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FITTING FOR LUGGAGE

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FITTING FOR LUGGAGE

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1 Claim. (Cl. 190—56)

This invention relates to new and useful improvements for luggage and the like, fittings such as rings, etc.

More particularly, the invention proposes improved fittings of the character mentioned which are characterized by being formed of pieces of heavy wire bent into loop-like formation and having their ends opposed and adjacent each other. The invention proposes the provision of means for interlocking said ends together so that they will not separate.

Prior to the present invention it was customary to construct luggage fittings from pieces of heavy wire bent into loop-like formation and having their ends opposed and adjacent each other. However, no provision was made for interlocking these ends together. Consequently, when the luggage was used to carry heavy articles there was a tendency for the fittings to open. Basically, this invention proposes correcting this deficiency.

The invention proposes several modified forms for the means for interlockingly connecting together the ends of the loop-like formation of the heavy pieces of wire.

Another object of the invention is the construction of an article as mentioned, which is simple and durable and which may be manufactured and sold at a reasonable cost.

For further comprehension of the invention, and of the objects and advantages thereof, reference will be had to the following description and accompanying drawing, and to the appended claim in which the various novel features of the invention are more particularly set forth.

In the accompanying drawing forming a material part of this disclosure:

Fig. 1 is a perspective view of a portion of a piece of luggage provided with fittings constructed in accordance with this invention.

Fig. 2 is a fragmentary enlarged vertical sectional view taken on the line 2—2 of Fig. 1.

Fig. 3 is an enlarged horizontal sectional view taken on the line 3—3 of Fig. 2.

Fig. 4 is a fragmentary enlarged horizontal sectional view taken on the line 4—4 of Fig. 2.

Fig. 5 is a vertical sectional view taken on the line 5—5 of Fig. 4.

Fig. 6 is a side elevational view of another luggage fitting constructed in accordance with a modified form of this invention.

Fig. 7 is a fragmented enlarged horizontal elevational view looking in the direction of the line 7—7 of Fig. 6.

Fig. 8 is a vertical sectional view taken on the line 8—8 of Fig. 7.

Fig. 9 is a perspective view of a belt buckle constructed in accordance with this invention.

The new and improved luggage fitting, in accordance with this invention, is in the nature of a closed link 10 which may be used for connecting the handle 11 with a piece of luggage 12. The piece of luggage 12 is provided with the usual tubular members 14 secured on the luggage 12 by the tabs 15. The closed links 10 pass through openings 16 in the handle 11 and through the tubular portions 14. The invention resides in the construction of each closed link 10. Heretofore, similar closed links have been made from heavy pieces of wire which were merely bent into shape. If the luggage is very heavy there is a tendency for the annular members to open.

The new and improved closed link 10, in accordance with this invention, is formed from a piece of heavy wire bent into a rectangular formation and having its ends 18 and 19 opposed and adjacent each other, and one of said ends, namely the end 18, is formed with a headed projection 20 cut from the material thereof which engages a socket 21 cut in the other of said ends, namely the end 19, for interlocking said ends together.

The headed projection 20 when viewed from the top includes a shank portion 22 connecting with an enlarged head portion 23. Adjacent the shank portion 22 there are shoulders 24. The socket 21 is cut so as to receive the headed projection 20.

A detail of the way in which the new and improved closed link is used is shown in Fig. 2. It should be noted that the interengaging end portions 18 and 19 are interengaged within the tube 14. Initially, the socket 21 is manufactured in a spread condition so that the headed projection 20 may be slipped into it. With this arrangement it is possible to engage the end portions 18 and 19 into the opposite ends of the tube 14. The end portions are forced against each other so that the headed projection 20 engages into the socket 21. Then a suitable tool, not illustrated on the drawing, is forced into the tube 14 so as to compress the socket 21, causing the socket to engage and interlock with the headed projection 20. The tube 14 is of a diameter to easily permit this engagement to take place within the tube.

In Figs. 6—8 a modified form of the invention has been disclosed, which is very similar to the prior form, distinguishing in the fact that the shank 22 is provided with bead-like ribs or projections 26 formed on the opposite faces thereof along the central area. The socket portion 21 is...
3 correspondingly shaped so as to engage the horizontal ribs 26.

4 In assembling this form of the invention, it is done in much the same manner as is practiced in assembling the first form of the invention. The socket portion 21 is manufactured in a spread condition and the headed shank 22 is inserted into the socket portion and the socket portion 21 is then squeezed shut.

5 In other respects this form of the invention is similar to that previously shown and like reference numerals identify like parts in each of the several views.

6 An important feature of the closed link disclosed in Figs. 6-8 resides in the fact that the horizontal ribs 26 will prevent the end portions 18 and 19 from moving in the plane of the shank, and thus they will prevent accidental disengagement of the inter-locking end portions. It is pointed out that the end portion 18 cannot move up or down relative to the end portion 19 because of the horizontal ribs 26. The end portions 18 and 19 cannot move axially away from each other because of the inter-engaged headed projection 20 and socket 21.

7 While I have illustrated and described the preferred embodiments of my invention, it is to be understood that I do not limit myself to the precise constructions herein disclosed and the right is reserved to all changes and modifications coming within the scope of the invention as defined in the appended claim.

8 Having thus described my invention, what I claim as new, and desire to secure by United States Letters Patent, is:

4 In a container for luggage having a handle member connected therewith by kinematic means, said means comprising a closed link formed from heavy wire and of substantially rectangular configuration, said link having a pair of juxtaposed interlocked free end portions, one of said end portions being bifurcated and connecting with an enlarged socket portion extending perpendicular to the axis of said bifurcated end portion, each of said bifurcations being provided with a groove extending parallel to the axis of said bifurcated end portion, the other of said end portions having a complementary headed element adapted to be received in said socket, and said last named end portion being provided with a pair of laterally extending complementary grooves, and a protector member surrounding said interlocked end portions, said protector member being mounted on said container for luggage and said link being affixed to said handle.

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REFERENCES CITED

The following references are of record in the file of this patent:

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