H. P. WILLIAMS.

PARCEL AND BAG CARRIER AND HANDLE.

APPLICATION FILED APR. 22, 1916.

1,205,122. Patented Nov. 14, 1916.

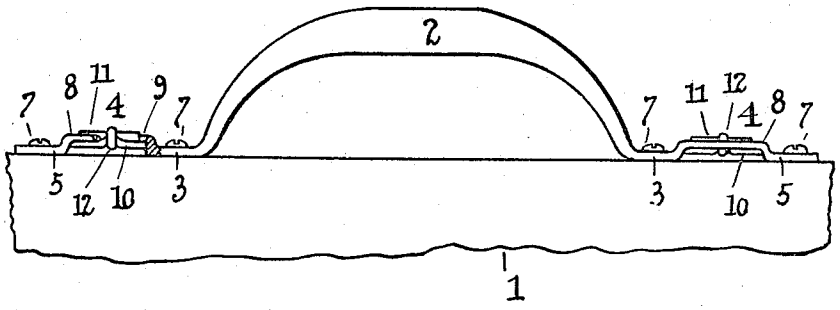

Fig. 1

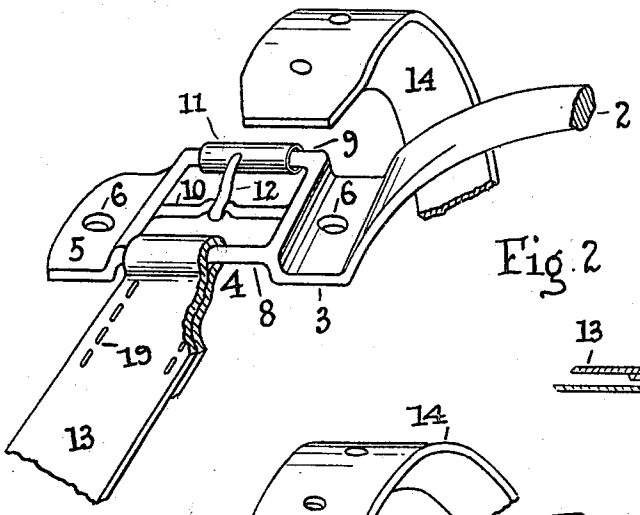

Fig. 2

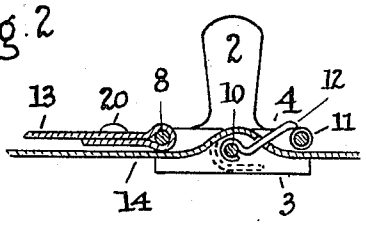

Fig. 3

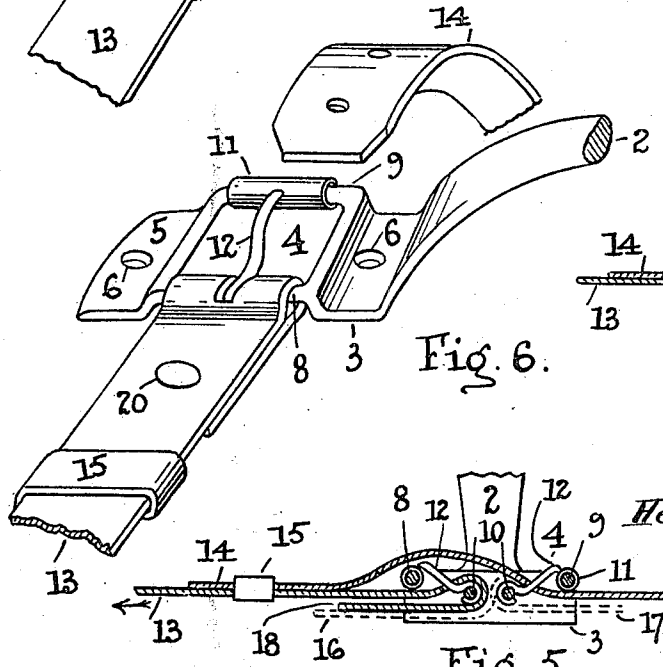

Fig. 6.

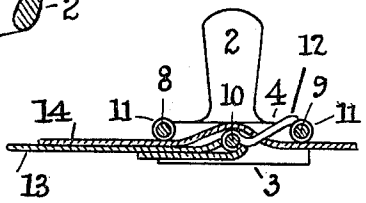

Fig. 4

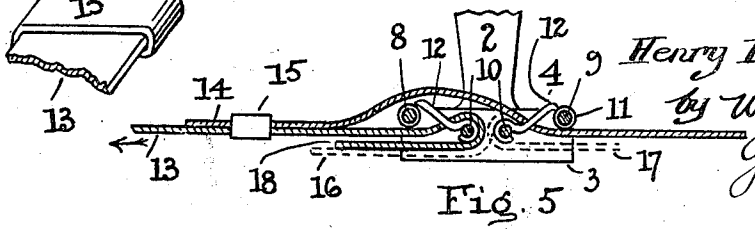

Fig. 5

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PARCEL AND BAG CARRIER AND HANDLE.

1,205,122. Specification of Letters Patent. Patented Nov. 14, 1916.

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To all whom it may concern:

Be it known that I, HENRY PLANE WILLIAMS, a subject of the King of Great Britain and Ireland, &c., residing at Malvern East, in the State of Victoria, Commonwealth of Australia, have invented certain new and useful Improvements in Parcel and Bag Carriers and Handles; and I do hereby 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.

My invention relates to carrying means comprising handles, straps being connected to integral extensions of the handle ends, these extensions being in some cases permanently fixed to hand bags or other containers. Prior inventions exist characterized by handle and strap combinations—but have not contained the improvements hereinafter claimed.

In the drawings herewith Figure 1 is a side elevation showing a handle having integral extensions attached to a bag top, the straps used therewith in practice being omitted in the drawing, in order that strap bars may be clearly seen. Fig. 2 is a perspective view of one end of the handle with its extension, the latter carrying fixed to it one end of a strap, which is shown with the other end unbuckled. Fig. 3 is an end elevation of the handle in cross section through strap bars and with a strap buckled, its loose end being retained under its fixed end so that it will not flap about. Fig. 4 shows a modification of Fig. 3 as to the strap position. Fig. 5 shows an end view of a handle having an integral extension usable for an entirely removable strap, which when used can be tightened or unfastened from either end; or two straps can be connected to this extension and to one another if one has a buckle. Fig. 6 shows, in perspective, a modification of Fig. 2.

There are many other known forms of buckle which could be employed as part of my construction instead of those illustrated.

In these drawings 1 represents a bag top, its handle 2 being made of plain metal, or metal covered with other material such as leather. That part of an extension at each side of the handle which is nearest the latter is marked 3, and forms a buckle wing, level on the under side to bear on any predetermined surface, as the bag top, or the surface of a dress basket or other parcel. There is a raised middle 4 to each handle extension, and an outer wing 5 with its underside at the same level as the underside of wing 3. Means are provided, as any suitable wing holes 6, for rivets or the like 7, to fasten these handle extensions to a bag or other article when so predetermined.

8 and 9 are outer strap bars of the extension middle 4, and one or more inner strap bars 10, with respective tongues 12 are provided, except in Fig. 6, where bar 8 carries the tongue. A ferrule is optional on one or more strap bars, as a friction reducer, as at 11. Each tongue 12 (of any suitable kind) will pass through any appropriate strap hole, and thus it will be seen that the extension middle constitutes a buckle.

13 is a strap which has any suitable holes for the tongue or tongues. It is attached to an outer bar 8 or an inner bar 10 at one end, and the opposite end 14 of the strap is made tight and connected in any suitable manner.

15 is a strap end keeper, sometimes used, and having any suitable location on the strap.

The strap bars 8, 9, 10 are higher than the wings 3 and 5, but in my preferred form the outer bars are higher than the inner bar, or bars, but the outer bars are not necessarily equally high.

Several advantageous strap positions will now be explained, and it will be noted that there will be little or no friction between the strap and the part of the bag or parcel which is below the raised buckle, nor will the strap arrangements prevent the buckle wings sitting flatly on the parcel top whether permanently fixed there or not.

Straps have previously been connected to outer or inner bars of plain buckles, but not raised buckles as illustrated. In Fig. 4 the bar 8 acts as a keeper to the strap end 14, which if long would still dangle or flap objectionably. But in Fig. 3 this end is passed under the bar 8, the height of which allows room for it, even if the strap is tight, by connection to tongue 12; then, being under strap 13, the end 14 is prevented from dangling and looking unsightly. Some persons cut dangling ends off, and later on find their straps too short, but with my invention there will be no such curtailment. I use alternatively the position of strap end 14, Fig. 3, shown by dotted lines, room existing below the inner bar 10 for this. The

appearance is neat and the protected strap end is kept clean.

The strap shown by firm lines in Fig. 5 has opposite ends held in respective tongues 12, but when there is a surplus or loose part 14 it can be kept from swinging about by a common keeper 15. But my better looking and more useful arrangement is to pass the end 14 underneath as dotted at 16 or at 17. If part 14 is not given the position 16, then part 18 of strap 13 is given in some cases a position under the raised bars somewhat as indicated at 17, which may be necessary when a stiff strap is used that would not bend, as shown by firm lines, closely around bar 10.

Persons who cannot get all their articles in their bags, and who strap some outside, will find my invention useful. Although the construction in Fig. 5 allows of strap removal, in practice persons are inconvenienced by the absence of straps when wanted, and I prefer the irremovable strap of my other illustrations, fixed as by stitches 19 or rivets 20.

It is an advantage to tourists to know that the buckles are immediately next to the handles, as time can be saved when packing and unpacking, and the strap fixings can be readily kept under observation.

If two straps are used in place of each one already referred to, then at some point along strap 13, in the direction of the arrow in Fig. 5, that strap will be connected to the other strap as by a buckle, but this is an obvious expedient.

Having described this invention, what is claimed by Letters Patent is:—

A bag or parcel carrying handle having integral therewith at each end, an extension containing a buckle having an inner cross bar or bars located lower than the outer cross bars of the buckle, but with all the cross bars so raised that they will not contact with the bag or parcel to be carried.

In witness whereof I have hereunto set my hand.

HENRY PLANE WILLIAMS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."