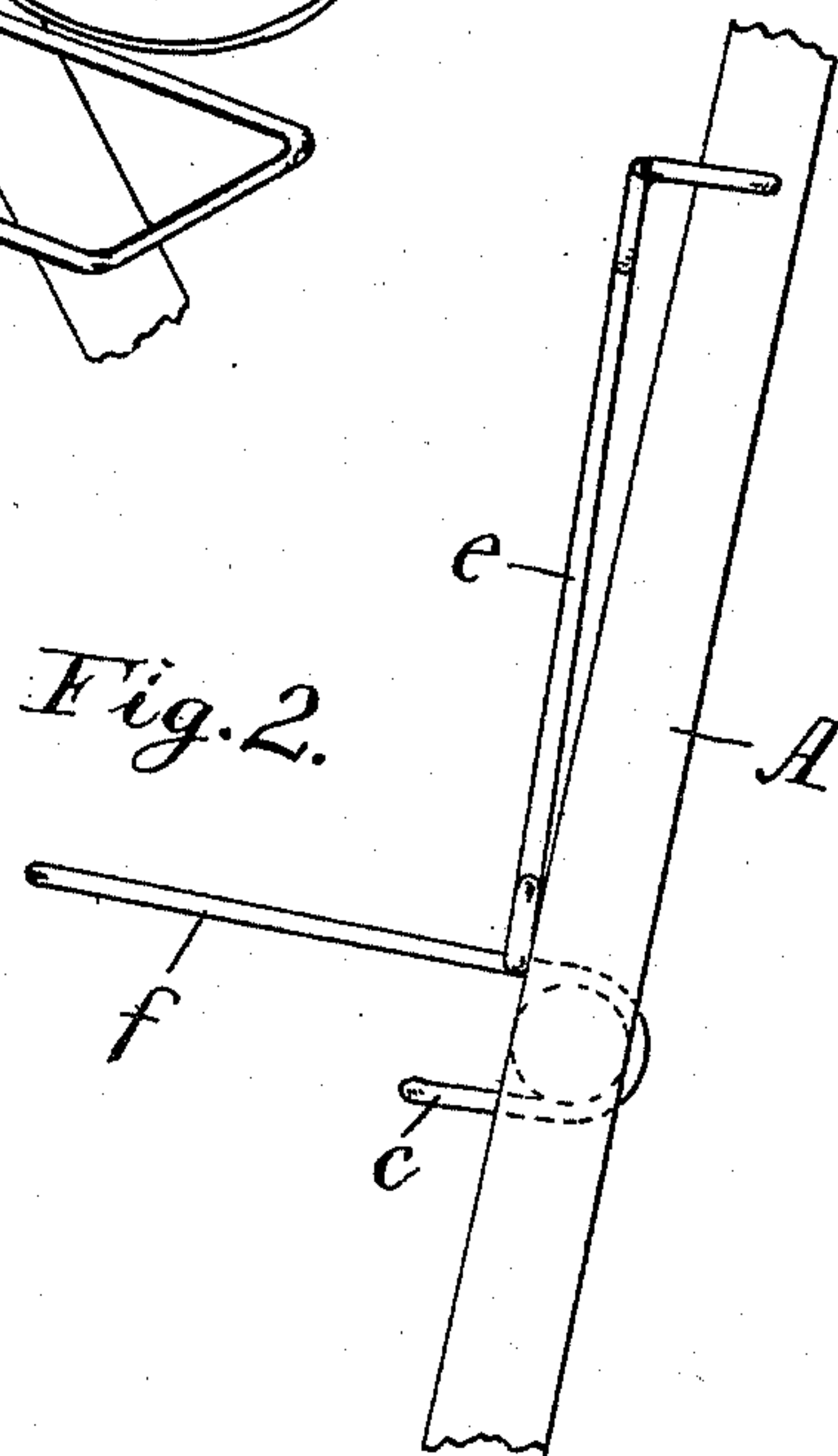
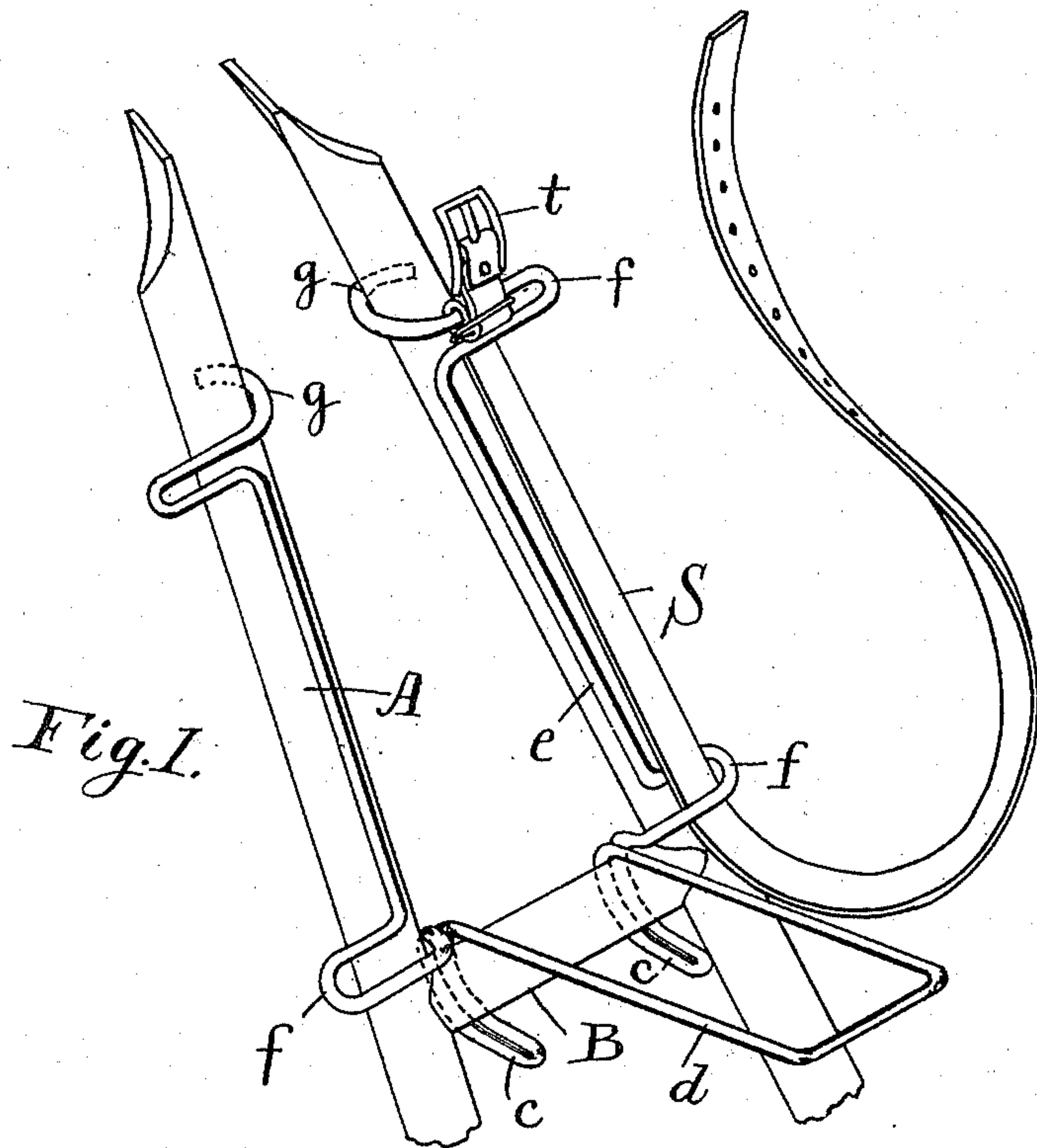


(No Model.)

L. BUCKLEY.
BICYCLE LUGGAGE CARRIER.

No. 582,173.

Patented May 11, 1897.



Witnesses:
Eduard F. F. F.
John C. C.

Inventor:
Lynn Buckley
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att'y.

UNITED STATES PATENT OFFICE.

LYNN BUCKLEY, OF PORTLAND, MAINE.

BICYCLE LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 582,173, dated May 11, 1897.

Application filed November 9, 1896. Serial No. 611,440. (No model.)

To all whom it may concern:

Be it known that I, LYNN BUCKLEY, a citizen of the United States, and a resident of Portland, in the county of Cumberland and State of Maine, have invented a certain new and useful Improvement in Bicycle Luggage-Carriers; and I do hereby declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which said invention appertains to make and use the same.

My invention relates to bicycle luggage-carriers adapted to be used on the rear fork of the bicycle and to be attached thereto without the aid of straps or other like fastenings.

The carrier is constructed with an outward-projecting shelf or bracket provided with hooks adapted to be hooked around the tubing of the rear fork and to rest on the cross-bar, and means are provided for holding the hooks in place. This is accomplished by two upward-extending spring-arms adapted to hook around the uprights of the rear fork at their upper ends, the lower ends of said arms being adapted to bear against the rear face of the uprights at a point just above the cross-bar. Suitable bundle-holding straps are provided.

I illustrate my invention by means of the accompanying drawings, in which—

Figure 1 is a perspective view of the carrier in the form which I prefer to make, showing it in position on the rear fork of the bicycle. Fig. 2 is a side view showing the spring-arm unhooked from the upright.

A A represent the two uprights of the rear fork, and B is the cross-bar.

The carrier is preferably made of a single piece of wire bent at its middle to form an outward-projecting loop or bracket *d*, which can be made of any desired length or width. It is on this bracket that the weight of the article carried is chiefly borne. The inner ends of the loop *d* are doubled back and formed into two downward-turning hooks *c c*, adapted to hook over the cross-bar B. The hooks are held in engagement with the cross-bar and the bracket supported in a horizontal position by the spring-arms *e*, formed by turning up the ends of the wire from the inner ends of the loop *d*.

The upper end of each arm *e* is formed into a hook *g*, adapted to be hooked around the upright, and the arm is so formed that the lower portion near the loop *d* will have a bearing against the face of the upright, so that the upper end will require to be sprung back before the hooks *g* will engage the uprights.

Outward-extending lateral loops *f f* are formed on the spring-arms to form fastening-points for suitable straps S, only one of which is here shown.

The hooks *g g* at the upper ends of the arms *e e* are normally somewhat farther apart than the distance between the uprights, so that they will spring into place and be held there by the spring of the arms.

From the construction of my carrier it will readily be understood how it is applied and used.

In applying it to the bicycle the hooks *c c* are hooked over the cross-bar and the hooks *g g* are sprung back and pressed together, so that they will hook around the uprights of the frame, the spring of the arms tending to separate them and to force them forward, so that they are held firmly in engagement with the uprights. The loop *d* is thus supported in a substantially horizontal position and the hooks *c c* are kept pressed outward against the cross-bar. I prefer to secure the straps in the position shown—that is, the end with the buckle *t* being secured to the upper loop *f* on each side.

It will be seen by inspection of Fig. 2 that the normal position of the spring-arm *e* before it is hooked onto the upright is with the upper end somewhat out from the upright and the lower end resting against the face of the upright, so that when the hook *g* is hooked around the upright the arm will be bent and the hooks *c c* held firmly against the cross-bar.

The carrier can be taken off and put on very easily and quickly, and when once on it will stay without becoming displaced.

It is not essential in my carrier that the hooks *c* should hook around the cross-bar proper, as they may be turned laterally outward and hooked around the uprights immediately above the cross-bar, relying for support, however, on the cross-bar.

I claim—

1. The herein-described bicycle luggage-

carrier, consisting of a shelf or bracket provided with hooks adapted to be hooked around the tubing of the rear fork and to rest on the cross-bar, vertical arms connected with said shelf or bracket adjacent to the rear fork, and means for securing the ends of said arms to the rear fork.

2. The herein-described bicycle luggage-carrier, consisting of a shelf or bracket provided with hooks adapted to hook over the cross-bar of the rear fork, and spring-arms, extending upward from said bracket, the lower ends of said arms being adapted to press against the face of the uprights of the rear fork, the upper ends of said arms being provided with hooks adapted to hook around said uprights.

3. The herein-described bicycle luggage-carrier, consisting of a shelf or bracket provided with hooks adapted to hook over the cross-bar of the rear fork and spring-arms, having lateral loops formed thereon, extend-

ing upward from said shelf or bracket, the lower ends of said spring-arms being adapted to press against the face of the uprights of the rear fork, the upper ends of said arms being provided with hooks adapted to hook around said uprights.

4. The herein-described bicycle luggage-carrier, consisting of a wire bent to form a central outward-extending loop or bracket, the inner ends of said loop being doubled back and bent down to form hooks adapted to be hooked over the cross-bar of the rear fork, each end of the wire being carried upward to form a spring-arm having a hook at its upper end, adapted to hook around the upright of the rear fork, the lower end of each spring-arm having a bearing against the face of said upright.

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Witnesses:

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