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G. J. LOOS.

TRUNK FASTENER.

APPLICATION FILED JUNE 6, 1907.

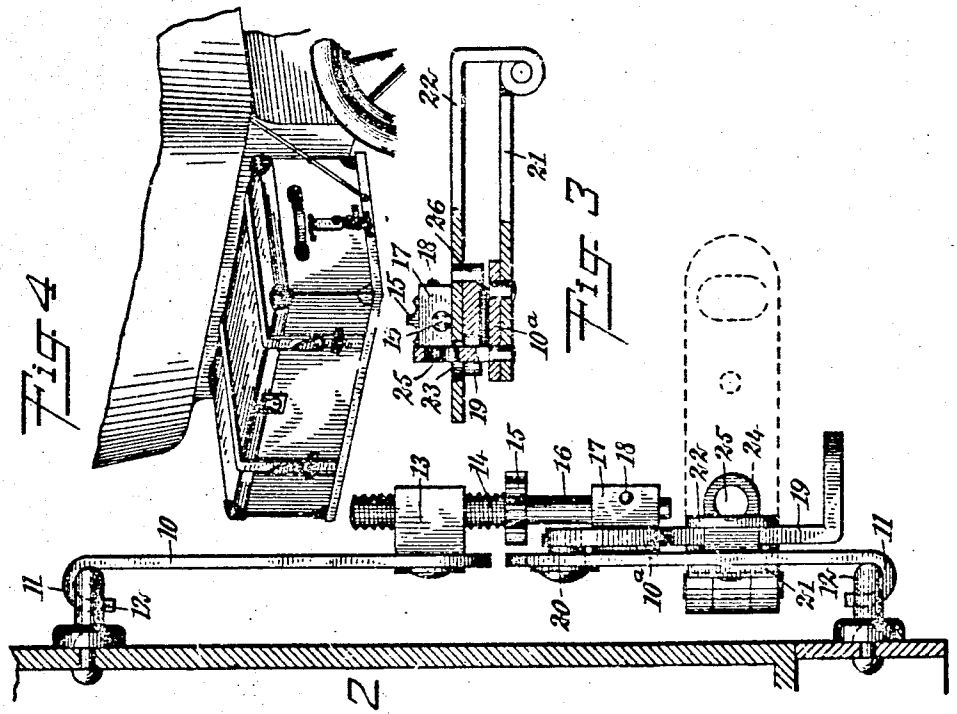


Fig. 4

Fig. 3

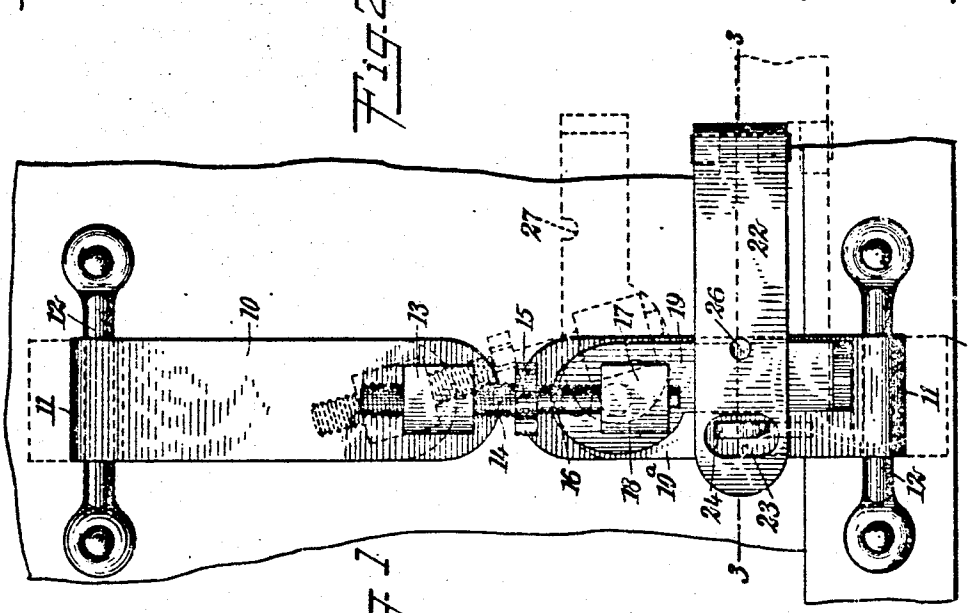


Fig. 2

Fig. 1

WITNESSES

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TRUNK-FASTENER.

No. 878,406. Specification of Letters Patent. Patented Feb. 4, 1908.

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To all whom it may concern:

Be it known that I, GEORGE J. LOOS, a citizen of the United States, and a resident of the city of New York, Stapleton, borough of Richmond, in the county of Richmond and State of New York, have invented a new and Improved Trunk-Fastener, of which the following is a full, clear, and exact description.

This invention is an improved trunk fastener, primarily for the purpose of securing a trunk or other like body to the luggage-carrier of an automobile.

The invention has in view the provision of a device of this nature, which may be easily and quickly adjusted, and which will securely strap or clamp a trunk to a vehicle or in any other relation in a manner that the trunk will be rigidly held and cannot be unauthorizedly cut loose and stolen.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the preferred form of my improved fastener, showing the trunk and luggage-carrier in part; Fig. 2 is a vertical, sectional view through the trunk and carrier at one side of the fastener; Fig. 3 is a cross section on the line 3—3 of Fig. 1, and Fig. 4 is a perspective view of a trunk secured to the luggage carrier of an automobile with my improved fastener.

The preferred construction of the invention as shown in the accompanying drawings, comprises end pieces 10 and 10^a in the form of metal strips, having outer hooked ends 11 which are designed to engage with keepers 12, one of which is secured to the trunk and the other to the luggage carrier. Pivotally connected to the inner or lower end of the end piece 10, is a nut 13 with which is threadedly engaged a screw 14 having a fluted head or other equivalent device serving as an operating wheel 15. At the opposite side of the wheel 15, the screw is provided with a downwardly-extending stem 16, which is revolubly mounted in a block 17, and held against longitudinal movement with respect thereto by a pin 18, which passes through the block and engages within a circumferential groove formed in the stem. The block 17 is pivoted to the top face of a lever 19, which is itself pivoted eccentrically with respect thereto and thereabove, by a pin 20, to the end piece 10^a, as best shown in Fig. 2.

Rigidly secured to the end piece 10^a, preferably to its under face and projecting at one side thereof, is an arm 21, with which is hingedly connected the offset end of a hasp 22, said hasp being constructed with the usual opening 23 in its free end, which is designed to pass over a staple 24 projecting outwardly from the end piece 10^a, said staple having an eye 25 for receiving the bar of a padlock.

For locking the lever 19 in place when the hasp 22 is closed, the latter is provided with a pin or other projection 26 on its under face, which is adapted to engage with a notch 27 formed in one edge of the lever, as shown in dotted outline in Fig. 1.

In the application of the fastener for securing a trunk or other like body to the luggage-carrier of an automobile, it is preferably placed at each end of the trunk, as shown in Fig. 4. The hooks 11 of the end pieces 10 and 10^a respectively are passed over the keepers 12 of the trunk and the luggage-carrier. The screw 14 is then operated to bring the hooks 11 in firm engagement with the keepers 12, and the lever 19 is thereupon turned downwardly. The lever 19 should then be pulled out to separate the end pieces, when a slight further turn to the screw in the same direction is given. This will insure a tight pull on the keeper of the trunk and carrier when the lever is again thrown down, and will firmly press the trunk and carrier together. It is thus seen that I have provided a construction which is readily and quickly adjusted, and which will hold the trunk to the vehicle in a manner such that it cannot be unauthorizedly cut loose and stolen.

The invention as shown and described, while being my preferred practical construction, may obviously be modified within the scope of the annexed claims.

Having thus described my invention I claim as new and desire to secure by Letters Patent:

1. A fastener for a trunk or other like body, comprising detachable end pieces, a lever permanently pivoted to one of said end

pieces, a nut directly pivoted to said other end piece, and a screw in threaded engagement with said nut, having a pivotal connection with said lever eccentric to the pivot of said lever.

2. A fastener for a trunk or other like body, comprising end pieces, a lever pivotally connected with one of said end pieces, a nut pivoted to the other of said end pieces, a bearing block pivoted to said lever eccentric to the pivotal connection thereof, and a screw journaled in said bearing block in threaded engagement with said nut.

3. A fastener for a trunk or other like body, comprising end pieces, a lever pivotally connected with one of said end pieces, a nut pivoted to the other of said end pieces, a bearing block pivoted to said lever eccentric to the pivotal connection thereof, a screw journaled in said bearing block in threaded engagement with said nut, and means for locking said lever.

4. A fastener for a trunk or other like body, comprising end pieces having hooked outer ends, a lever pivoted to one of said end pieces, a nut pivoted to the other of said end pieces, a bearing block pivoted to said lever eccentric to the pivotal connection thereof, a screw in threaded engagement with said nut and journaled in said bearing block, and a hasp having a projection for locking said lever.

5. A fastener for a trunk or other like body comprising end pieces having a lever adjustment and a screw adjustment connecting them together, a staple carried by one of said end pieces, and a hasp having an opening for receiving the staple and provided with a projection movable into the path of the lever.

6. A fastener for a trunk or other like body comprising sheet metal end pieces having hooked ends adapted to be detachably engaged with suitable keepers, a nut pivoted to one of said end pieces adapted to swing in a plane parallel therewith, a lever pivoted to the other end piece adapted to swing in a plane parallel thereto, and a screw threaded into said nut having a pivotal connection with the lever eccentric to the pivot of the latter.

7. A fastener for a trunk or other like body comprising end pieces, a nut and a lever respectively pivotally connected flat against said end pieces and adapted to swing in planes substantially parallel thereto, and a screw threaded into said nut having a pivotal connection with the lever.

8. A fastener for a trunk or other like body comprising end pieces, a nut and a lever respectively pivotally connected to said end pieces adapted to swing in planes substantially parallel thereto, a screw threaded into said nut having a pivotal connection with the lever eccentric to the pivot of the latter, and a hasp for locking said lever hingedly mounted to swing in a plane at substantially right-angles to the pivotal movement thereof.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE J. LOOS.

Witnesses:
W. W. HOLT,
JOHN P. DAVIS.