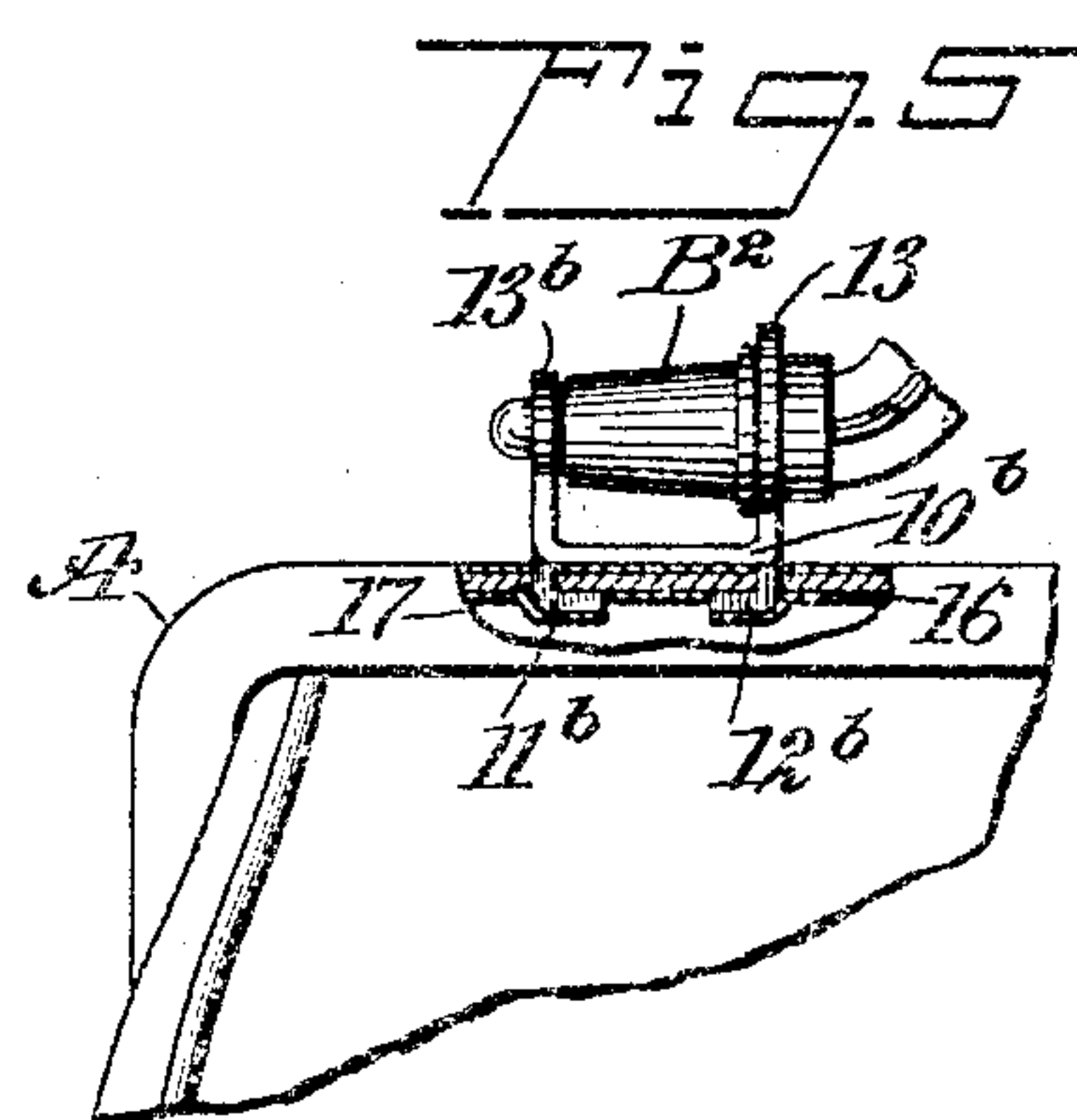
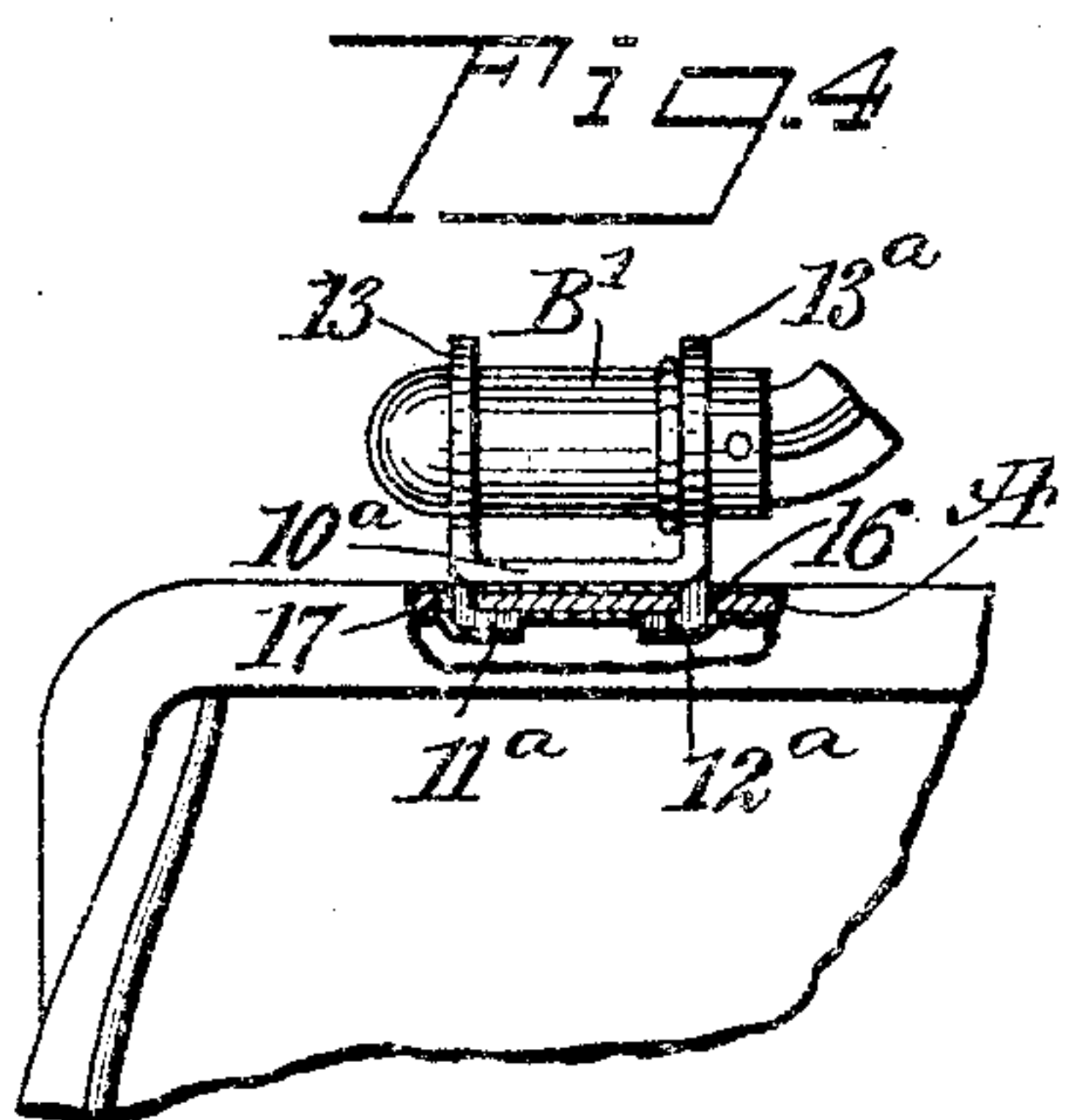
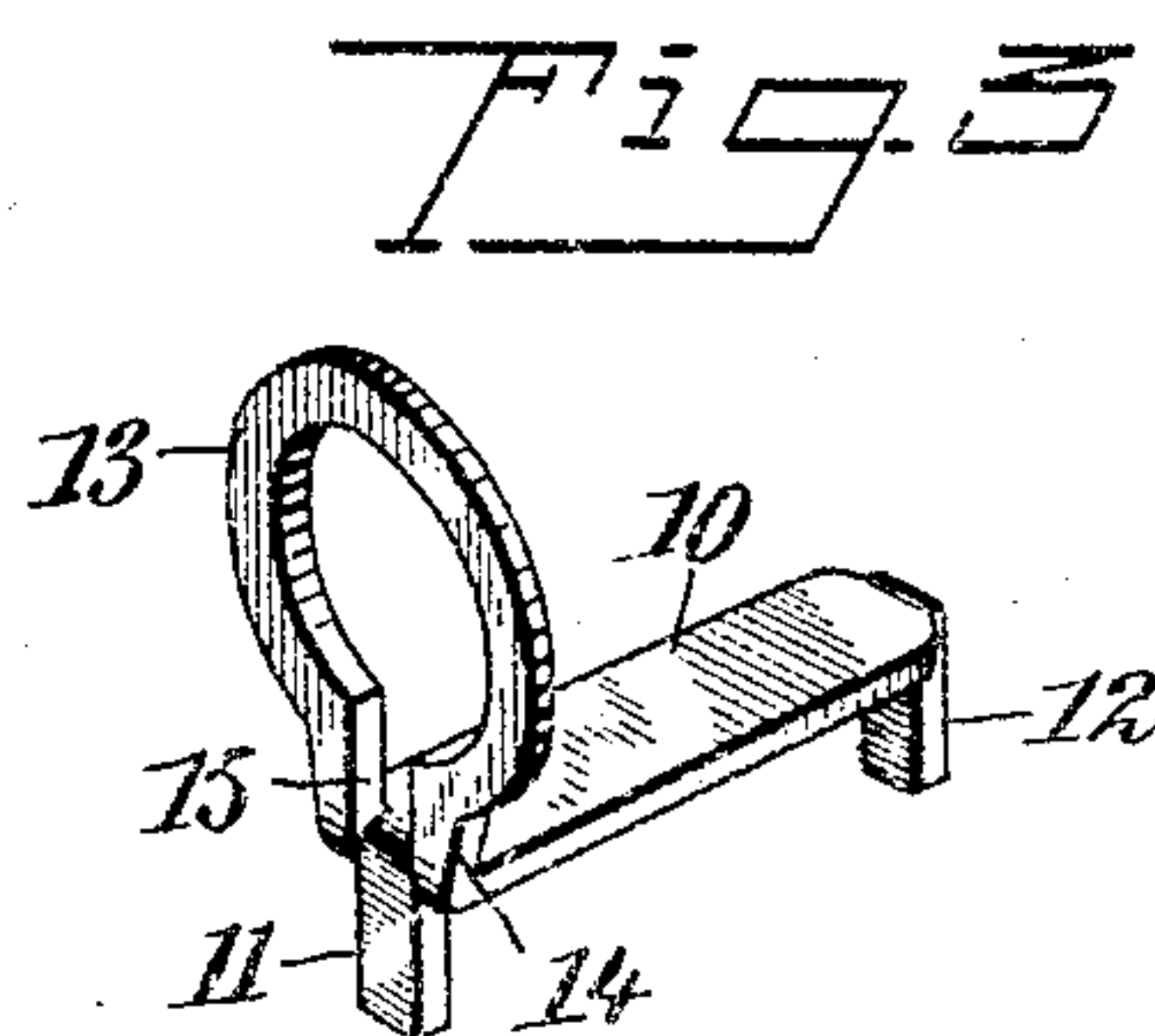
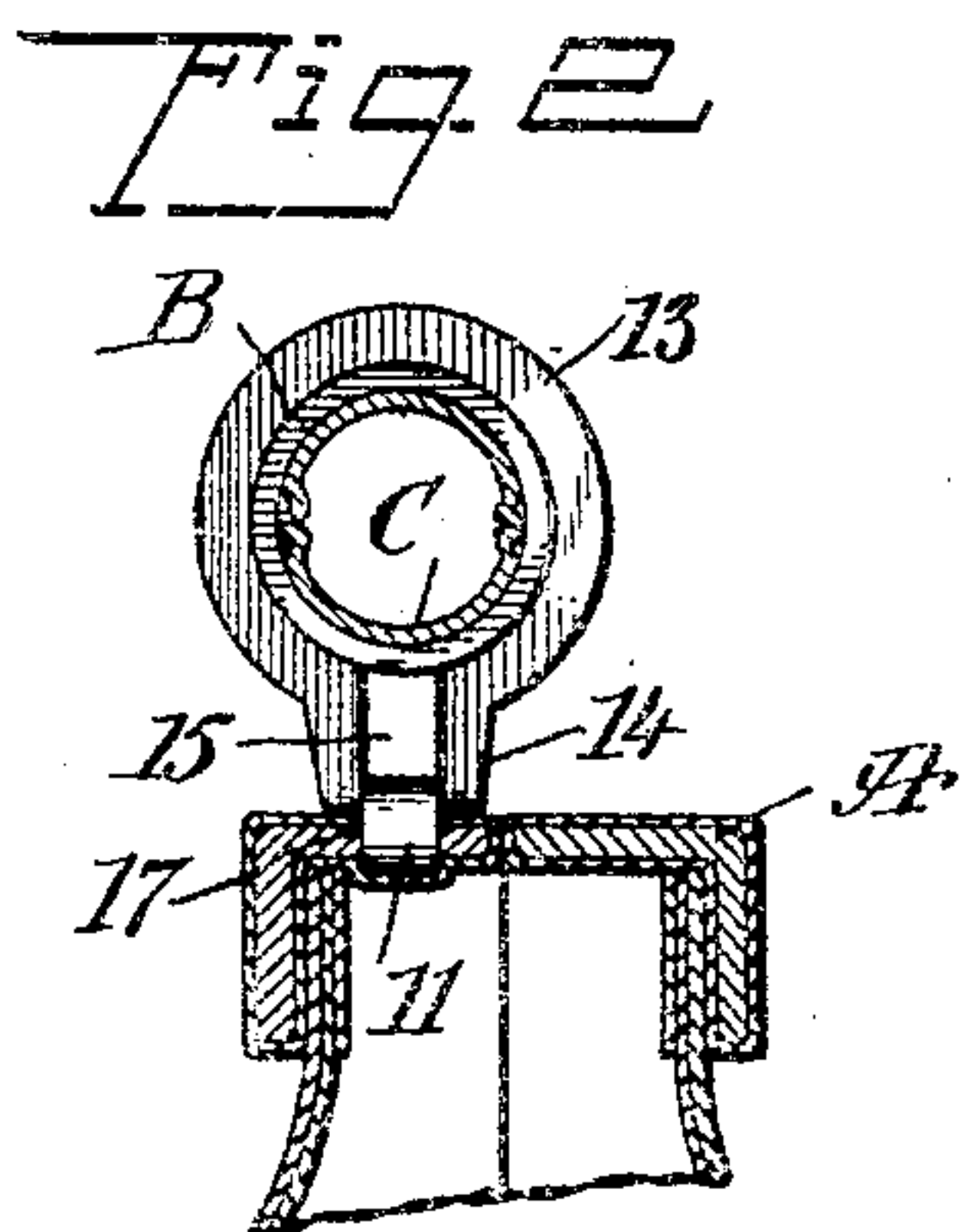
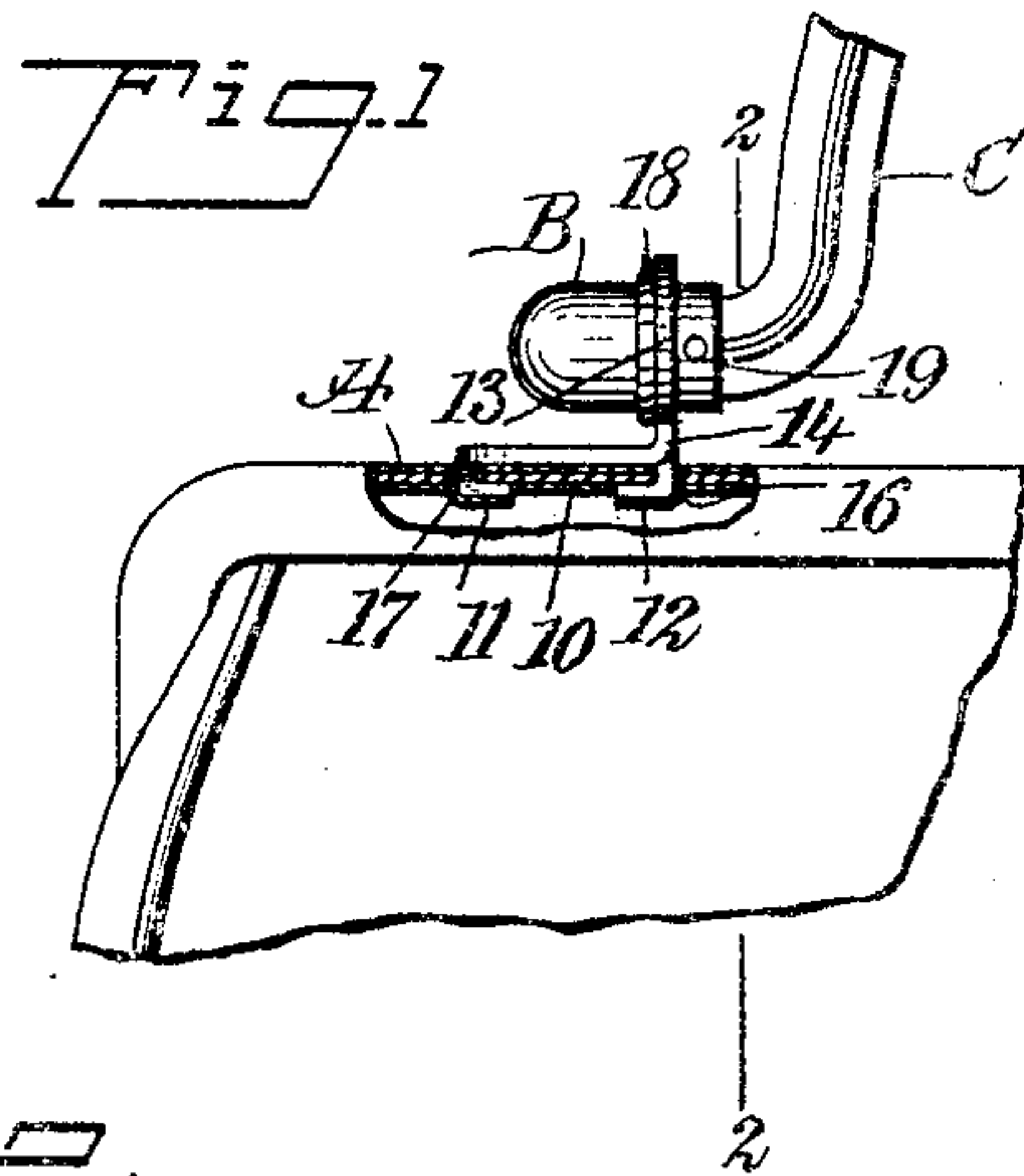


No. 786,675.

PATENTED APR. 4, 1905.

L. B. PRAHAR.
BEARING FOR HANDLE CAPS.
APPLICATION FILED DEC. 30, 1904.



WITNESSES:

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UNITED STATES PATENT OFFICE.

LOUIS B. PRAHAR, OF NEW YORK, N. Y.

BEARING FOR HANDLE-CAPS.

SPECIFICATION forming part of Letters Patent No. 786,675, dated April 4, 1905.

Application filed December 30, 1904. Serial No. 238,938.

To all whom it may concern:

Be it known that I, LOUIS B. PRAHAR, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Bearings for Handle-Caps, of which the following is a full, clear, and exact description.

The purpose of the invention is to provide a very simple and effective bearing for the caps employed in connection with the handles of bags, the bearings being so shaped that they may not only be conveniently and readily secured to the bag-frame, but are also so constructed that they may be quickly and readily tightened around the cap when necessary, even after the bearings have been secured to the frame.

A further purpose of the invention is to provide a bearing, either single or in multiple, which can be economically produced in one piece.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a single bearing applied to a handle-cap and bag-frame, the frame being partially broken away. Fig. 2 is an enlarged vertical section taken practically on the line 2 2 of Fig. 1. Fig. 3 is a detail perspective view of the single form of bearing. Fig. 4 is a side elevation of the double form of bearing applied to a handle-cap and frame, the frame being partially broken away and the posts of the bearing being of the same diameter; and Fig. 5 is a view similar to that shown in Fig. 4, the posts, however, being of different diameters.

With reference to the single form of bearing shown in Figs. 1, 2, and 3 it is made from a single piece of metal and comprises a body 10, lugs 11 and 12, which extend down from the ends of the body, and a post 13, which extends up from the end portion of the body, and said post is of skeleton or ring-like for-

mation. The post 13 is provided with a shank 14 where it connects with the body 10, and said shank has a slot 15 produced therein, extending, preferably, from the body 10 into the space of the post.

In producing a bearing such as has been described it is usually stamped out from one piece of metal, as has been stated, and the lug 12 is bent down from one end of the body, and then the shank 14 of the post 13 is cut and the material bent down at the opposite end of the body, forming a lug 11 and producing the slot 15, above referred to.

When a bearing is to be applied to a bag-frame A, the frame is provided with slots 16 and 17 in its upper member, placed at such distance apart as to receive the lugs 11 and 12 of a bearing, and then the lugs 11 and 12, as is shown in Fig. 1, are bent, preferably in direction of each other, to a firm engagement with the under face of the top member of the frame.

The cap B is provided with the usual exterior collar 18, and the said cap is then passed through the body-opening in the post 13 until the collar 18 engages with the outer face of the said post, as is also shown in Fig. 1, and then an end of the handle C is introduced into the inner end portion of the cap B and is held in place by the customary pin 19 or in any other suitable manner.

It will be observed that the post 13 serves the dual purpose of a direct bearing for the cap B and likewise serves as a clamp therefor when necessary, as should the opening in the post be too large to properly accommodate the cap B the shank 14 of the post may be pressed inward, due to the presence of the slot 15 in the shank, and thus cause the body portion of the post to have the necessary engagement with the cap B.

In Fig. 4 the body 10^a of the bearing is provided with two posts—a post 13 at one end and a second post 13^a at the opposite end—and in forming the lugs 11^a and 12^a on the body 10^a the shank of each post 13 and 13^a has a slot produced therein, similar to the slot 15 shown in the other views, and the material from these slots is carried downward to form the aforesaid lugs 11^a and 12^a. In the said Fig. 4 the

bearing is adapted to receive a cap B' of practically the same diameter throughout, and consequently the interior diameters of the posts 13 and 13^a are the same.

5 Under the construction shown in Fig. 5 a body 10^b is provided and lugs 11^b and 12^b, which are formed from the posts 13 and 13^b in the same manner as are the lugs 11^a and 12^a. The posts 13 and 13^b are therefore each pro-
10 vided with a slotted shank-section where they connect with the body 10^b; but the bearing shown in Fig. 5 is adapted to receive a tapering or conical cap B². Consequently the post 13^b, which is the outer post of the two, is of
15 much smaller interior diameter than the diameter of the other or inner post, 13.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A bearing for the caps of bag-handles, provided with a shank having a slot therein 20 extending downward from the interior of the bearing, the material separated by said slot being carried downward, forming a lug.

2. A bearing for the caps of bag-handles, comprising a base, a post having a bearing- 25 section extending upward from the base and provided with a slot where it connects with the base, the material separated by said slot being carried downward forming a lug.

In testimony whereof I have signed my name 30 to this specification in the presence of two subscribing witnesses.

LOUIS B. PRAHAR.

Witnesses:

J. FRED. ACKER,

EVERARD BOLTON MARSHALL.