(No Model.)

P. MUNDRY & H. POMTIER.

TRUNK STRAP FASTENER.

No. 519,505. Patented May 8, 1894.

Fig. 1.

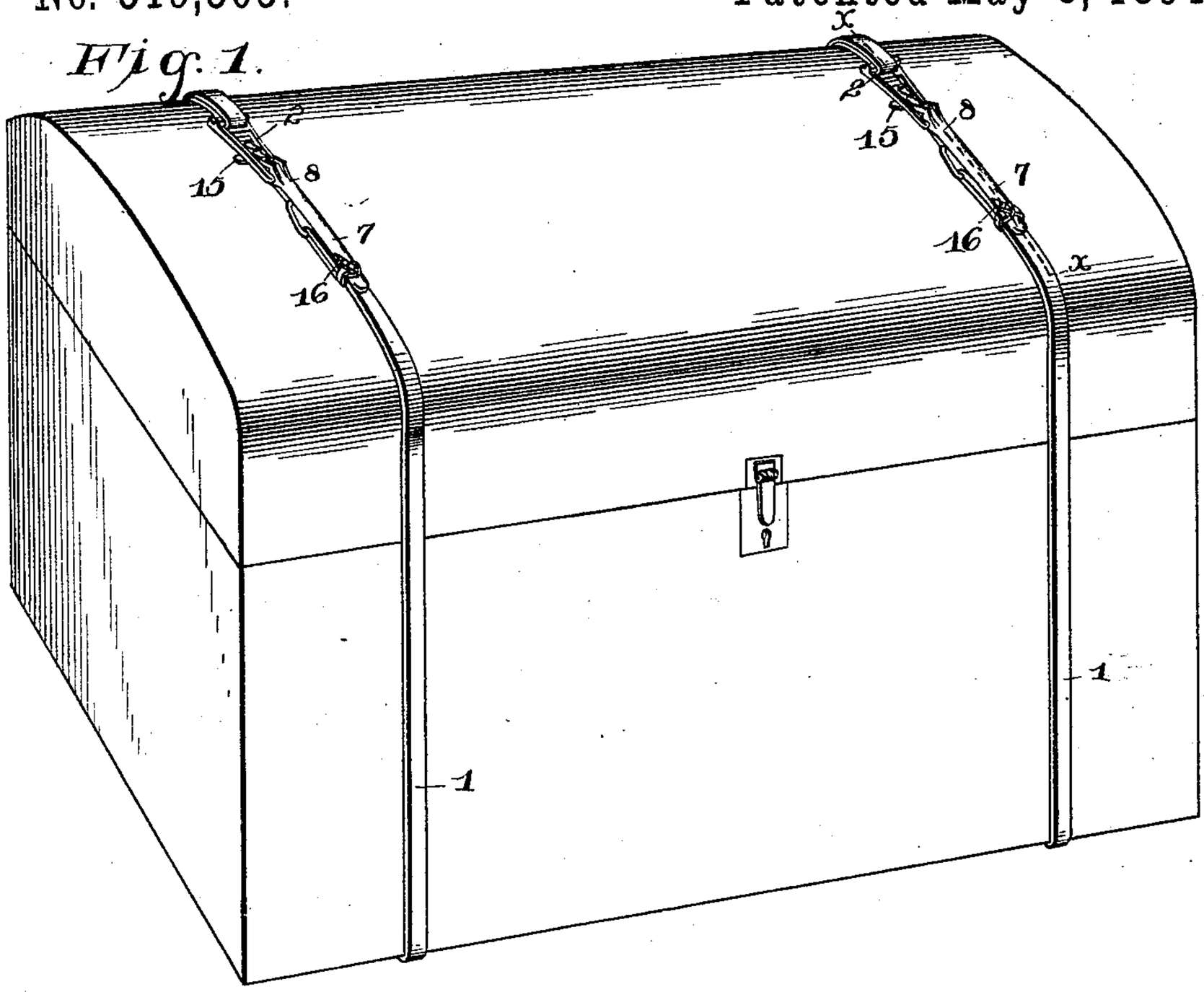


Fig. 2.

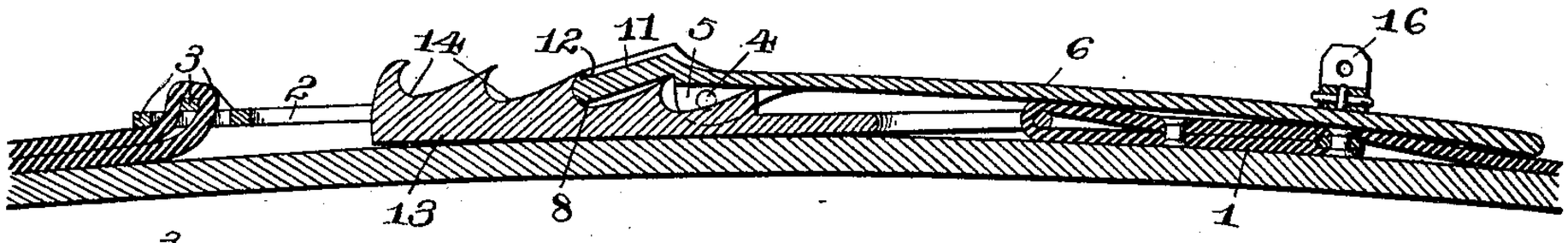
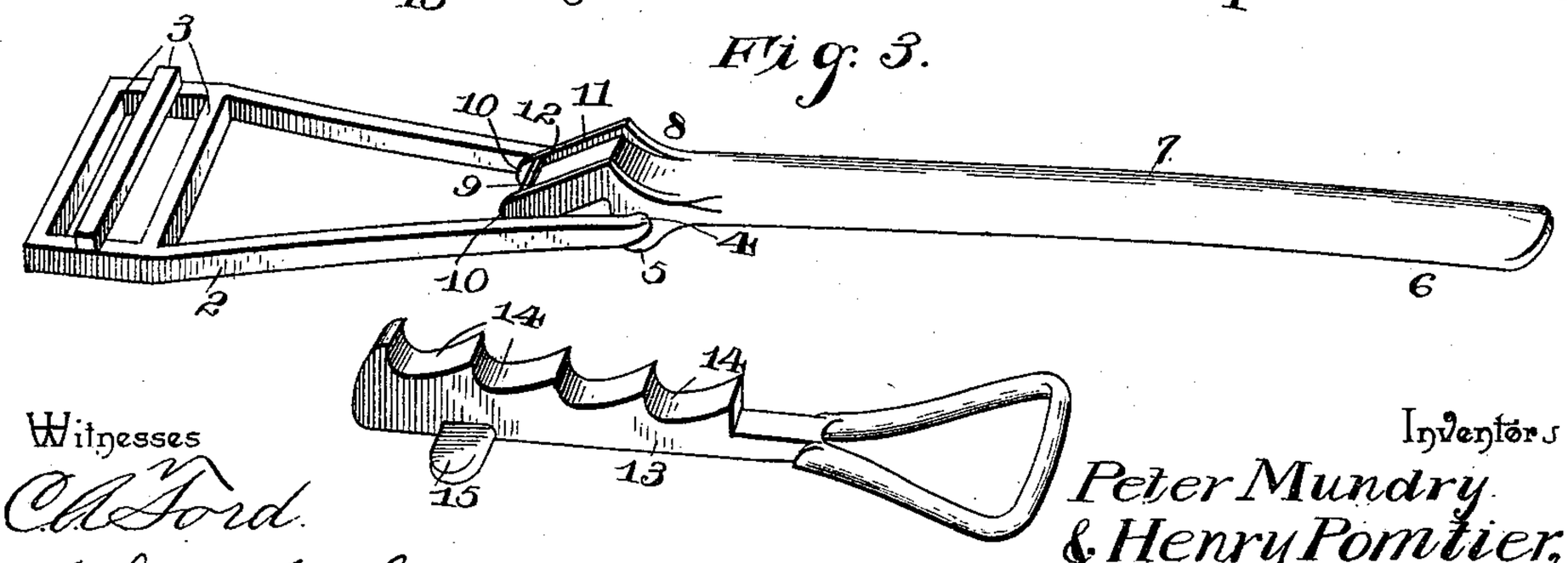


Fig. 3.



Witnesses
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PETER MUNDRY AND HENRY POMTIER, OF DELTA, COLORADO.

TRUNK-STRAP FASTENER.

SPECIFICATION forming part of Letters Patent No. 519,505, dated May 8, 1894.

Application filed May 22, 1893. Serial No. 475,145. (No model.)

To all whom it may concern:

Be it known that we, PETER MUNDRY and HENRY POMTIER, citizens of the United States, residing at Delta, in the county of Delta and State of Colorado, have invented a new and useful Trunk-Strap Fastener, of which the following is a specification.

This invention relates to trunk-strap fasteners, and has for its object to provide simple and convenient means for securing the ends of a trunk-strap and producing a tension thereon with a very little amount of labor, and wherein the parts are simple and effective in their construction and operation, strong and durable, easily and readily applied, and comparatively inexpensive in manufacture.

With these and other objects in view the invention consists of the construction and arrangement of the parts thereof, as will be hereinafter more fully described and claimed.

In the drawings: Figure 1 is a perspective view of a trunk showing the improved trunk-strap fastener applied thereto. Fig. 2 is a section on the line *x*—*x*, Fig. 1, on an enlarged scale. Fig. 3 is a detail perspective view of the parts of the fastener disconnected.

Similar numerals of reference indicate corresponding parts in the several figures of the drawings.

Referring to the drawings, the numeral 1 designates an ordinary form of trunk-strap, which may be employed singly or in series of two or more, and to one end of the same is movably connected an elongated link 2, having cross-bars 3 to receive the end of the strap at the rear end of the same, and the front ends of the said link are converged toward each other and bent inwardly to form trunnions 4, which engage openings in ears 5, integrally formed with a locking lever 6, having an elongated handle 7 and an engaging end 8 which is raised above the level of the said handle. The cross bars 3 are three in number; the intermediate one is above the plane of the other two; and the strap is passed under the outer bar, through the opening between the outer and the intermediate bars, and over the intermediate bar and through the other opening or space; and the end of the strap is returned beneath the body portion thereof. The tension on the link causes the outer bar to bind against the strap, which is thereby firmly secured to the link at any desired adjustment. The terminating end of the said engaging-end 8 is formed with a groove 9, to provide oppositely-situated bearing-shoulders 10, and in rear of the said grooved end, on the upper side, a recess 11 is provided which has a front terminating cross-ridge 12. To the opposite end of the strap is secured another link 13, having a bar integrally formed therewith and extending rearwardly therefrom with a series of curved recesses constructed in the upper edge of the same, as at 14, which are arranged in succession to provide a ratchet-bar, the said recesses forming teeth, and owing to their curvature making it easy to engage the same. The under side of the said ratchet-bar, near the forward end thereof, has integrally formed therewith a pair of ears or lugs 15, with under aligned flat surfaces to provide a stable base-rest for the said ratchet-bar on the top or portion of the trunk to which the strap may be applied.

In operation, after the strap has been properly placed around the trunk the locking lever is thrown back until the engaging-end thereof is placed in connection with either one of the teeth on the upper part of the ratchet-bar, and then drawn forward and pressed down flat, which will exert a tension on the strap and lock the two ends thereof against accidental disengagement. Of course the amount of tension exerted on the strap will depend largely on the point of engagement of the locking lever with the ratchet-bar, and the strength of the person using the device; but in each instance the curved recesses forming the teeth of the ratchet-bar will facilitate the operation of the locking lever and the formation of the groove 9 and the opposite shoulders 10 insures a thorough engagement of the end of the lever with the ratchet-bar and prevents the same from slipping laterally in either direction, while the recess in the upper part of the engaging end of the locking lever permits the edge of the tooth with which engagement is made to extend into said recess and allow the said engaging-end to at once be seated at the base of the tooth and thereby obtain a proper fulcrum for the application

of the necessary leverage. To insure against the locking lever becoming loose, the part of the strap over which it extends when in locked position is supplied with a short cross-strap 16, having a buckle and apertured end and embraces the end of the lever, as shown in Fig. 1, to hold the same in locked position and prevent it becoming disengaged by contact with surrounding objects or by other means.

The device may be made of suitable material, preferably metal, and of any desirable size; and it is obviously apparent that changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described the invention, what is claimed as new is—

1. In a trunk strap fastener, the combination with a strap, of a ratchet bar permanently attached to one end of the strap, a link provided with a series of cross-bars forming strap openings, one of the cross-bars being arranged in a plane higher than the end one, whereby the other end of the strap is adapted to be passed over the higher bar and backward between the strap and the under side of the end bar to clamp the strap adjustably, and a locking lever pivotally secured to the link and engaging the ratchet bar, substantially as described.

2. In a trunk strap fastener, the combination with a strap, of a ratchet bar attached to one end of the strap, a link connected with the other end of the strap, and a locking lever pivotally connected with the link and adapted to engage the ratchet bar and provided at its engaging end with a groove 9 forming oppositely situated shoulders 10 and having a recess 11 forming side flanges to hold the lever against lateral movement, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

PETER MUNDRY.
HENRY POMTIER.

Witnesses:
GEO. HOMAN,
JOHN M. TREW.