

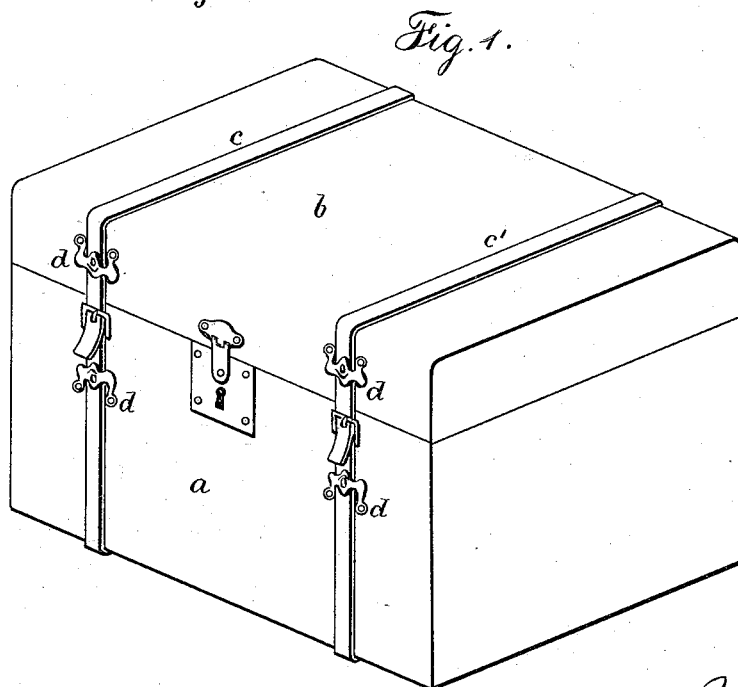
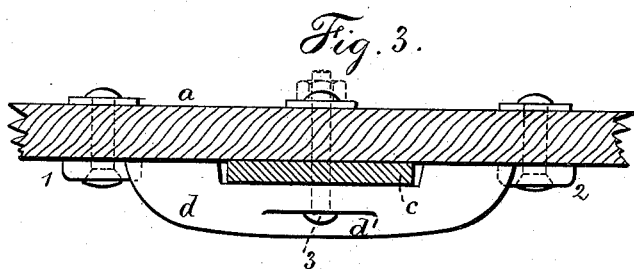
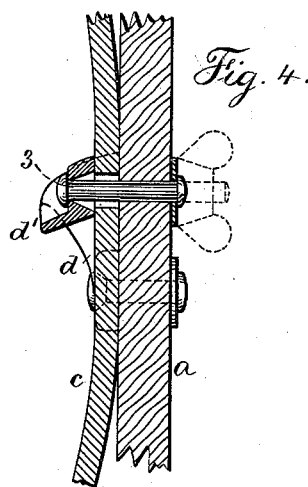
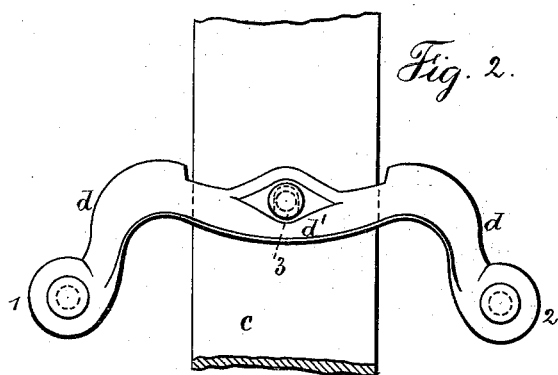
(No Model.)

G. CROUCH.

COMBINED TRUNK LIFT AND STRAP FASTENING.

No. 385,242.

Patented June 26, 1888.



Witnesses:  
J. Stait  
Chas H. Smith

Inventor:  
George Crouch  
per Lemuel W. Serrell

# UNITED STATES PATENT OFFICE.

GEORGE CROUCH, OF NEW YORK, N. Y.

## COMBINED TRUNK-LIFT AND STRAP-FASTENING.

SPECIFICATION forming part of Letters Patent No. 385,242, dated June 26, 1888.

Application filed May 18, 1888. Serial No. 274,250. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE CROUCH, of the city, county, and State of New York, have invented an Improvement in a Combined Trunk-Lift and Strap-Fastening, of which the following is a specification.

Heretofore the long straps employed around trunks to assist in holding the lid and lower portion together have generally passed through metal or leather bridge-pieces, and it often happens while the trunk is in transit from one point to another that these straps are removed from the trunk and stolen.

The object of my invention is to prevent thefts of this kind.

My improvement consists in a combined trunk-lift and strap-fastening, which is made as a bridge-piece passing over the strap, the ends of which are securely riveted to the trunk, and through the center of which and also through the strap there passes a rivet or bolt, by which the strap or straps of the trunk are securely held in place and cannot be removed without breaking the fastening or cutting and destroying the strap.

In the drawings, Figure 1 is a perspective view of the trunk, showing the straps and fastenings in place upon the same. Fig. 2 is an elevation, full size, of my improved lift and fastening and a portion of the strap. Fig. 3 is a sectional plan of the same. Fig. 4 is a vertical section of the same.

The trunk in Fig. 1 is shown composed of the usual base, *a*, and lid *b*, and has two straps, *c c'*, passing around the same. I may, however, prefer to employ but one strap placed centrally around the trunk. The trunk-lift and strap-fastening *d* is made of any desired metal, and preferably of the shape shown in Fig. 2, the same forming, as it were, a bridge-piece that passes over the strap, and there are ears or ends, *1 2*, which are perforated for rivets, which pass through said ears and through the shell of the trunk, fastening the part *d* securely to the body of the trunk. The lift or fastening *d* is made at its central portion, *d'*, with an overhanging edge, beneath which the fingers can be placed in lifting the lid of the trunk to open the same for use, and said cen-

tral portion, *d'*, is slotted across the back of a depth corresponding to the thickness of the straps *c c'*, and said central portion is perforated for a rivet or bolt, *3*, which passes through the metal and through a slot made in the strap and through the body or shell of the trunk, upon the inside of which said rivet *3* is headed and provided with the usual washer.

The straps *c c'* are slotted where the rivet or bolt *3* passes through them, said slot being of any desired length in order to provide for the stretching and drawing-up action of the strap when the same is pulled tightly around the trunk and buckled. Any number of these lifts or fastenings *d* may be provided upon the outside of the trunk over the straps *c c'*. I have shown in Fig. 1 four of such lifts and fastenings, the same securing the opposite ends of each of the straps *c c'*, this number being all that is deemed necessary to employ, it being only necessary upon the back of the trunk to use simple bridge-pieces passing over the straps to prevent the straps moving from their proper position. One strap may be employed, passing centrally around the trunk, in which case only two of the fastenings *d* will be used upon the strap.

It is obvious that a screw-bolt may be employed in the place of the rivet *3*, said bolt passing through the lift and fastening *d* and through the slot of the strap and the body of the trunk, and having upon its inner threaded end a nut for clamping the same securely in place.

I claim as my invention—

1. The combination, in a trunk, with the strap or straps passing around the same, of the combined trunk-lift and strap-fastenings *d*, slotted for and passing over the straps and secured to the body of the trunk by rivets, and each provided with a rivet or bolt, *3*, passing through said lift and fastening, through a slot in the strap, and through the body or shell of the trunk to secure the strap in place, substantially as specified.

2. The combination, in a trunk, with the strap or straps passing around the same, of the combined trunk-lift and strap-fastenings *d*, slotted for and passing over the straps and

having at their central portion an overhang-  
ing edge,  $d'$ , beneath which the fingers are  
adapted to pass in lifting the trunk-lid, the  
same being secured to the body of the trunk  
5 by rivets, and provided with a rivet or bolt,  
3, passing through said lift and fastening,  
through a slot in the strap, and through the  
body or shell of the trunk, and provided with

a fastening upon the inner side to secure the  
strap in place, substantially as specified.

Signed by me this 14th day of May, 1888.

GEO. CROUCH.

Witnesses:

GEO. T. PINCKNEY,  
HAROLD SERRELL.