(No Model.)

C. H. LAMSON.

BICYCLE LUGGAGE CARRIER.

No. 585,108. Patented June 22, 1897.

Fig. 1.

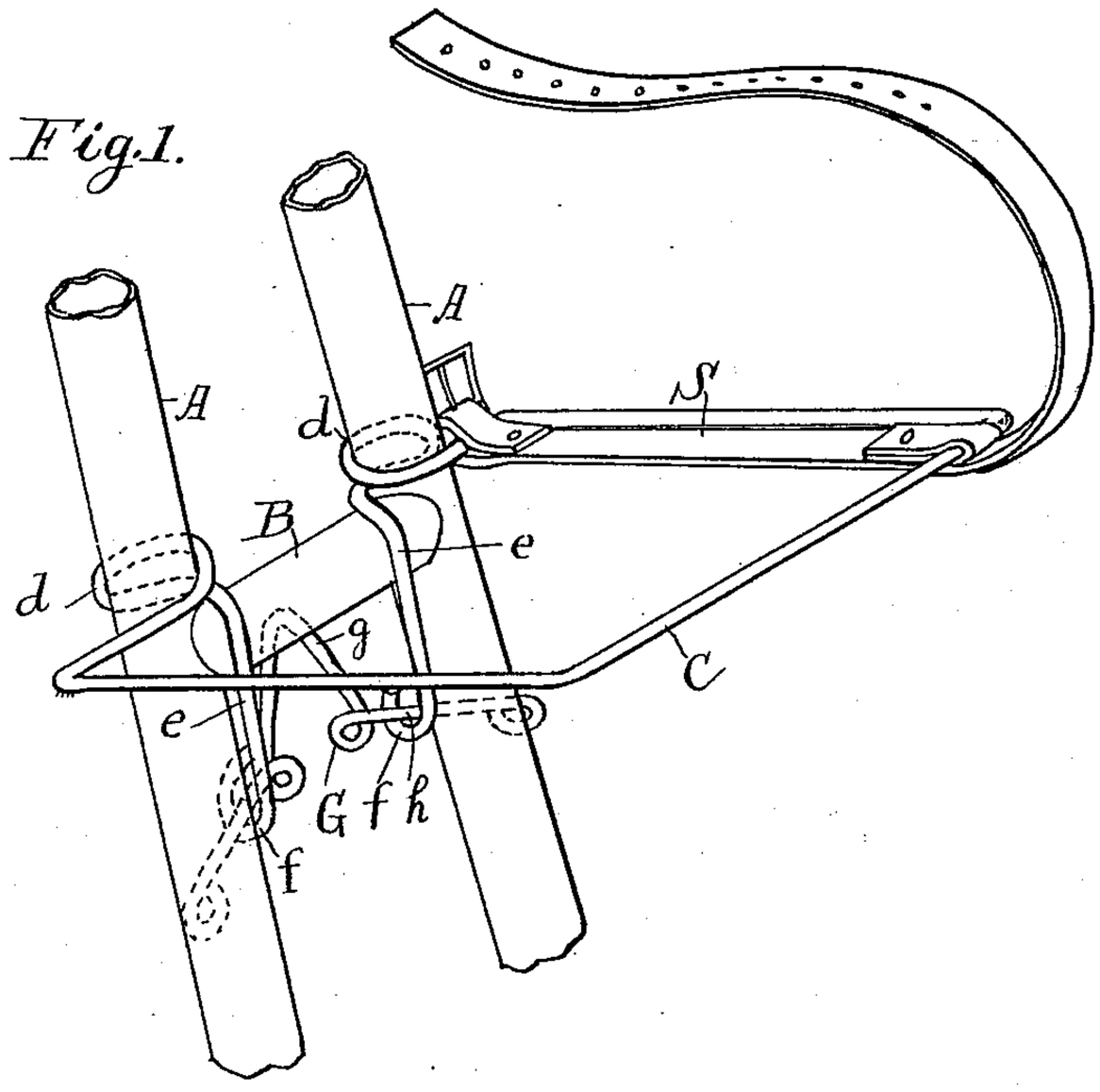


Fig. 2.

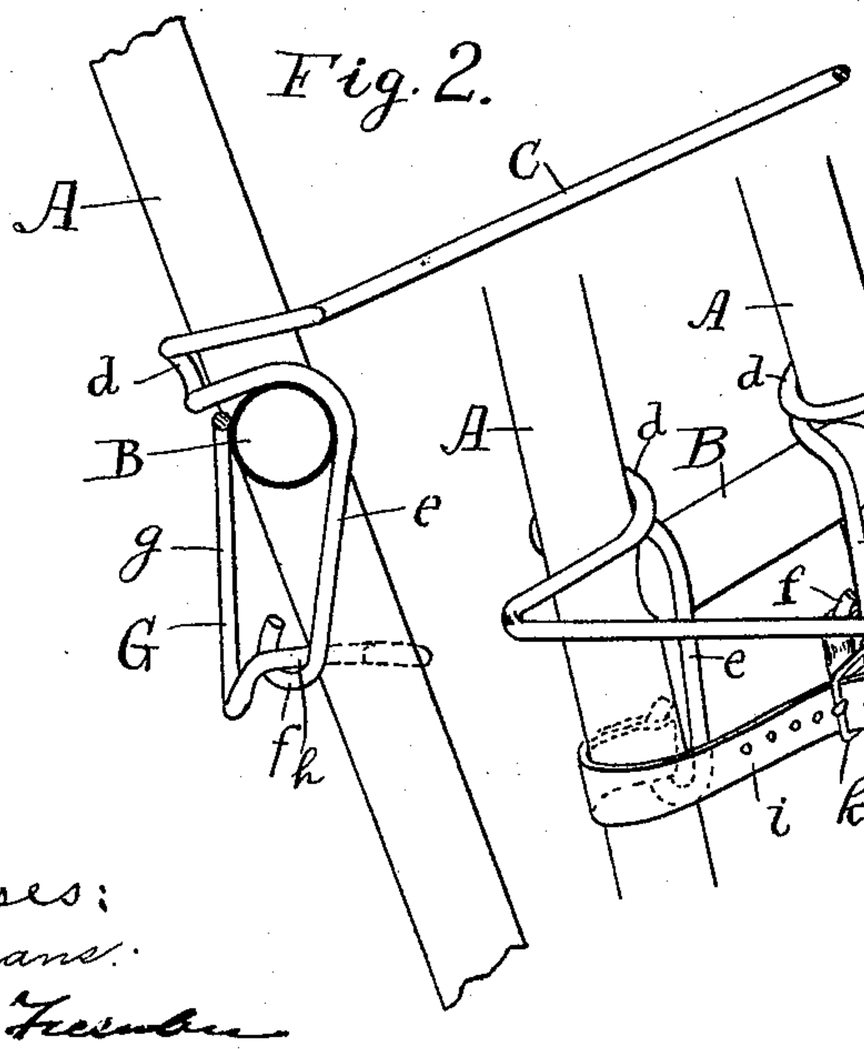
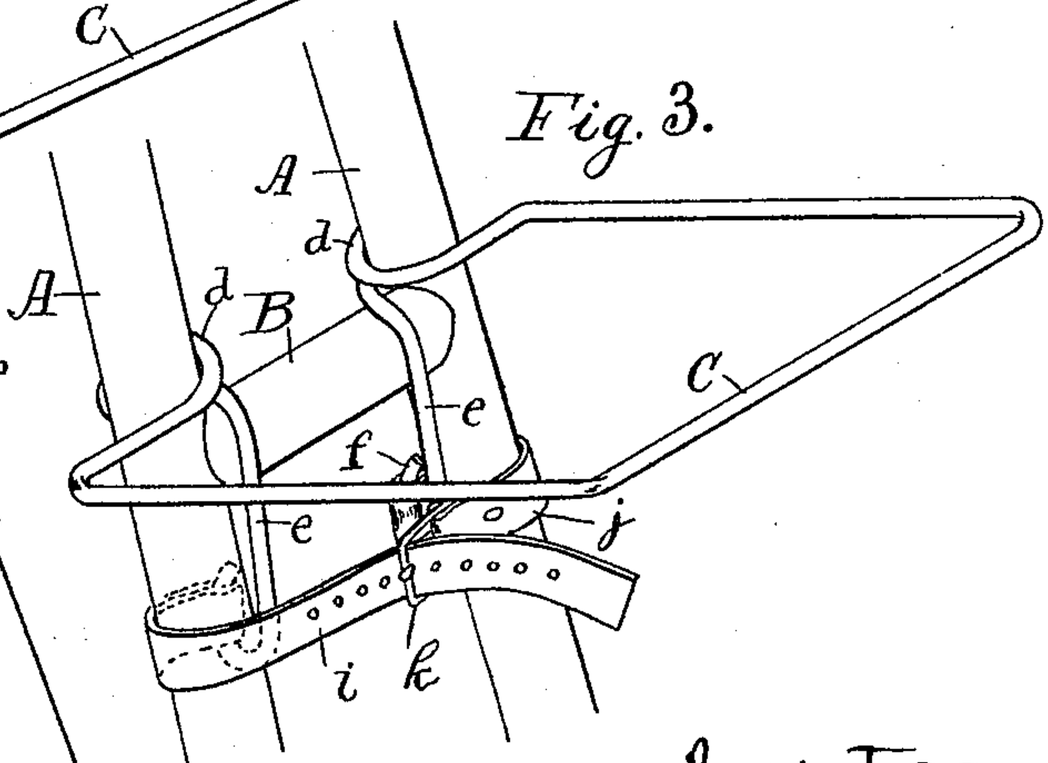


Fig. 3.



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UNITED STATES PATENT OFFICE.

CHARLES H. LAMSON, OF PORTLAND, MAINE.

BICYCLE LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 585,108, dated June 22, 1897.

Application filed November 9, 1896. Serial No. 611,470. (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 Bicycle Luggage-Carriers; 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 a bicycle luggage-carrier adapted to be secured on the rear fork of the bicycle; and the object of the invention is to construct a carrier which shall be easily and quickly applied and taken off, which will hold securely in place, and which can be cheaply made.

A further object of the invention is to construct a carrier which will have a degree of elasticity, so that the bundle to be carried will ride easily.

I accomplish the various objects of my invention by means of the structure hereinafter described and claimed.

In the accompanying drawings I show a carrier constructed according to my present invention.

In the drawings, Figure 1 is a perspective view of the most approved form of carrier shown in position on the rear fork. Fig. 2 is a central section taken on Fig. 1, and Fig. 3 is a perspective view showing a modification.

A A represent the upright members of the rear fork of the machine, and B is the cross-bar, which forms the chief support of the carrier. The carrier in the form shown in Fig. 1 is made of two pieces of wire, the body of the carrier being formed into a loop or bracket C, which extends, when in position, outward from the rear of the rear fork and forms the rest on which the bundle sits. The bracket C is made, as here shown, somewhat wider than the rear fork, and the inner ends are bent in toward each other and are doubled and bent horizontally around to form hooks *d*, which extend around the uprights A immediately above the cross-bar, the hooks resting on the cross-bar for their chief support. The ends of the wire are bent downward from the hooks *d* by the rear face of the cross-bar to form two vertical arms *e e*. Means are provided for securing these arms firmly to the fork below the cross-bar and of holding them pressed back against the rear face of the cross-bar, whereby the hooks *d* will be held in position. I effect the holding of these arms, as shown in Fig. 1, by a spring-clamp G, adapted to engage the lower ends of the arms and to act against the rear of the uprights, pulling the ends of the arms rearward and fastening them solidly in place. The clamp shown has two end portions *h*, inclined to each other and passing through eyes *f*, formed in the lower ends of the arms. Connecting the two end portions *h* there is a loop *g*, extending upward when the clamp is locked in position and adapted to bear against the front face of the cross-bar. The form of the clamp is such that when the loop *g* is turned down the arms *e* will be allowed to spring forward, and when it is turned up the spring of the arms will press it against the cross-bar and the arms will be pulled back and held firmly in place. One of the ends of the clamp can be lifted out of the eye in which it normally rests, allowing the latch to hang by one end only and enabling it to pass between the uprights, so that the carrier can be easily put on and taken off.

Suitable straps S are fastened to the carrier, preferably along the sides, only one such strap being here shown.

In Fig. 3 I have shown another method of fastening the lower ends of the arms to the rear uprights. Instead of making use of a spring-clamp I secure a strap *i* to one of the eyes *f* and a strap *j* to the other, one of these straps being provided with a buckle *k*. The straps are brought around behind the uprights and are buckled in the rear of the fork, so that the arms *e* are pulled down between the uprights and the whole carrier is firmly held in place.

It will be seen that the bracket C has nothing to support its outer end except its own stiffness, so that it has considerable spring, and a bundle placed on it will ride easily.

The carrier made as I have described can be easily and cheaply formed, it can be quickly put on and taken off, and when once in position it will remain firmly in place.

I claim—

1. The herein-described luggage-carrier for

bicycles consisting of a shelf or bracket having hooks adapted to hook around the tubing of the rear fork and to rest on the cross-bar, and having two vertical arms extending down by said cross-bar and bearing against the rear face thereof and means for securing the lower ends of said arms to the rear fork.

2. The herein-described luggage-carrier for bicycles consisting of a shelf or bracket having hooks adapted to hook around the tubing of the rear fork and to rest on the cross-bar and having vertical arms extending down by said cross-bar and bearing against the rear face thereof and a spring-clamp engaging the lower ends of said arms and adapted to act against the said rear fork to press said arms against the cross-bar.

3. The herein-described luggage-carrier for bicycles consisting of a wire bent centrally to form an outwardly-extending loop or bracket, the inner ends of said loop or bracket being doubled and formed into hooks adapted to hook around the uprights of said rear fork, each end of said wire being bent down to form a downwardly-extending vertical arm bearing against the rear face of the cross-bar, the lower end of said arms having eyes formed therein, a spring-clamp of bent wire having two end portions inclined to each other passing through said eyes and having a central loop connecting said end portions adapted to be turned up to rest against the front face of said cross-bar.

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