C. GRANT.

REPAIR HANDLE.

APPLICATION FILED AUG. 18, 1919.

1,376,529.

Patented May 3, 1921.

Fig. 1.

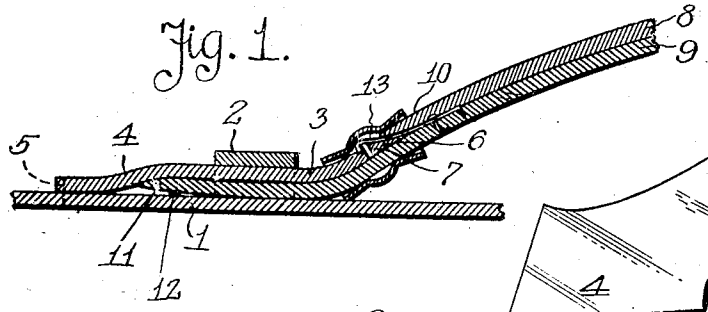


Fig. 6.

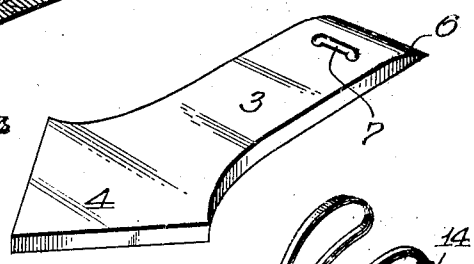


Fig. 2.

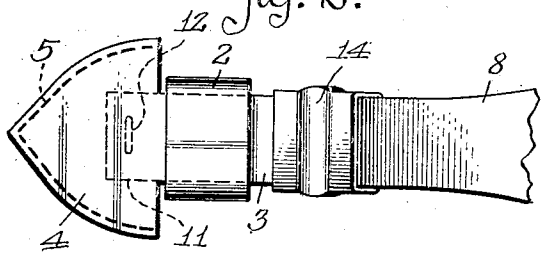
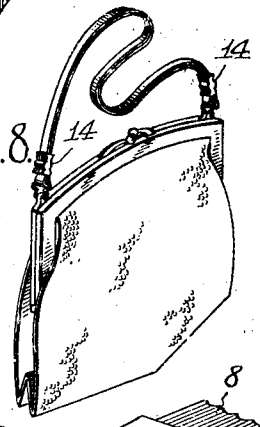


Fig. 8.



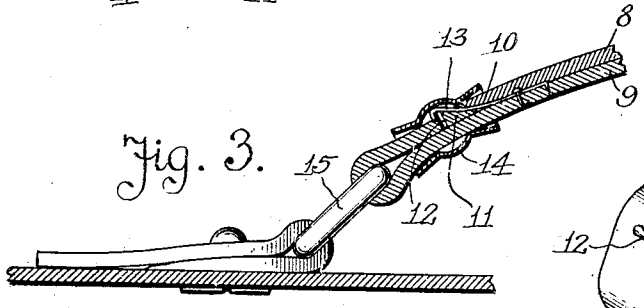


Fig. 3.

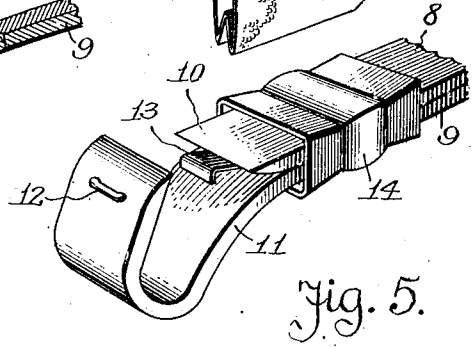


Fig. 5.

Fig. 4.

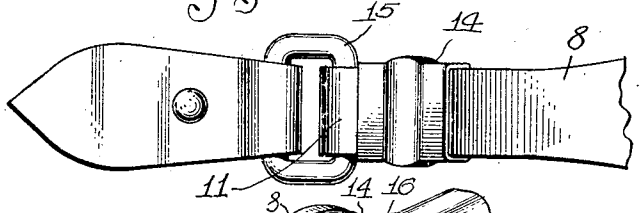
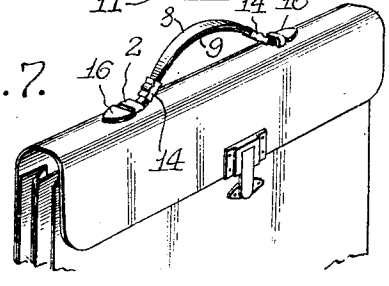


Fig. 7.



Inventor

Colin Grant,

By Rachelle & Rachelle

Attorneys

UNITED STATES PATENT OFFICE.

COLIN GRANT, OF JACKSON, MICHIGAN.

REPAIR-HANDLE.

1,376,529. Specification of Letters Patent. Patented May 3, 1921.

Application filed August 18, 1919. Serial No. 318,376.

To all whom it may concern:

Be it known that I, COLIN GRANT, a citizen of the United States of America, residing at Jackson, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Repair-Handles, of which the following is a specification, reference being had therein to the accompanying drawings.

The handles of bags, cases and other pieces of luggage often break or rip to such an extent that the piece of luggage requires a new handle and very often the repair can not be made, without injury to the piece of luggage, without considerable labor, or at a nominal cost, and the instance has been known where a piece of luggage has been discarded for the want of a proper handle.

The primary object of my invention is to provide a repair handle that may be easily and quickly substituted for an ordinary luggage handle, the repair handle being attached to a piece of luggage in a manner that permits of its easy removal, should occasion require, and when in place the repair handle may be as safely used as the original luggage handle.

A further object of my invention is to provide a simple, durable and inexpensive repair handle that may be attached to different kinds of luggage, some having the usual sewed and permanent tab and others having the usual strap or links. In either instance the attachment of the repair handle may be expeditiously accomplished without marring or in any manner whatsoever injuring the piece of luggage.

The above are a few of the objects attained by a mechanical construction that will be hereinafter specifically described and then claimed, and reference will now be had to the drawings, wherein,

Figure 1 is a longitudinal sectional view of a portion of a repair handle as connected to a luggage tab;

Fig. 2 is a plan of the same;

Fig. 3 is a longitudinal sectional view of the handle as connected to a luggage link;

Fig. 4 is a plan of the same;

Fig. 5 is a perspective view of one end of the handle;

Fig. 6 is a perspective view of the detached tab;

Fig. 7 is a perspective view of a portion of a brief case having a handle in accordance with this invention, and

Fig. 8 is a perspective view of a hand bag, provided with a strap handle in accordance with my invention.

In the drawing, the reference numeral 1 denotes the wall of a piece of luggage and this wall may be the lid, closure flap, top or end wall, or a meeting frame of a piece of luggage. As shown in Figs. 1 and 2, the wall has a strap 2 riveted or otherwise connected thereto, and extending under the strap 2 is a tab 3 having a head 4 stitched or otherwise connected, as at 5 to the wall 1, and ordinarily this tab is the terminal of a handle and integral therewith, but in my construction the tab is comparatively short and has its inner end beveled, as at 6 and provided with a staple or keeper 7.

The repair handle is preferably made of two plies 8 and 9 and leather or any suitable material may be used. The plies 8 and 9 may be suitably connected together and the ply 8 is of a less length than the ply 9, so that the ply 8 may terminate in a lip 10 and the ply 9 in terminal 11. The terminal 11 is adapted to extend through the strap 2 under the tab 3, as clearly shown in Fig. 1, with the beveled end 6 of the tab extending under the lip 10 of the handle. The terminal 11 has its lower face provided with a staple or keeper 12, the purpose of which will hereinafter appear.

Suitably connected to the ply 9 of the handle, at the lip 10 and protruding from under said lip, is a catch member 13 adapted to snap into engagement with the staple or keeper 7 and to prevent this catch from becoming accidentally disengaged from the staple or keeper 7, a sleeve 14 is shifted over the tab at the connection between the tab and the handle. The sleeve 14, as best shown in Fig. 5, has flared ends and a central enlarged portion so as to permit of said sleeve being easily shifted and when this sleeve is made of metal it can be forced over the catch member 13 so that the catch member will occupy the central enlarged portion of the sleeve and thus prevent the sleeve from accidentally shifting longitudinally of the handle. In other words, the restricted portions of the sleeve afford a snap-like action of the sleeve over the catch member, but being made of metal the sleeve may yield sufficiently to

permit of it being manually shifted to a retracted position that permits of the handle being removed.

As shown in Figs. 3, 4, 5 and 8, the handle terminal 11 may be doubled back on itself, after passing through a link 15, eye, strap or other suspension member, the terminal being beveled and presenting the same kind of end as the tab 3, so that it may be inserted under the left hand of the handle and held by the sleeve 14. This constructive arrangement of parts permits of the repair handle being used in connection with a hand bag, as shown in Fig. 8, or any piece of luggage having a suspension member that may receive the terminal 11 of the handle. Furthermore, it is possible to provide the repair handle with tabs 16 which may be placed under the straps 2 of a piece of luggage prior to being connected to the handle. This is best brought out in Fig. 7, where the heads of the tabs 16, hold the handle relative to the straps 2 of the brief case. In one instance the handle has detachable tabs, and in the other instance the terminals of the handle serve as tabs, and with such handles it is possible to repair any piece of luggage requiring a new handle.

It is thought that the utility of my invention will be apparent without further description, and while in the drawing there are illustrated the preferred embodiments of the invention, it is to be understood that the structural elements are susceptible to such variations and modifications as fall within the scope of the appended claims.

What I claim is:—

1. A handle having a terminal adapted for engagement with a piece of luggage, a catch member to effect such handle engagement, and means slidable on said handle and having a snap action over said catch member and adapted to hold said catch member against accidental release.

2. A handle as characterized in claim 1, wherein said means is in the form of a sleeve provided with restricted portions to prevent accidental displacement of said sleeve relative to said catch member.

3. The combination with a piece of luggage having a suspension member, of a handle having a portion thereof extending under the suspension member, handle attaching means protruding from said handle, and means movable on said handle adjacent the suspension member and having a snap action over the protruding handle attaching means adapted to retain said handle in engagement with said suspension member.

In testimony whereof I affix my signature in the presence of a witness.

COLIN GRANT.

Witness:

KARL H. BUTLER.