

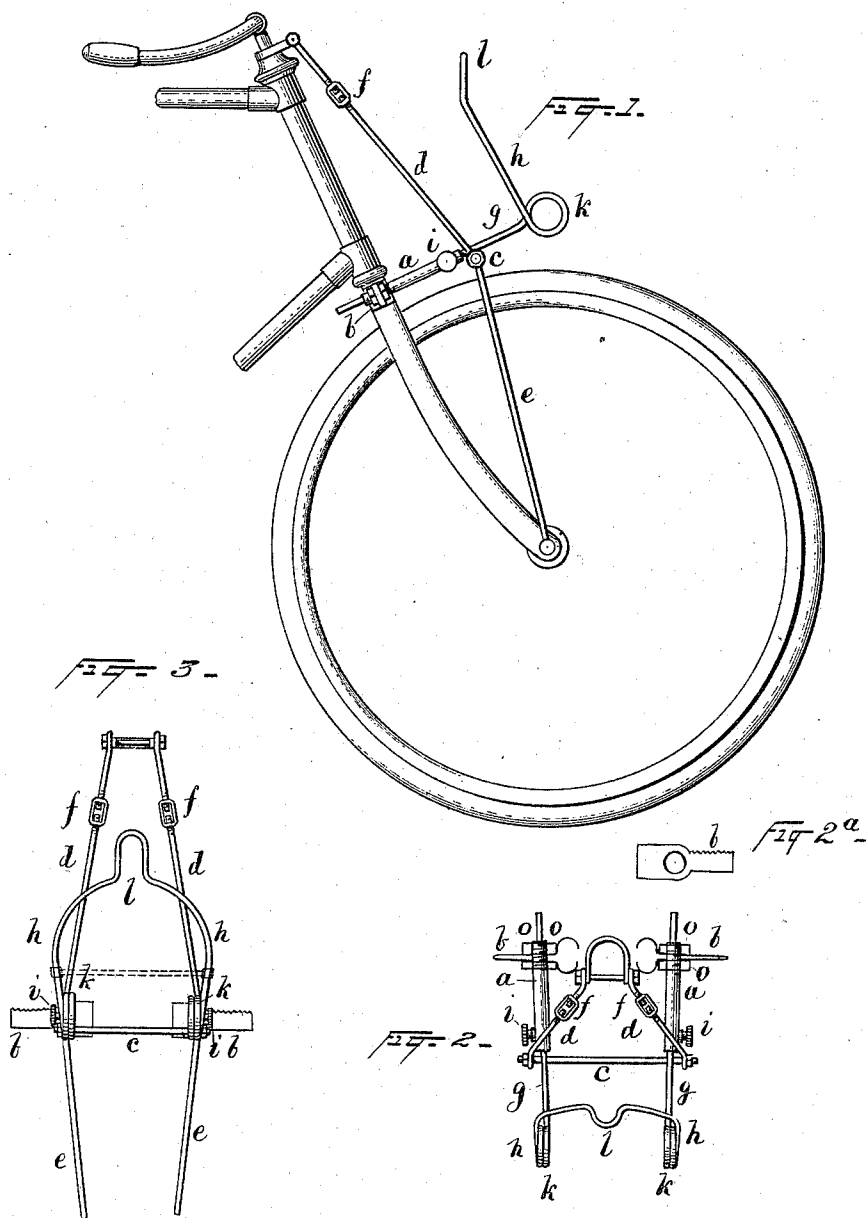
(No Model.)

A. McCORMACK.

COMBINED STAY AND LUGGAGE CARRIER FOR BICYCLES.

No. 579,279.

Patented Mar. 23, 1897.



Witnesses
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UNITED STATES PATENT OFFICE.

ALEXANDER McCORMACK, OF PORTARLINGTON, IRELAND.

COMBINED STAY AND LUGGAGE-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 579,279, dated March 23, 1897.

Application filed October 27, 1896. Serial No. 610,179. (No model.) Patented in England October 23, 1894, No. 20,184.

To all whom it may concern:

Be it known that I, ALEXANDER McCORMACK, a subject of the Queen of Great Britain and Ireland, residing at Portarlinton, Queen's county, Ireland, have invented a certain Combined Stay and Luggage-Carrier for Cycles, (for which I have obtained British Letters Patent No. 20,184, dated October 23, 1894;) and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use same.

This invention relates to a new or improved combined adjustable front-fork stay and luggage-carrier for cycles whereby, in the first instance, considerable strength and rigidity are obtained, the operation of steering facilitated, and the tendency to slip minimized, and, secondly, whereby parcels and luggage may be conveniently and safely carried on the cycle.

The nature and arrangement of my said invention will be more readily understood on reference to the accompanying drawings, in which—

Figure 1 represents the steering-wheel and front portion of an ordinary bicycle, showing the application of the combined fork-stay and luggage-carrier thereto. Fig. 2 is a plan of the combined fork-stay and luggage-carrier detached, and Fig. 2^a is a front view of one clip detached. Fig. 3 is a front view of same.

Similar letters of reference indicate corresponding parts in all the figures where they appear.

a a are two parallel tubes, which are secured to the limbs of the front fork under the crown-head by means of the ordinary foot-rests *b b* and holding-nuts *o o* and are joined to a cross-bar *c*, which latter is supported from the stem of the handle-bar by two suspension-rods *d d* and two stay-rods *e e*, carried from the axle of the front wheel. The suspension-rods *d d* are provided with adjustable couplings *f f* or suitable swivels, whereby their tension may be adjusted as required.

So far the portion of my invention consisting of the fork-stay is complete, and the por-

tion forming the luggage-carriers is as follows:

A frame of spring-steel consisting of horizontal limbs *g g* and a clamping part *h* (formed somewhat in the shape of a horseshoe) is arranged to slide telescopically in the parallel tubes *a a* of the fork-stay.

By means of milled headed or winged pinching-screws *i i* the frame may be shifted forward and backward and held firmly in any desired position.

Parcels or luggage of ordinary dimensions can therefore by this means be readily inserted and held firmly clamped without the aid of straps or cords of any kind.

The arrangement will also enable luggage to be conveniently carried without danger of damaging the machine, and the frame can readily be attached or detached at pleasure.

The clamping part *h* partakes of a springy character owing to the presence of the coil or coils *k k*, and it is provided with a lamp-catch *l* for use when the presence of parcels in the carrier may interfere with the hanging of the lamp on the fork-head of the machine.

A pad, of leather or other suitable material, may be attached to the suspension-rods *d d* for the purpose of acting as a mud-guard in sloppy weather for parcels or luggage.

Modifications may be made without departing from the principle or sacrificing the advantages of the invention. Parts can be used without the whole. Instead of making the parts *b* as shown, adapted to perform the double functions of supports for my device, and also of coasting foot-rests, I can employ any suitable fastening means arranged to perform the single function of supporting my device.

Having now described the nature of my said invention, I claim—

1. For use in connection with cycles a front-fork stay comprising rigid parts *a, a*, cross-bar *c*, suspension-rods *d d*, and stay-rods *e e*, all adapted to serve substantially as herein specified.

2. An attachment for bicycles comprising parallel tubes *a, a*, cross-bar *c*, suspension-rods *d d*, stay-rods *e, e*, an elastic frame arranged to slide telescopically in the tubes *a, a*,

a, and pinching-screws *i, i*, all combined and adapted to serve substantially as herein specified.

3. In combination with the front fork of a
5 bicycle, the stay *a, d, e*, luggage-carrier *g, h,*
k, l, adjusting and confining means *i*, and
the clips *b*, the latter adapted to perform the
double functions of foot-rests for coasting
and means for holding the said stay and lug-

gage-carrier upon the front fork, all arranged for joint operation substantially as herein specified.

Dated this 5th day of October, 1896.

ALEXANDER MCCORMACK.

Witnesses:

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