July 28, 1931. D. S. ANTHONY 1,816,277

HANDLE CONSTRUCTION

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Fig. 1.

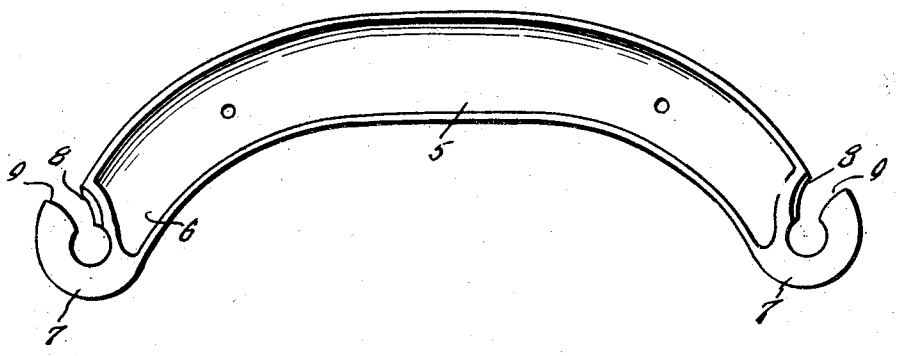


Fig. 2.

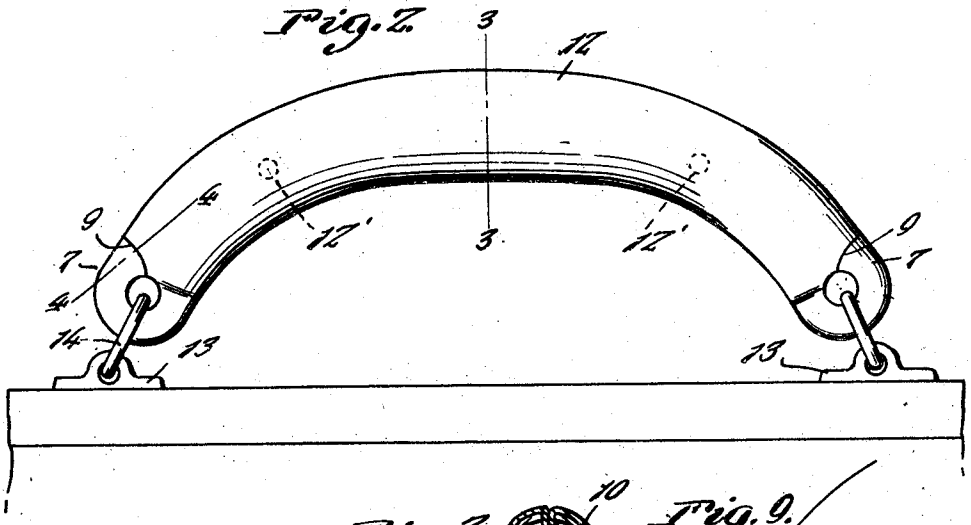


Fig. 3.

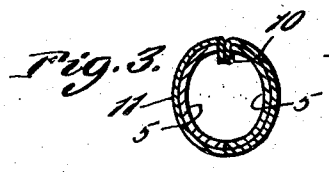
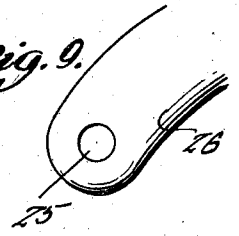


Fig. 9.



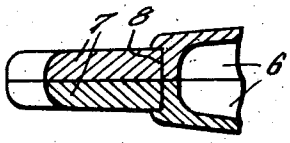


Fig. 4.

Inventor

David S. Anthony

By Clarence A. O'Brien

Attorney

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HANDLE CONSTRUCTION

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Fig. 5.

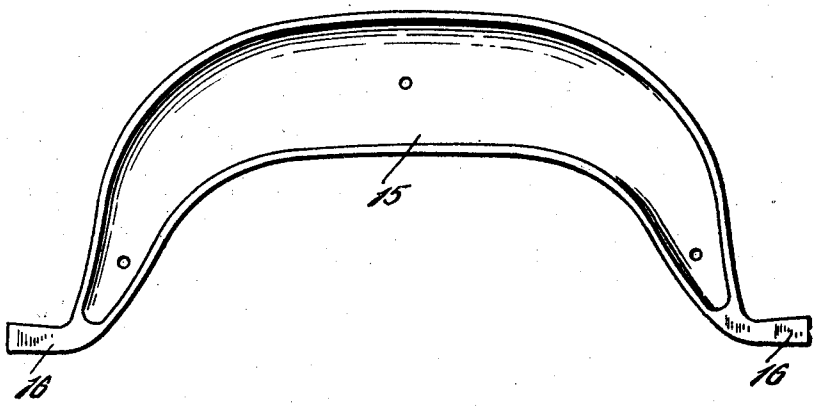
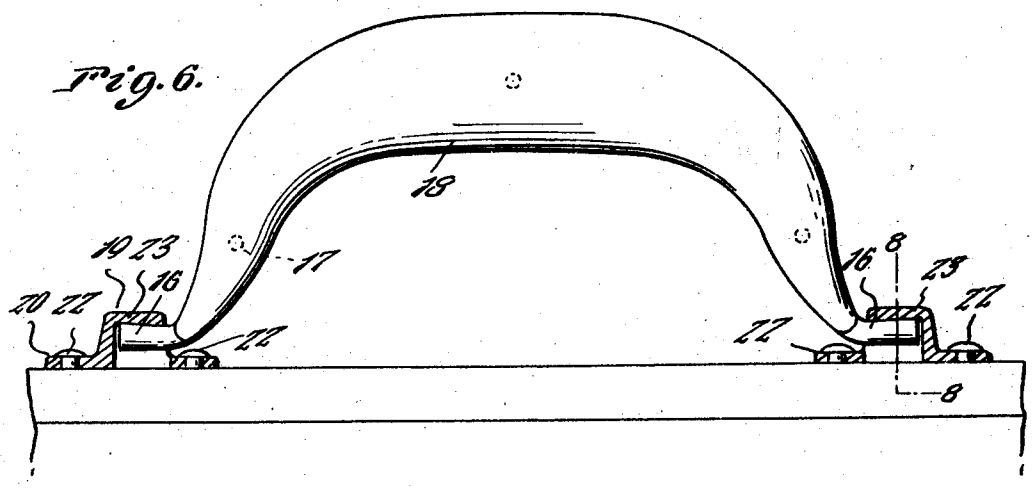


Fig. 6.



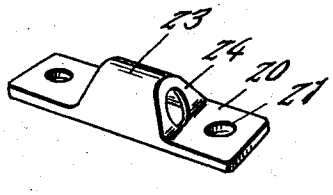


Fig. 7.

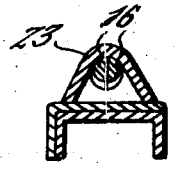


Fig. 8.

Inventor

David S. Anthony

By Clarence A. O'Brien

Attorney

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UNITED STATES PATENT OFFICE

DAVID S. ANTHONY, OF SIOUX CITY, IOWA

HANDLE CONSTRUCTION

Application filed July 5, 1929. Serial No. 376,191.

This invention relates to improvements in handle constructions for luggage, and more particularly for suitcases, traveling bags, brief cases and the like.

The principal object of the invention is to provide a handle construction which can be more readily attached to luggage than the handle construction of conventional design.

Another important object of the invention is to provide a handle construction which will be far more durable in use than handles now employed in luggage.

After considering the following specification and claims, other important objects and advantages of the invention will become apparent.

In the drawings:

Figure 1 represents an inside elevation of one of the handle sections.

Figure 2 represents a side elevation of the complete handle attached to a piece of luggage.

Figure 3 represents a cross sectional view of the complete handle taken substantially on line 3—3 of Figure 2.

Figure 4 represents an enlarged sectional view taken substantially on line 4—4 of Figure 2.

Figure 5 represents an inside elevation of a modified form of the invention.

Figure 6 represents a side elevation and detail sectional view of the complete modified construction.

Figure 7 represents a perspective view of one of the bearings for the modified form of the invention.

Figure 8 is a vertical sectional view taken substantially on line 8—8 of Figure 6.

Figure 9 represents a fragmentary side elevation of a second modification of the invention.

Referring to the drawings, wherein like numerals designate like parts, it will be seen that the preferred form of the invention includes in construction a pair of sections 5—5 each of identical construction. The end portions of each section are curved laterally as at 6 and each section is of substantially semi-circular shape in cross section, as is clearly shown in Figure 3. Each end of each section 5 is flattened and bent to provide a hook 7. Each end of each section is also provided with a recess 8, while the opposed end 9 of the hook 7 is shaped to conform with the shape of the recess 8.

The sections are adapted to be placed together in the manner shown in Figure 3, and the hooks 7 are so disposed as to snugly engage each other in the manner shown in Figure 4. The inner edges of the sections are to snugly engage each other in the manner shown in Figure 3, while the upper edges of the sections recede throughout the major portion of the handle.

It will thus be seen that a fine space is provided between the upper edges of the sections, so that the end portions 10 of a covering 11 may be brought therethrough after the sections have been secured together by rivets or suitable means 12. Securing means for the covering is thus eliminated and a new covering may be provided for the handle when desired.

Apertured lugs 13—13 are provided on the luggage and these serve to retain the rings 14. The rings may be engaged with the hooks 7 and after properly disposed, the hooks 7 are bent so that their ends 9 will engage within the recesses 8, in the manner clearly shown in Figure 4.

In Figures 5, 6, 7 and 8, a modification of the invention is represented, wherein the sections 15 are shaped at their ends to provide trunnions 16. The trunnions 16 are flat at one side so that they will snugly engage each other when the sections are brought together and secured by rivets 17. A covering 18 may be engaged around the riveted sections and secured at its edge portions in the same manner as the covering 11 in the preferred form of the invention.

Bearing structures generally referred to by numeral 19 are secured to the luggage in the manner shown in Figure 6, and each consists of an elongated plate 20 provided with openings 21 through which the rivets 22 may be disposed in attaching the same to the luggage. A hollow boss 23 is provided on each plate 20 and has an opening 24 in one

end thereof for receiving one of the projecting ends of the handle.

In Figure 9 of the drawings, another form of the invention is shown wherein a pair of sections of substantially the same longitudinal and transverse shape are provided, each with an opening 25 in each end thereof, the sections being each denoted by numeral 26. The sections may be riveted and covered in substantially the same manner and a split type of ring may be employed for securing the respective ends to the luggage.

It will thus be seen that the present invention presents a handle construction which may be quickly applied to luggage, and which will permit the recovering thereof without difficulty while other advantages over conventional types of handles are obvious from the foregoing specification. It is also to be understood that numerous changes in the shape, size and materials may be resorted to in the construction of this novel handle without departing from the spirit and scope of the invention as claimed hereinafter.

Having thus described the invention, what is claimed as new is:

A luggage handle comprising a pair of arcuate sections of malleable material having substantially flat radially disposed shoulders at each end thereof and eye-forming hook portions extending outwardly from adjacent the lower edges of the said shoulder, said shoulders being respectively recessed to seat the ends of the adjacent hook portions and said hook portions having their ends shaped to conform with the shape of the recesses and being bendable to dispose the said ends within the recesses.

In testimony whereof I affix my signature.

DAVID S. ANTHONY.