(No Model.)

I. N. LINCOLN.

LUGGAGE CARRIER FOR BICYCLES.

No. 595,240. Patented Dec. 7, 1897.

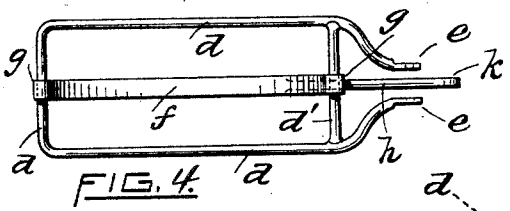


FIG. 4.

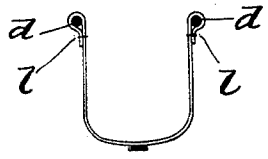


FIG. 3.

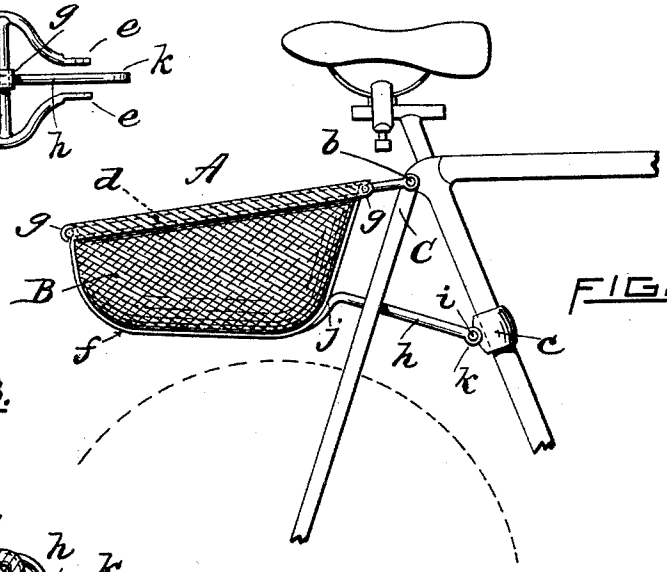


FIG. 1.

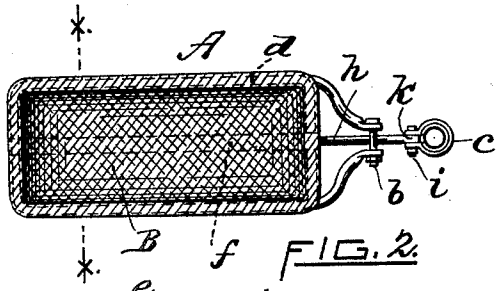


FIG. 2.

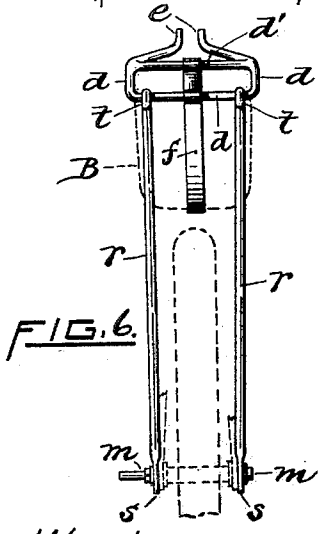


FIG. 6.

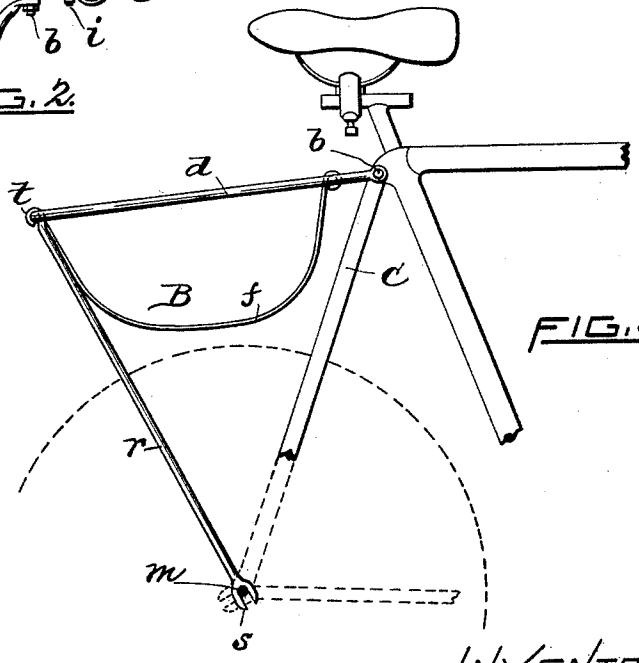


FIG. 5.

WITNESSES.

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UNITED STATES PATENT OFFICE.

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LUGGAGE-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 595,240, dated December 7, 1897.

Application filed April 30, 1897. Serial No. 634,628. (No model.)

To all whom it may concern:

Be it known that I, ISAAC N. LINCOLN, of the city and county of Providence, in the State of Rhode Island, have invented a new and useful Improvement in Luggage-Carriers for Bicycles; and I do declare that the following is 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, reference being had to the accompanying drawings.

Like letters indicate like parts.

My invention relates to the novel construction of a luggage-carrier and the manner of attaching the same to bicycles of the ordinary design; and it consists in the arrangement of parts as hereinafter described and claimed.

The object of my invention is to provide a luggage-carrier which may be easily applied to a machine and which is simple in construction, strong, durable, and inexpensive to manufacture. This object is attained by the arrangement illustrated in the accompanying drawings, in which—

Figure 1 is a partial side view of the rear portion of the frame of a bicycle, showing the luggage-carrier attached thereon. Fig. 2 is top plan of the carrier complete. Fig. 3 is a cross-sectional view in line X X of the same. Fig. 4 is a top plan view of the carrier-frame. Fig. 5 represents my improvement in a modified form. Fig. 6 is an end elevation of the same.

In the drawings, A designates the luggage-carrier, the frame of which consists of a top wire rod *d*, having eyes *e e* in each end thereof and, as will be seen in top plan of Fig. 4, this rod curves outwardly from the eyes for a short distance and continues rearwardly to any suitable length required, after which it crosses transversely.

A short tie-rod *d'* is placed between the parallel sides and made fast to the rod *d d* at its forward end and securing the same in a fixed position.

Centrally suspended from the tie-rod *d'* is a thin flat strip *f*, which has its end *g* rounded over and made fast upon said rod. This strip extends downwardly and rearwardly for a suitable length, from whence it bends vertically and has its opposite end *g* rounded over and made fast upon the transverse portion of the rod *d*.

Attached to the lower forward end at a point *j* of the strip *f* is a supporting brace-rod *h*, which has an eye *k* formed on its outer end and which engages with the adjusting-clamp *c* by the bolt *i*, said clamp being secured to the seat-tube of the bicycle-frame.

B is a canvas or netting that is placed in the rectangular-shaped opening of the frame *d d d* and *d'* and having its bottom side resting upon the flat strip *f*, said canvas having its top edges turned over said rods and stitched through at *l*, as shown in vertical cross-section in Fig. 3.

To adjust this carrier to a bicycle, the bolt *b* is withdrawn from the forks *c*, and the eyes *e e* of the carrier-frame are placed over and on each outer side of the forks. The bolt is then inserted and securing the same together, after which the adjustable clamp *c* is placed over the seat-tube of the bicycle-frame, and the eye *k* of the lower brace, which passes between the forks, engages with the clamp by the bolt *i*, and by tightening up the same the clamp holds the carrier in any desired position.

The essential feature of this novel construction for a luggage-carrier is its adaptability to the rear portion of a bicycle-frame of the ordinary design, as it can be very readily attached or detached at pleasure and at the same time enable luggage to be carried conveniently and without damage to the machine.

In Fig. 5 I show a modification whereby the brace or supporting rod *h* and clamp *c* may be dispensed with and two vertical rods *r r*, each having their lower ends *s s* fork-shaped and their upper ends rounded over and made fast upon the top rod *d*, said supporting-rods being fastened to the outer side of the forks of the bicycle-frame by the bolt *m*.

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

1. In a luggage-carrier for bicycles, the combination consisting of the top rod *d d* having eyes *e e* formed on its ends, adapted to be secured to the outer sides of the forks *c* by the bolt *b*, as shown, with a tie-rod *d'*, and having

a central supporting-strip *f* fastened thereon, said strip provided with a brace-rod *h* having an eye *k* to engage with the clamp *c* by the bolt *i*, substantially as shown and described.

2. In a luggage-carrier for bicycles, the combination consisting of the top rod *d d* having eyes *e e*, the connecting tie-rod *d'*, with the central supporting-strip *f* secured to said rods, the brace-rod *h* fastened to said strip and provided with an eye K, the canvas B having its upper edge stitched over the top rods *d d d d'*, the whole arranged and adapted to be secured to the rear of a bicycle-frame by the bolt *b* and clamp *c*, substantially as shown and described.

3. In a luggage-carrier for bicycles, the combination consisting of the top rod *d d* having eyes *e e*, the connecting tie-rod *d'*, with the central supporting-strip *f* secured to said rods, the canvas B having its upper edge stitched over the top rods *d d d d'*, with the vertical supporting-rods *r r* having their upper ends secured to the rear end of the rod *d* and their lower ends forked to engage on the bolt *m*, adapted to be attached to the rear portion of a bicycle-frame by the bolts *b* and *m*, respectively, as shown and described.

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