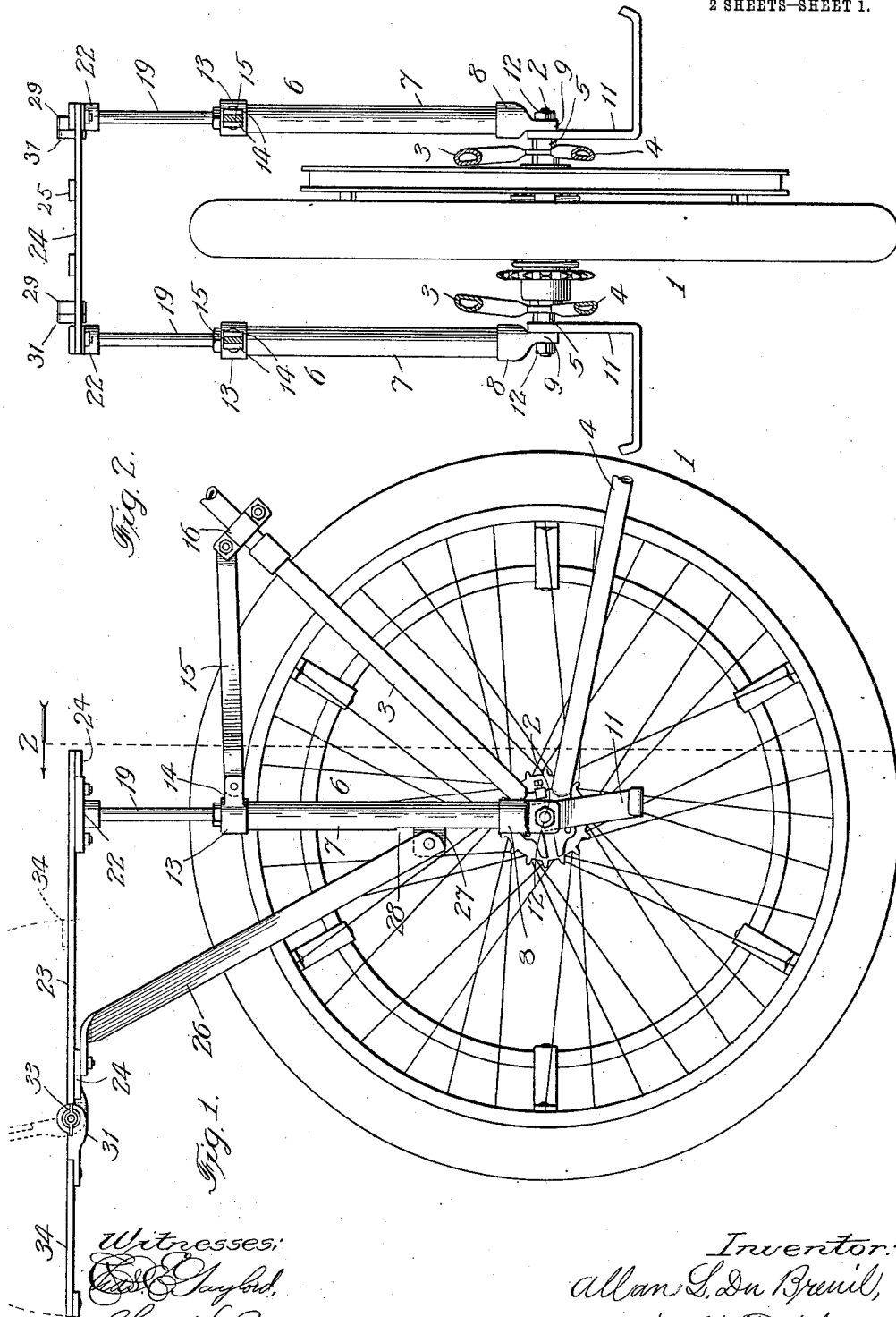


A. L. DU BREUIL.
 CARRYING ATTACHMENT FOR MOTOR CYCLES.
 APPLICATION FILED FEB. 16, 1912.

1,044,867.

Patented Nov. 19, 1912.

2 SHEETS—SHEET 1.

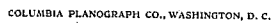


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1,044,867.

2 SHEETS—SHEET 2.



UNITED STATES PATENT OFFICE.

ALLAN L. DU BREUIL, OF CHICAGO, ILLINOIS.

CARRYING ATTACHMENT FOR MOTOR-CYCLES.

1,044,867.

Specification of Letters Patent.

Patented Nov. 19, 1912.

Application filed February 16, 1912. Serial No. 678,022.

To all whom it may concern:

Be it known that I, ALLAN L. DU BREUIL, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Carrying Attachments for Motor-Cycles, of which the following is a description, reference being had to the accompanying drawings, forming a part of this specification, in which corresponding numerals of reference in the different figures indicate like parts.

The object of my invention is to provide a yielding or elastic carrier for motor cycles adapted to be attached to the rear portion of the vehicle and to be used either for the carrying of baggage or of a person and to be adjusted to varying requirements, all of which is hereinafter more particularly described and definitely pointed out in the claims.

In the drawings, Figure 1, is an elevation of the rear portion of a motorcycle showing my improved carrier attached thereto, Fig. 2, is a vertical sectional view thereof taken upon the line 2—, Fig. 1, viewed in the direction of the arrow there shown, Fig. 3 is a central vertical sectional view in detail of one of the spring-posts, Fig. 4, is a transverse sectional view thereof in plan, taken upon the line 4—, Fig. 3, Fig. 5, is a plan view of the carrier frame, or platform, Fig. 6, is a vertical sectional view taken upon the line 6—, Fig. 5, viewed in the direction of the arrow there shown, and Fig. 7, is an inverted elevation taken upon the line 7—, Fig. 5, viewed in the direction of the arrow there shown.

Referring to the drawings, 1 represents the rear wheel of an ordinary motorcycle, 2, the axle, and 3 and 4, the usual forward frame braces, which are connected at the point of convergence in a well known way and secured to the axle by means of nuts 5, Fig. 2. Vertical spring-posts, generally designated by 6, are located upon opposite sides of the wheel with their lower ends attached to the axle in the manner about to be described. The main body of each post consists of a hollow tube 7, the lower end of which is tapped into a ferrule 8, having a flattened portion 9, provided with a perforation 10, Fig. 3, adapted to receive the axle. A foot-rest 11, perforated at the upper end, is placed upon each side of the wheel and interposed between the nut 5 and part 9.

Nuts 12, upon the outer ends of the axle, serve to secure said parts in place. A cap 13, is screwed upon the upper end of each of the tubes 7, said cap being provided with a perforated lug 14. A tie-rod 15, one for each spring-post, has one end bolted to said lug and the other to a clip 16, upon a brace-bar 3.

Loosely fitted within each of the tubes 7, is a secondary or slidable tube 17, which is considerably shorter than the tube 7. Brazed or otherwise rigidly secured within said tube, preferably somewhat above its middle, is a metal plug or stop 18, into which is centrally tapped the lower end of a rod 19, which is loosely projected upwardly through a bore in the cap 13. Compression springs 20, and a recoil spring 21, are located in each of the tubes 17, the former spring below and the latter above the plug 18.

The tubes 17 are of such a length and so adjusted with reference to the compression springs 20, that their lower ends will be held normally a predetermined distance above the lower ends of the tubes 7, substantially as shown, so that the downward movement of the carrier with respect to the frame may be positively limited by said tube 17, and the coils of the springs protected from injurious impact with each other.

The extent to which the springs 20 may be compressed is limited by the tubes 17, the lower ends of which are adapted to abut against the parts 8, thus serving as stops and preventing the springs from being weakened or broken as is likely to occur when the coils are permitted to press against each other.

The tension of the compression spring 20 may be adjusted by screwing the rods 19 through the plugs 18, against cap plates or washers 19^a resting loosely upon the upper end of the springs 20.

The rods 19 are parallel to each other and the upper end of each is rigidly connected to a fitting 22, which, in turn, is bolted to longitudinally arranged horizontal bars 23, also shown in Figs. 5 and 6. Transverse bars 24, are attached to the ends of the bars 23, and to intermediate bars 25, the whole forming a horizontal platform or carrying frame. Downwardly and forwardly inclined braces 26, Fig. 1, have their upper ends bolted to the rear end of said frame, while their lower ends are at-

tached in like manner to lugs 27, Figs. 1, 3 and 4, which, in turn, are rigidly attached to the tube 17, near its lower end and arranged to project through a vertical slot 28, formed in the rear of the tube 7.

Rigidly attached to the main carrying frame and extending rearwardly therefrom, are lugs 29, having central horizontal bores 30, which are jointedly connected with counterpart lugs 31, by means of bolts 32, and thumb-nuts 33. The lugs 31, are rigidly attached to the forward end of an adjustable frame member generally designated by 34, formed from flat bars arranged at right angles to each other and rigidly connected. Each of the lugs 29, is provided with a horizontal groove 35, and a similar groove 36, which latter is slightly inclined from the plane of the vertical as shown in Fig. 6. A counterpart tongue 37, is formed upon each of the lugs 31, adapted to fit within either of the grooves 35, or 36, according to the relative position occupied by said extension. The grooves are placed in the sides of the lugs 29, which face in the same direction and the tongues upon that side of the lugs 31, which face in an opposite direction, so that when the extension is in position, the tongues will enter the grooves and, upon tightening the nuts 33, the extension will be rigidly locked in place, either extended horizontally as shown in Figs. 1 and 5, or raised to the angle as indicated in dotted lines in Fig. 1, which corresponds to the angle of the slot 36.

When it is desired to shift the adjustment from a horizontal to an elevated position, the nuts 33, are loosened sufficiently to permit the extension to be moved laterally far enough to free the tongues from the grooves, when the extension may be swung upon its hinges to the desired position and again locked. Instead of placing it in an extended or raised position it may be folded flatwise upon the main frame as indicated in dotted lines in Fig. 1.

The operation and application of said device are as follows: When a weight, such for example as a suit-case, a package, or a person, is placed upon the carrier, it causes the tube 17, to be depressed against the action of the compression spring 20 and inasmuch as the lug 27, with the brace 26 attached thereto, must move with the tube, it follows that the entire carrying frame will be maintained in a horizontal position, while responding to the vertical action of the spring. The recoil-spring 21, serves to cushion any possible jolting action which might otherwise occur. The inner tube, in addition to providing means by which to attach the brace, furnishes a long bearing and tends to reduce friction.

Should it be desirable to carry one or more articles or a long package, the exten-

sion may be adjusted as shown in full lines in Fig. 1, or it may be folded upon itself, in which case the longitudinal bars would be flush with that of the main frame, or locked in a raised position for the reception of a short package.

If raised, it may be used as a back or side support for a person according to the position assumed by the latter, that is to say whether sitting astraddle of the frame or sidewise.

While I prefer to attach the lower ends of the spring posts to the axle, and to adjust them vertically it is obvious that they may be supported otherwise upon the frame and more or less inclined, if desired, in order to adapt them to machines of different manufactures.

Other modifications may also be made without departing from the spirit of the invention.

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

1. The combination with a motor cycle, of upright supporting tubes having their lower ends connected with the motorcycle axle, forwardly extended braces for connecting said tubes with the motorcycle frame, rods arranged to extend within said tubes, compression springs within said tubes arranged to form a yielding support for said rods, a carrier having a portion thereof supported upon said rods, and braces having their upper ends connected with said carrier, and their lower ends in operative connection with said rods, whereby said last mentioned braces may be free to move up and down while aiding to support said carrier in a predetermined relation to the frame.

2. The combination with a motorcycle of upright supporting tubes located upon opposite sides of the rear wheel, said tubes being provided with longitudinal slots in the rear and having their lower ends connected with the axle, forwardly extended braces for connecting said tubes to the motorcycle frame, slidable tubes located within said upright tubes, said slidable tubes having lugs extended through said slots in said upright tubes, supporting rods connected with said slidable tubes, compression springs for yieldingly supporting said slidable tubes, a carrier having its forward end supported upon said rods, and braces for connecting said lugs with the rear end of said carrier.

3. The combination with a motorcycle of upright supporting tubes located upon opposite sides of the rear wheel, said tubes being provided with longitudinal slots in the rear and having their lower ends connected with the axle, forwardly extended braces for connecting said tubes to the motorcycle frame to hold them in an upright position, slidable tubes located within said upright

tubes, said slidable tubes having lugs extended through said slots in said upright tubes, plugs rigidly secured in said sliding tubes, supporting rods tapped through said 5 plugs, plates within said slidable tubes beneath the lower ends of said rods, compression springs within said tubes with their upper ends bearing against said plates, a carrier having its forward end supported 10 upon said rods, and braces for connecting the rear end of said carrier with the lugs upon said slidable tubes.

4. The combination with a motorcycle of upright supporting tubes provided with rear 15 longitudinal slots, the lower ends of said tubes being attached to the axle, braces for connecting said tubes to the motor cycle frame to hold them in an upright position, slidable tubes located within said upright 20 tubes, said slidable tubes being considerably shorter than those within which they are inclosed and provided with lugs arranged to extend through said slots, the lower ends of

said slidable tubes being held a predetermined distance above the lower ends of said 25 supporting tubes, compression springs located within said slidable tubes with their lower ends supported in said supporting tubes, rods connected with said slidable tubes and having their upper ends project- 30 ing above the upper ends of said supporting tubes, a carrier having one end connected with said rods and braces for connecting the opposite end of said carrier with said lugs, whereby the downward movement of said 35 carrier with respect to the frame may be limited by said slidable tubes.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses, this thirteenth day of Feb- 40 ruary 1912.

ALLAN L. DU BREUIL.

Witnesses:

DAVID H. FLETCHER,
JENNIE L. FISKE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."