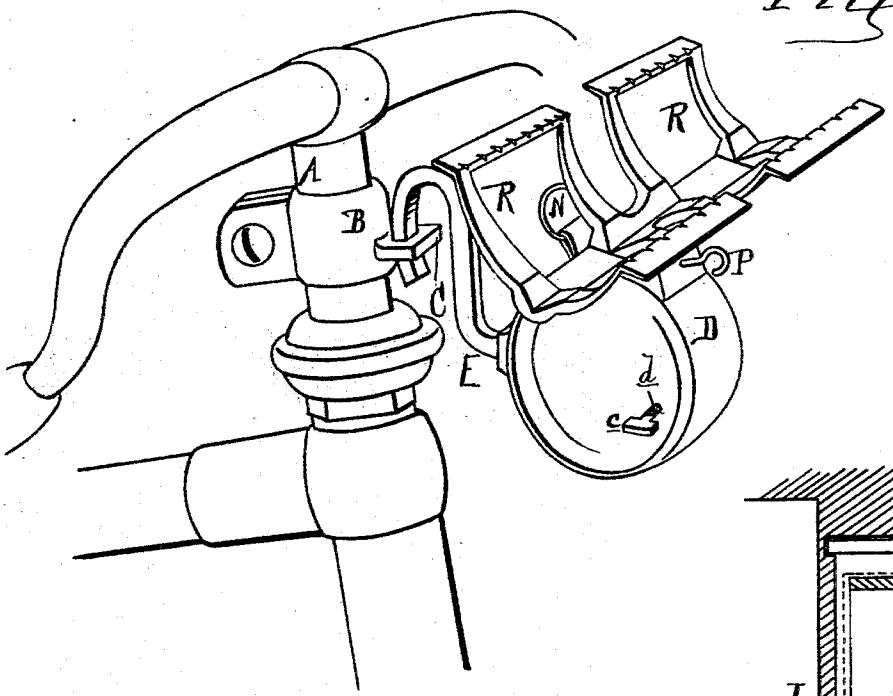
(No Model.)

J. H. STEEN.

LUGGAGE CARRIER.

No. 515,622. Patented Feb. 27, 1894.

Fig. 1.



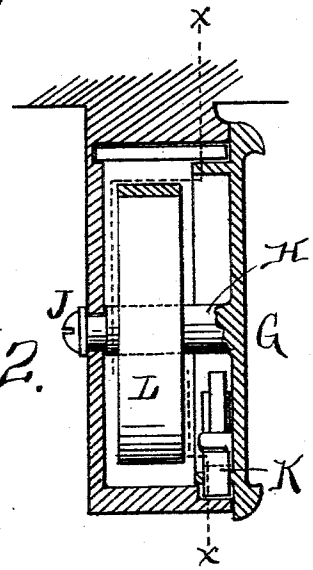


Fig. 2.

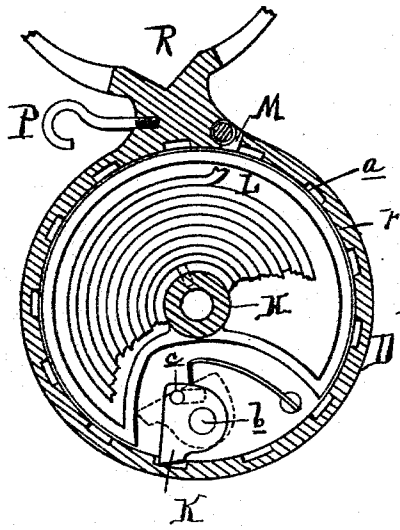


Fig. 3.

Witnesses.
Laura Shaffer
James Sterling

Inventor.
Jas. H. Steen
By N. S. Sprague
Atty.

THE NATIONAL LITHOGRAPHING COMPANY,
WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JAMES H. STEEN, OF CANTON, OHIO, ASSIGNOR OF ONE-HALF TO THOMAS S. CULP, OF SAME PLACE.

LUGGAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 515,622, dated February 27, 1894.

Application filed July 24, 1893. Serial No. 481,271. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. STEEN, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Luggage-Carriers, of which the following, with the accompanying drawings, is a specification.

This invention relates to that class of luggage carriers for bicycles in which the luggage to be carried is secured by a strap which normally is entirely wound upon a shaft but may be unwound therefrom to encircle the luggage, and the particular object of my invention is to so construct the parts that when luggage is not being carried the strap and other operating parts are entirely inclosed within a casing, and also in which the strap may be tightly held when unwound either to its full extent or to any intermediate length.

Figure 1 is a perspective view of my improved device, and is shown as attached to the handle bar of a bicycle. Fig. 2 is a horizontal section through the reel. Fig. 3 is a vertical section on the line *x*—*x* Fig. 2.

A represents the handle bar of a bicycle; B is a clamp sleeve designed to be adjustably secured upon said handle bar and is provided with a laterally projecting lug C, through which is formed a vertical opening of proper size and shape to receive the end of the bracket of the luggage carrier hereinafter described.

D represents a cylindrical case which is provided with a bracket E, designed to engage the lug C hereinbefore mentioned; this cylindrical case D is closed upon one end, while the opposite end has formed in it a series of sockets or notches *a*, thereby substantially forming an internal ratchet F at the open end of the cylindrical case.

G represents a cap plate which is provided with an axial stud or stem H, the free end of which is designed to pass through the opening in the axial center of the closed end of the case D, and receive upon its projecting end a washer and a retaining screw J, the two parts being secured together in such a manner as will allow the free rotation or turning of the cap plate upon or over the open end of the case.

K is a spring actuated pawl which is secured to the inner face of the cap G, and is designed to engage with the ratchet F, as in the manner of a ratchet and pawl; this pawl K, is fulcrumed as at *b*, and concentric to such fulcrum is a pin *c* which projects outwardly from the pawl through the slot *d*, in the cap and has a head at its outer end for convenience in operating it. Upon reference to Fig. 3, it will be observed that this pawl is shown in engagement with the case in full lines, the action of the spring being such as to prevent the accidental disengagement of the parts; by simply moving the pin *c*, the pawl can be readily turned upon its fulcrum into the position shown in dotted lines in said figure, and in assuming such position, the point of the spring will pass over the heel of the pawl and retain the latter in its disengaged position.

L is a binding strap, the inner end of which is rigidly secured to the stem H, the free end of said strap passing out through the slot M formed in the side wall of the case D, and receives upon its outer end a ring N.

P is a hook which projects laterally from the case D, upon the side opposite to that through which the strap L passes.

R represents a basket or frame which is secured upon the top of the case D, or it may be formed as an integral part thereof, and it may be of any desired shape, as its shape enters in no wise into the spirit of my invention.

Normally the strap is wound around the stem H within the case D, which protects it from the weather at the same time keeping it in condition and position for ready use. The package to be carried is placed within or upon the basket or frame, the pawl is disengaged, the strap withdrawn from the case and passed over the package and its ring end engaged with the hook P; the pawl is now thrown into position, so that, as the cap is turned, the pawl will engage with the ratchet F herein described, and the strap drawn tightly around the package, the pawl preventing any retrograde movement of the parts or a slackening of the strap.

There are various forms in detail of construction which this device may take on and still be within the spirit of my invention.

What I claim as my invention is—

The herein-described luggage carrier for bicycles, comprising a cylindrical case or drum,

having a means for securing it to the bicycle and formed with notches or teeth in its interior, a rotatable cap piece for the side of said case adjacent to said notches, said cap piece having a stud projecting from its axial center through the case and engaging the opposite side of the latter, a strap or band, secured at one end to said stud and extending around the same through an opening in the case, a means on the outer surface of the case to which the free end of said strap may be secured when in use, a pawl, journaled inside of said case and designed to engage the notches in the latter, a spring for holding the pawl either engaged with or disengaged from said notches, a pin for operating said pawl, said pin projecting outward through the case from a part of the pawl opposite the fulcrum thereof, and a basket or frame, secured to the outer surface of said case and serving to hold the luggage being carried, substantially as shown and described.

In testimony whereof I affix my signature, in presence of two witnesses, this 1st day of July, 1893.

JAMES H. STEEN.

Witnesses:
H. S. SPRAGUE,
LAURA SHAEFFER.