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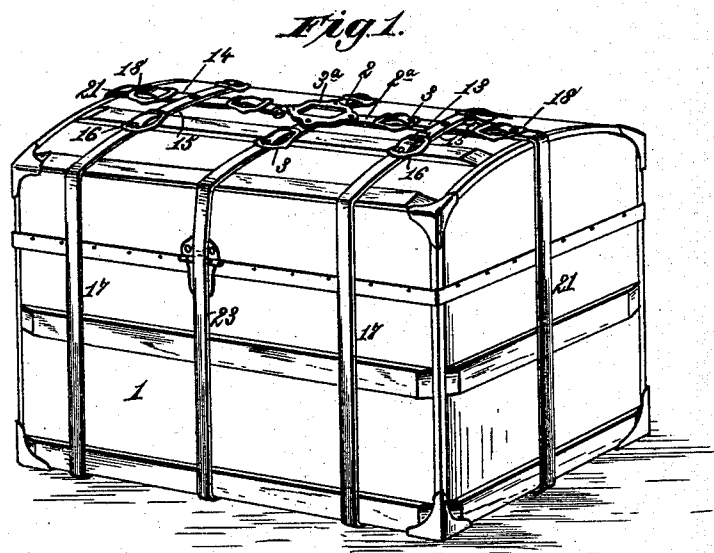
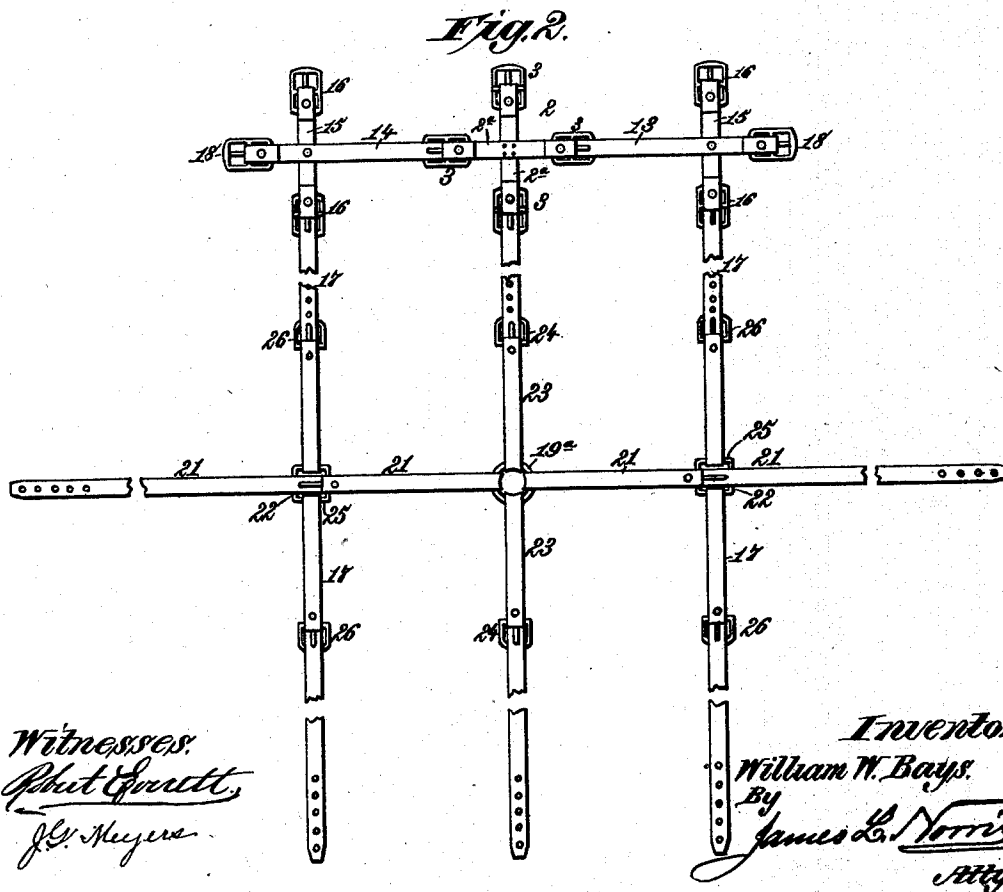
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STRAP FASTENING FOR TRUNKS.

No. 413,483.

Patented Oct. 22, 1889.



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(No Model.)

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Fig. 3.

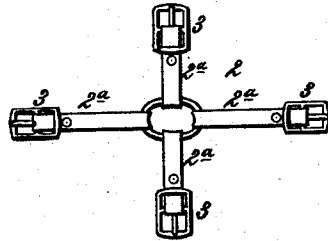
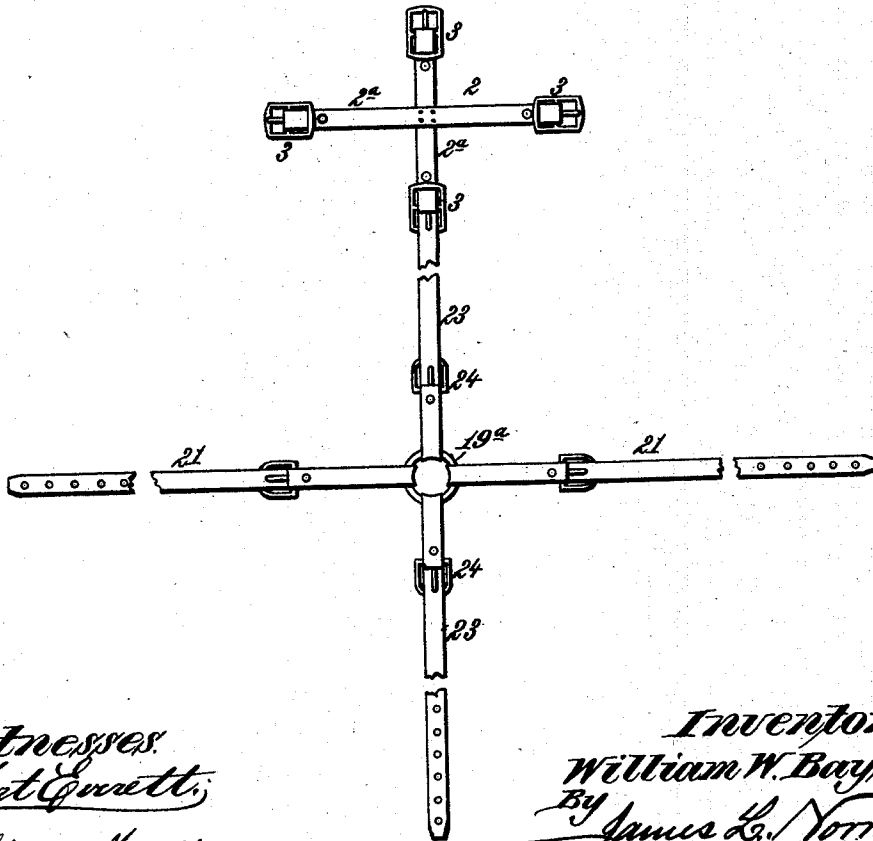


Fig. 4.



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Fig. 5.

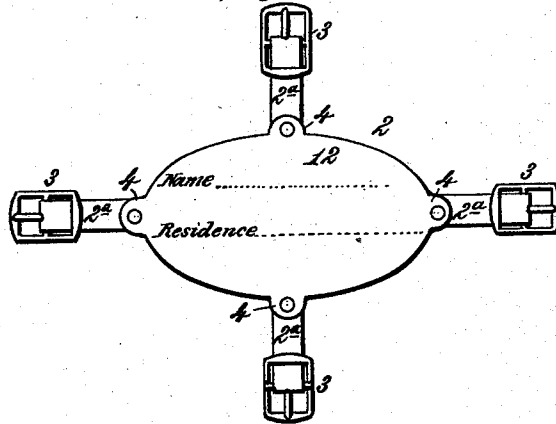


Fig. 6.

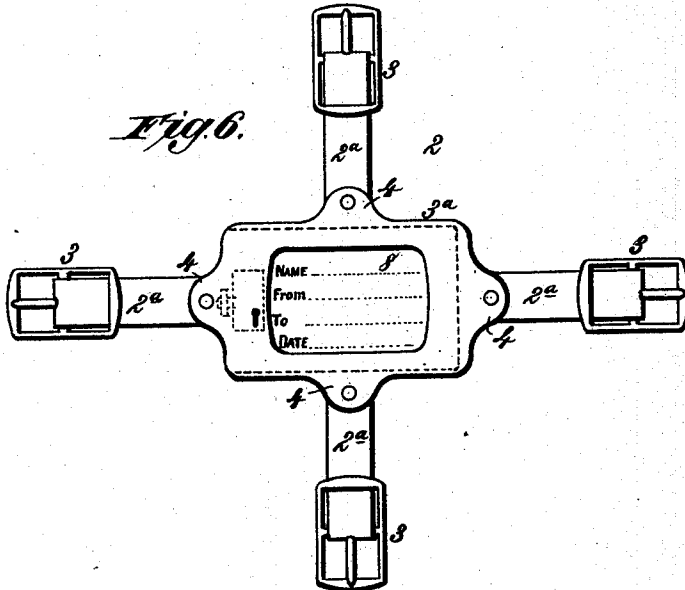


Fig. 7.



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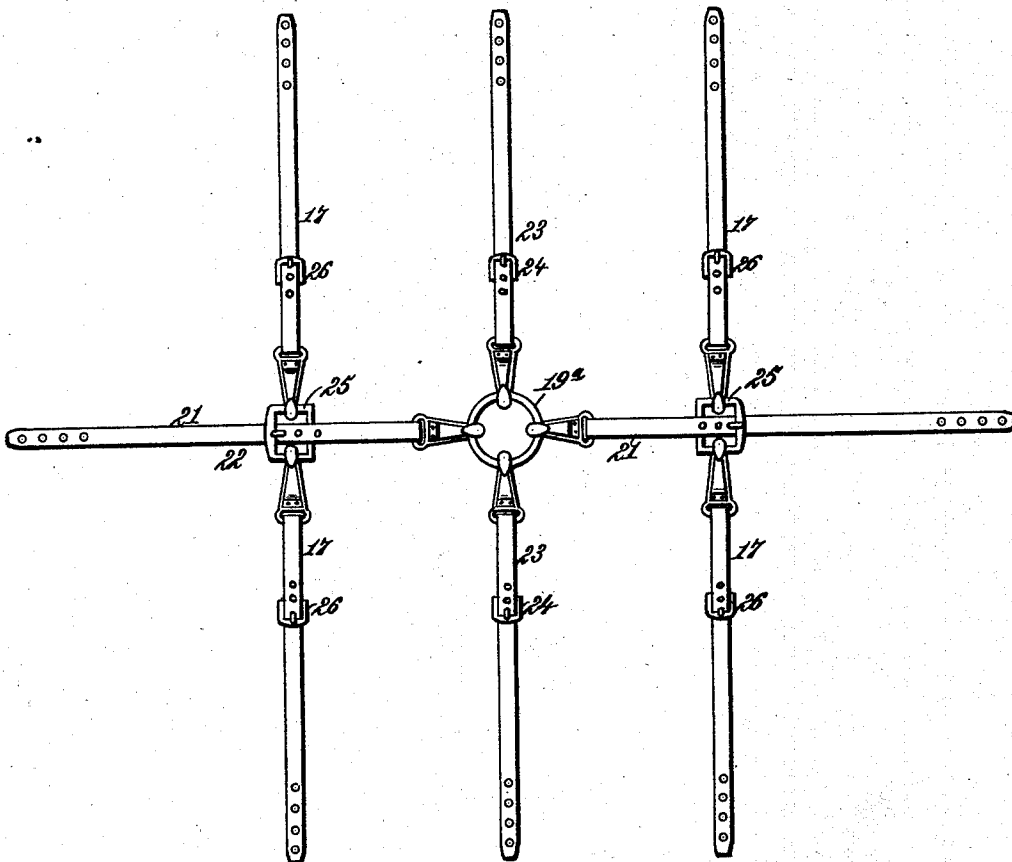
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Fig. 8.



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UNITED STATES PATENT OFFICE.

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STRAP-FASTENING FOR TRUNKS.

SPECIFICATION forming part of Letters Patent No. 413,483, dated October 22, 1889.

Application filed July 16, 1889. Serial No. 317,512. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM W. BAYS, a citizen of the United States, residing at Knoxville, in the county of Knox and State of Tennessee, have invented new and useful Improvements in Strap-Fastenings for Trunks and other Articles, of which the following is a specification.

My invention relates to that class of straps used in securing trunks and various articles of baggage, wherein it is desirable that the straps shall surround the articles to which they are applied at two or more different points and in two different directions.

It is the purpose of my invention to provide a strap-fastening for the purposes specified having a simple, safe, and inexpensive construction and arrangement, whereby trunks or other articles of baggage may be secured without regard to their size or form, said strap being capable of extension and contraction to adapt it to different sizes and forms of baggage.

It is my object, also, to provide a strap capable of surrounding trunks or other articles of baggage at two or more points and in two different and opposite directions, the parallel members of the strap-fastening being adjustable toward and from each other or toward and from a central member, and being also capable of elongation and contraction to adapt them to articles of different sizes and forms, the buckles or other fastening attachments being at all times upon the top or upper portion of the trunk or other package, whereby the convenience of the person using the device is greatly promoted and the strap-fastening made to fit closely to the trunk or other package to be secured.

The invention contemplates, in short, what may be termed a "strap-fastening" for trunks and other articles of baggage, the same consisting of individually separable, extensible, and contractile members, combined with extensible top and bottom straps in such manner that the whole forms a single structure, the lateral bottom branches of which may be adjusted to and from each other, as well as the main branches, the fastening-buckles or similar attaching devices being all connected with the top strap, whereby the several connections of the main and lateral branches with the top straps may be readily made, the

main and lateral branches being easily attached and removed individually, and being separable without dismembering the other parts, the whole forming a suitable and comparatively inexpensive baggage-fastening capable of universal use, and which may be made of leather, rubber, rawhide, cloth, or of two or more of these several materials together, or may be manufactured out of any other suitably flexible material or materials. It is also my purpose, when desired, to associate with the strap a suitable card-holder formed of leather or any suitable material, and adapted to occupy a substantially central position upon the trunk or package, said card-holder being constructed to securely hold and display a card or tablet having the name of the owner printed or written thereon, together with such other matter as may be desired—such as the residence or destination—the construction being such as to prevent the unauthorized removal of the card. As a substitute for this form of card-holder I provide, also, a name-plate, which may form a permanent attachment to the strap, and when said plate is used the name being applied directly to the surface of the plate instead of a removable or interchangeable card.

The invention consists of the several novel features of construction and new combinations of parts hereinafter described and fully set forth, and then definitely pointed out in the claims.

Referring to the accompanying drawings, Figure 1 is a perspective view of a trunk with my strap-fastening applied thereto, and also showing my accompanying card-holding attachment applied to the strap and arranged on the top of the trunk. Fig. 2 is a plan view of said strap-fastening removed from the trunk and laid upon a flat surface, the card-holding attachment being removed. Fig. 3 is a plan view of the cruciform connection on top, showing how it may be formed by four arms attached to a central ring instead of being simply crossed and fastened together, as in Figs. 2 and 4, the ring preferably being elliptical or oval and the longitudinal arms being preferably somewhat longer than the others. Fig. 4 is a plan view of the strap, the name-plate or card-holder being removed, and showing a modified arrangement of the

strap with four arms or branches. Fig. 5 is a plan view of the central cruciform connection with a simple name-plate permanently attached. Fig. 6 is also a plan view of the central cruciform connection, showing the card-holder device attached. Fig. 7 is a central vertical section of Fig. 6, showing the construction of the card-holder. Fig. 8 is a plan view of my trunk-strap, showing the bottom or extensible straps attached to spring or snap hooks, (when desirable,) said straps being looped through lateral openings or slots in the outer end of the snap-hooks, while the hooks are removably attached to the central bottom ring and the side frames of the large buckles 22 of the main longitudinal extension.

In the drawings, the reference-numeral 1 designates a trunk or any other article to which a strap-fastening may be applied.

While the general construction of my invention is substantially the same in all cases, it is adapted to articles of various and more than usual sizes by increasing the number of lateral branches or cross-straps, and which may be added in the manner hereinafter set forth.

The numeral 2 designates a cruciform top connection, which is formed by two straps 2^a of preferably unequal lengths crossing each other at right angles in the middle and being fastened by sewing or riveting or by any other suitable fastening, or formed by four arms attached to a central ring, as seen in Fig. 3. Each of the straps 2^a is provided at its end with a buckle 3, of any suitable pattern.

The cruciform connection 2 may, if desired, be provided with a card-holder or with a simple name-plate. The former is shown in Figs. 6 and 7, and consists of a plate 3^a, of leather or other suitable material, having lugs 4, by which it is riveted or otherwise fastened to the straps 2^a upon two sides and one end. Upon the under surface of this plate is a thinner sheet or "floor" 5, of leather or other material, united at its edges to the plate 3^a by stitching or otherwise, but left unattached thereto at one end of the plate 3^a, and which end is provided with a strap 6. The unattached end of the sheet or floor 5 is preferably a little longer at the corners than the plate 3^a, to facilitate the insertion and removal of the card 8. (See Fig. 6) This end of the card-holder is detachably connected to the remaining one of the straps 2^a by a staple 7, mounted on said strap and engaging with a slot 8^a, formed in the end of the plate 3, sheet 5, and strap 6. The central portion of the plate 3^a is removed to display the card 8, which is inserted and removed between the plate and sheet 5. A padlock 9 or other device by means of the staple secures the open end of the card-holder against any attempt to tamper therewith, as it connects it to the strap 2^a. The loose or outer end of the strap 6 engages a buckle 10 on the strap 2^a of the cruciform connection to hold the end firmly down upon

said strap, and when preferred this or any other fastening may be substituted for the padlock, though I prefer the strap and padlock both to be used, or strap and fixed or stationary bolt-lock, Fig. 6.

I may substitute for the card-holder a name-plate 12, composed of leather, metal, or any other material, having the name printed, painted, or otherwise affixed. This plate is attached directly to the straps or arms of the cruciform connection. When either the card-holder or name plate is used, the said connection is preferably formed by simply crossing the straps and riveting or otherwise attaching the same, thus dispensing with the ring. The plate 3^a of the card-holder is preferably stiff or of little flexibility, while the sheet 5 may be quite flexible, or, if preferred, vice versa.

When so desired, in place of padlock a small, square, fixed, or stationary bolt-lock (designated by dotted lines and key-hole on plate 3^a of Fig. 6) may be used. This card 8 may have on it blank lines for name of owner or consignor, place from which, and person from whom, the trunk or baggage is shipped, and also the date of the shipment. (See Fig. 6.) To one of the buckles 3, attached to one of the straps 2^a, I connect the end of the extensible top strap 13, and to the buckle-strap diametrically opposite is connected a similar strap 14. These straps 13 and 14 form a portion of the top longitudinal strap-fastening, and they can be lengthened or shortened by attaching them at various points to the buckles 3 on the ends of the longitudinal arms of the cruciform connection—that is, by placing the tongues of the buckles 3 at the desired point in the holes of the straps 13 and 14. Upon the free or outer end portions of the straps 13 and 14 are mounted short cross-straps 15, each having a fastening-buckle 16 at each end for the reception of the ends of the lateral straps 17, while the ends of the straps 13 and 14 are also provided with similar fastening-buckles 18 for the reception of the main longitudinal adjustable straps 21, which pass over the ends of the trunk. (See Fig. 1.) The parts thus described constitute what may be termed the "vertebral top connections" of the strap-fastening, and may be extended to any degree required by simply duplicating the straps 13 and 14 and the corresponding lateral straps 17 of the bottom connection, and by attaching to the added straps 13 and 14 the fastening-buckles 18, each duplicated strap having the cross-strap 15 with buckles 16.

The numeral 19^a denotes a metal ring, which may be either circular or oval, and through which are looped two similar main longitudinal straps 21, lying practically in the same straight line. Each of these straps 21 is provided with a broad-framed buckle 22, through which the strap passes after it is looped into the ring 19^a, and whereby the length of the strap can be easily adjusted by

inserting the tongue of the buckle at the proper point in one of the holes in the strap. To the ring 19^a, at right angles with the straps 21, are looped two other straps 23 in a similar manner, each strap having a suitable adjusting-buckle 24. To the side bars 25 of each of the buckles 22 are looped the lateral adjusting-straps 17, having also each an adjusting-buckle 26, through which the body of the strap passes, respectively, and whereby adjustment as to length may be easily made in the manner already specified.

The ring 19^a with its connected straps being laid flat upon any suitable support, the trunk or other package is placed thereon, with the ring 19^a in or about the center of the bottom. The vertebral strap-connection, already described, is then placed upon the top, lying longitudinally, and the buckle 16, upon the ends of the lateral branches 15 of the vertebral strap, are fastened to the ends of the adjusting lateral straps 17, looped through the side bars 25 of the buckle-frames 22. The ends of the straps 21 are then brought over the ends of the package and fastened to the buckles 18 upon the ends of the straps 13 and 14, while the straps 23 engage the buckles 3 on the ends of the lateral arms of the cruciform connection, making the fastening complete. By omitting or removing the top straps 13 and 14 and the adjusting lateral straps 17 a four-branched fastening may readily be formed by connecting the main longitudinal straps 21 with the fastening-buckles 3 on the longitudinal arms 2^a of the cruciform connection, and by connecting the straps 23 with the buckles 3 on the ends of the lateral arms 2^a of the cruciform connection on the top of the trunk or package. (See Figs. 1 and 4.) So, also, by adding two or more straps 13 and 14, having cross-bars 15, to the top connection and corresponding strap to the bottom connection the number of lateral or additional and adjustable straps may be multiplied or extended, as required by the size of the trunk or package. Moreover, by taking up or shortening the several strap-connections the interval between the lateral branches may be varied to any degree, while by setting the buckles of the straps 21, 23, and 17 at different points the size or capacity of the fastening may be adapted to any size of trunk or package practicable. The fastening-buckles of the straps are all brought upon the top of the trunk or other package, where they are readily accessible.

When repair is needed, it is not necessary to cut away any of the adjusting or extension straps, either 21, 23, or 17, as they are simply looped in the ring 19^a or buckle-frames 25, and may readily be removed; or if they are attached to the outer end of the spring or snap hooks by means of lateral or transverse slot, as already described, (see Fig. 8,) they can at once be attached or detached from the central bottom ring 19^a and the buckle-frame 25 at will without taking them out of the

slot, save for repairs. This adjustment will be found very convenient when desired.

Having thus described my invention, what I claim is—

1. A strap-fastening for trunks, consisting of a cruciform top connection having an attached card-holder or name-plate and a buckle on the end of each of its four arms, the three parallel lateral straps 17 and 23 buckled to the cruciform top connection, and the longitudinal bottom straps 21 buckled to the lateral straps, substantially as shown and described.

2. In a strap-fastening, the combination of a cruciform top connection having one or more longitudinal extensions composed of straps 13 and 14, having cross-straps near the buckle end, of a bottom connection consisting of a ring having straps looped therein in four directions, said straps passed through their buckles and then connected to the buckles of the top connection, and straps looped through the side bars of the buckles on the longitudinal straps of the bottom connection, substantially as described.

3. In a strap-fastening, the combination, with a cruciform top connection composed of a four-branched attachment having buckles on each branch, of a four-branched bottom connection composed of four long straps looped through or otherwise connected with a central ring 19^a, and separate straps mounted with the side bars 25 of buckles 22 and their ends passed through their buckles and connected thereto and then attached to the buckles of the extensions of the cruciform attachment, substantially as described.

4. In a strap-fastening, the combination with a cruciform connection consisting of two straps crossed centrally and united and having buckles at the four ends, of a card-holder mounted upon the same and connected permanently to three of the straps, said card-holder being composed of two plates or strips united at or near their edges upon the three sides connected to the straps, and having slots in the free ends of said plates engaging a fastening upon the fourth strap, substantially as described.

5. In a strap-fastening, the combination, with a cruciform top connection, of extensions 13 and 14, each having a strap 15, provided with buckles at both ends, a bottom connection composed of straps 19, connected with a central ring, and having buckles 22, provided with side bars 25, straps 17, connected with said side bars and having buckles 26, and central straps 23 connected with said ring at right angles to the longitudinal straps, substantially as described.

In testimony whereof I have affixed my signature in presence of two witnesses.

WILLIAM W. BAYS.

Witnesses:

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JNO. B. CARNES.