

(No Model.)

J. R. BROWN.
TRUNK STRAP AND FASTENING.

No. 462,198.

Patented Oct. 27, 1891.

Fig. 1.

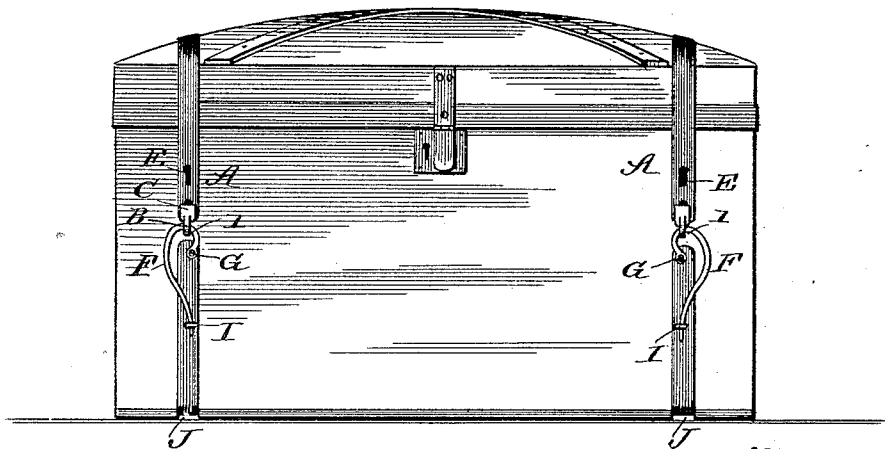
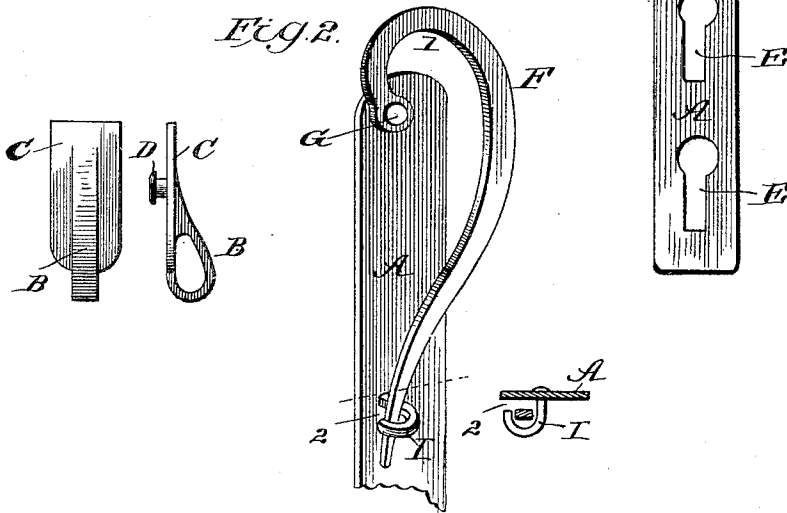


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOSHUA R. BROWN, OF HIGH POINT, NORTH CAROLINA.

TRUNK STRAP AND FASTENING.

SPECIFICATION forming part of Letters Patent No. 462,198, dated October 27, 1891.

Application filed May 12, 1891. Serial No. 392,508. (No model.)

To all whom it may concern:

Be it known that I, JOSHUA R. BROWN, of High Point, in the county of Guilford and State of North Carolina, have invented a new and useful Improvement in Trunk Straps and Fastenings, of which the following is a specification.

My invention is an improved trunk strap and fastening, seeking to provide a simple cheap construction which will be easy of application and will serve to fasten the trunk so it will effectually withstand the rough treatment received by trunks in traveling; and the invention consists in certain novel constructions and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the drawings, Figure 1 shows a trunk provided with my improved strap and fastening, and Fig. 2 shows the improved devices in detail.

The device, as shown, consists of the strap A, preferably formed of steel, brass, or other suitable metal of any desired or necessary thickness. At one end the strap A is provided with a loop or bearing B, which is by preference connected with the strap, as shown, by forming it on a plate C, having on its rear side a headed stud D to engage in a key-hole slot E in the strap. For purposes of adjustment I provide two or more of such key-hole slots in the strap, the headed stud D being fitted into the proper slot. It is preferred to connect the loop or bearing B to the strap in the manner described; but manifestly the strap may be provided with such loop or bearing in other ways without departing from some of the broad principles of my invention.

At the opposite end of the strap A, I provide the hook F, pivoted at G to the strap and arranged to engage the bearing B.

In the construction shown and as preferred the hook has a special form, being provided near its pivot with a curved portion I, forming a seat for the bearing B and having its point extended beyond said seat I to a considerable extent, as shown. This extension of the point or free end of the hook serves a double purpose in that it affords ample leverage in adjusting the hook into engagement with the bearing B, and also that it permits the point of the hook to be easily adjusted into and out of engagement with the catch I. This catch I is located on the strap A near

the end to which the hook is pivoted, and is in the nature of a box or keeper, open at one side at 2 and adapted to receive the point of the hook and secure the latter in engagement with the bearing B.

In practice I prefer to employ two straps A and to notch the bottom of the trunk at its front and rear edges at J to prevent any slipping of the straps. It is also preferred to arrange the hooks on the two straps to face in opposite directions, each toward the end of the trunk adjacent to it, in order that in fastening the trunk a hook may be taken in each hand and drawn downward and toward each other to conveniently fasten both straps at the same time.

Having thus described my invention, what I claim as new is—

1. In a strap and fastening, the combination of the strap provided at one end with the loop or bearing, the hook pivoted at one end to the strap near the end thereof opposite said loop or bearing, provided near its pivot with a seat for the bearing or loop and having its point extended beyond said seat, and the catch provided on the strap adjacent to the hook and arranged to receive and hold the point of such hook, substantially as set forth.

2. The improved strap and fastening herein described, comprising the strap provided at one end with a key-hole slot or slots and near its opposite end with a catch, as I, the plate having a loop or keeper provided on its rear side with a headed stud arranged to enter the said key-hole slot, and the hook pivoted at one end to the strap at the end thereof opposite the key-hole slots arranged to engage the loop or bearing and provided near its pivot with a seat arranged to receive the same and extended beyond said seat and having its free end arranged for engagement with the catch I in the fastened position of the hook, all substantially as set forth.

3. The combination of the trunk and the metal strap passed around the same and provided with a bearing connected adjustably with one end and with a hook pivoted to its opposite end and arranged to engage said bearing, all substantially as set forth.

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Witnesses:

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