No. 765,895. PATENTED JULY 26, 1904.

D. W. KING, JR.

TRUNK HARNESS.

APPLICATION FILED MAY 16, 1903.

NO MODEL. 2 SHEETS—SHEET 1.

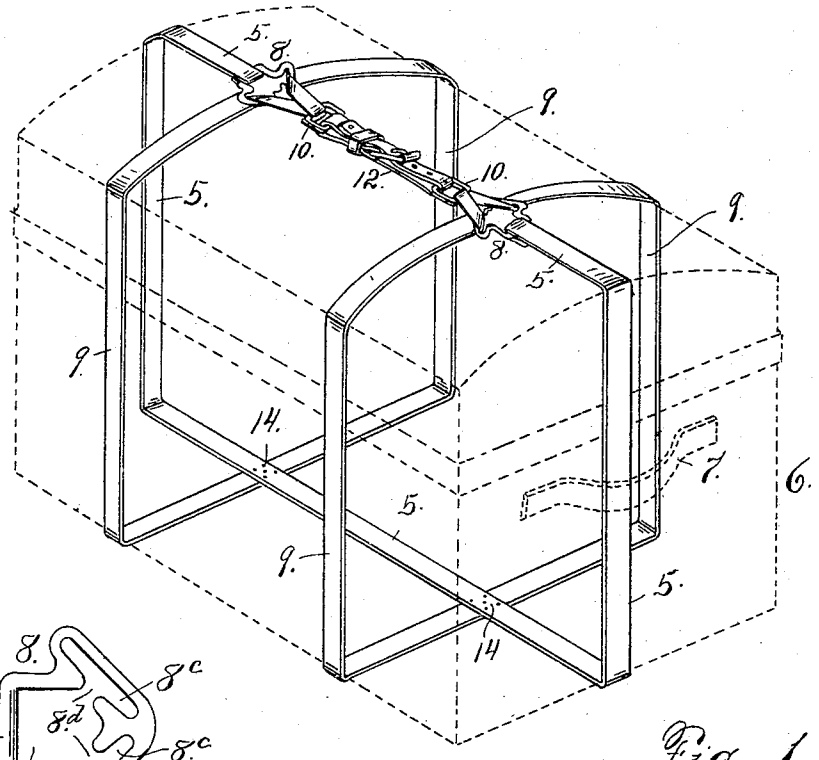


Fig. 1.

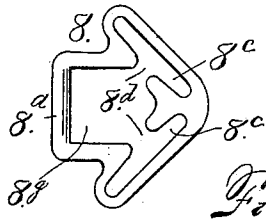


Fig. 4.

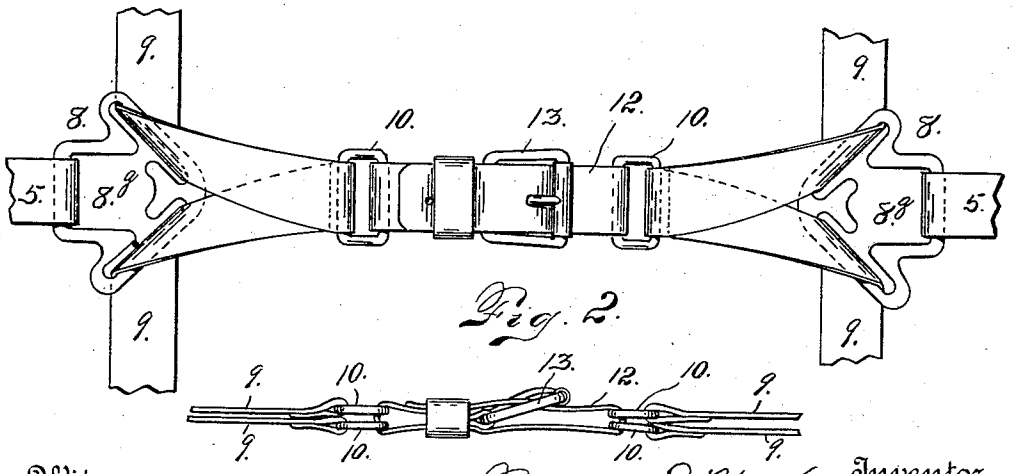


Fig. 2.

Fig. 3.

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NO MODEL. 2 SHEETS—SHEET 2.

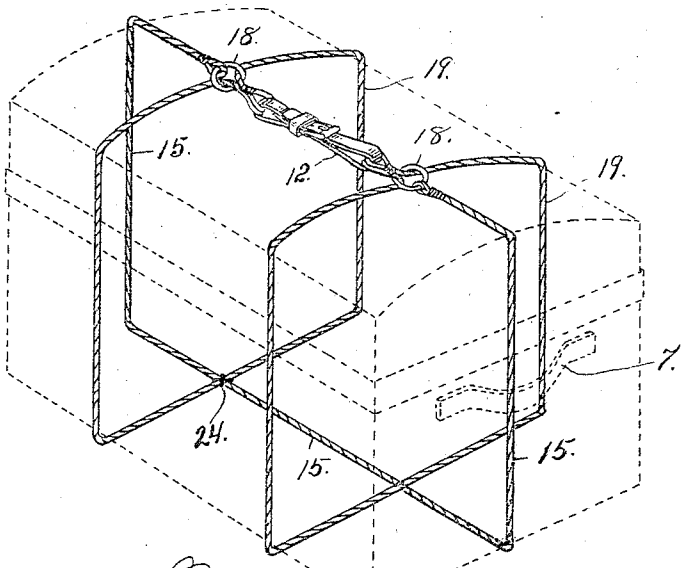


Fig. 5.

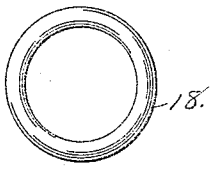


Fig. 8.

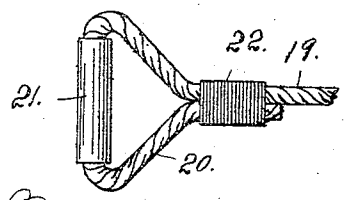


Fig. 7.

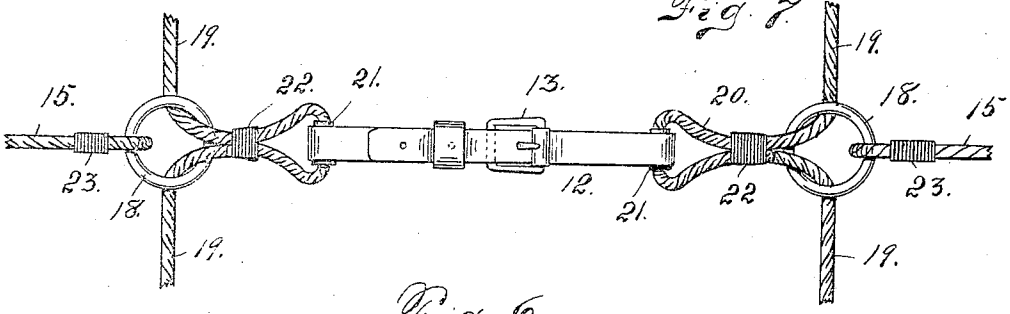


Fig. 6.

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No. 765,895. Patented July 26, 1904.

UNITED STATES PATENT OFFICE.

DEAN W. KING, JR., OF DENVER, COLORADO, ASSIGNOR TO CHARLES M. SHAW, OF DENVER, COLORADO.

TRUNK-HARNESS.

SPECIFICATION forming part of Letters Patent No. 765,895, dated July 26, 1904.

Application filed May 16, 1903. Serial No. 157,447. (No model.)

To all whom it may concern:

Be it known that I, DEAN W. KING, JR., a citizen of the United States of America, residing in the city and county of Denver and State of Colorado, have invented certain new and useful Improvements in Trunk-Harness; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in trunk straps or harness, my object being to provide a device of this class which shall be simple in construction, economical in cost, reliable, durable, and efficient in use; and to these ends the invention consists of the features, arrangements, and combinations hereinafter described and claimed, all of which will be fully understood by reference to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a perspective view of a trunk, indicated by dotted lines, showing my improved trunk-harness applied. Fig. 2 is a fragmentary top view of the harness shown on a larger scale. Fig. 3 is a side view showing the connecting-strap applied to the trunk-harness members. Fig. 4 is a detail view showing a holding device and guide employed in my improved trunk-harness construction. Fig. 5 is a perspective view similar to Fig. 1, showing a slightly-modified form of construction. Fig. 6 is a fragmentary top view of the construction shown in Fig. 5, but on a larger scale. Fig. 7 is a detail view of a loop forming a part of the construction shown in Figs. 5 and 6, but shown on a larger scale than in said views. Fig. 8 is a detail view of a guide-ring employed in the construction shown in Figs. 5 and 6 and shown on a larger scale.

The same reference characters indicate the same parts in all the views.

Referring first to Figs. 1 to 4, inclusive, let the numeral 5 designate one member of my improved trunk-harness. This member is adapted to pass longitudinally across the bottom of the trunk 6, upwardly through the handle 7 at each end of the trunk, and thence a suitable distance along the top of the trunk at each end. The extremities of this member 5 are provided with holding devices 8, each having a part 8^a, to which the extremity of the member 5 is secured. Each device 8 is also provided with two guide-slots 8^c, having narrow openings 8^d on one side communicating with the main opening 8^g. The slots 8^c preferably occupy a position forming angles of about forty-five degrees with the part 8^a. In addition to the member 5 the trunk-harness is provided with two members 9, which pass across the bottom of the trunk, up on both sides and over the side corners, and thence through the guide-slots 8^c of the holding devices of the member 5. Each of these members 9 consists of an endless strap or a strap whose extremities are connected to form an endless device, its upper part being provided with a metal loop 10, which in applying the device or assembling the parts of the harness is passed through the opening 8^g of the holding device and drawn toward the center of the trunk. The two loops 10 are then connected by a strap 12, having a buckle 13 at one extremity. It is evident that the members 9, as well as the member 5, may be drawn tightly around the trunk and secured by means of a connecting-strap 12, located between the two holding devices or guides 8.

As shown in Figs. 1, 2, and 3, the members 5 and 9 are composed of straps which may be made of any suitable material, as leather or some strong woven fabric. The member 5 is fastened to the members 9 where they intersect at the bottom of the trunk by means of rivets or other suitable fastening means or devices, as shown at 14.

The general construction of the form of harness shown in Figs. 5 to 8, inclusive, is substantially the same in its essential elements as that shown in Figs. 1 to 4, inclusive. The number of members and their arrangement is the same in both sets of views.

In Figs. 5 and 6 the harness members are composed of rope, and the changes from the