(Model.)

W. S. SOULE.

TRUNK FASTENING.

No. 243,735. Patented July 5, 1881.

Fig. 1.

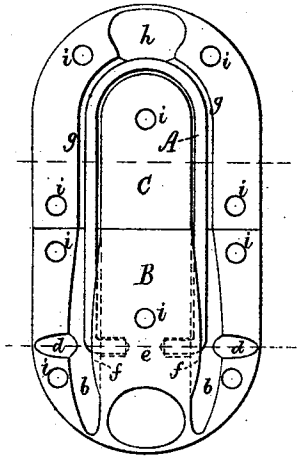


Fig. 4.

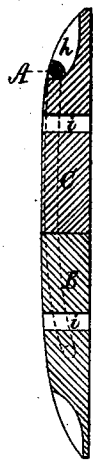


Fig. 2.

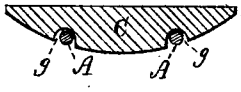


Fig. 5

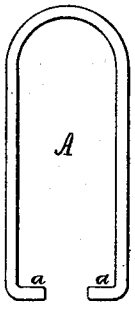
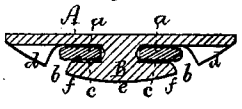


Fig. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

WILLIAM S. SOULE, OF CAMBRIDGE, MASSACHUSETTS.

TRUNK-FASTENING.

SPECIFICATION forming part of Letters Patent No. 243,735, dated July 5, 1881.

Application filed December 15, 1880. (Model.)

To all whom it may concern:

Be it known that I, WILLIAM S. SOULE, of Cambridge, of the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Trunk-Fastenings; and I do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a front view, and Figs. 2 and 3 transverse sections of, and Fig. 4 a longitudinal section of, a fastening of my improved kind. Fig. 5 is a view of its elastic bow-hasp.

The nature of my invention is defined in the claim hereinafter presented.

For a number of years past it has been with trunk-makers and travelers very desirable to obtain a trunk-fastening simple in construction, strong, and not liable to be easily injured or broken or to get out of order or become disengaged while on a trunk in transit therewith. I believe the fastening hereinafter described answers all the requirements.

The first part of the said trunk-fastening is its elastic bow-hasp, which is shown at A, and consists of steel or other proper wire bent in manner as shown, and being near each of its ends turned in at a right angle, to there form pivots *a a*. The hasp is pivoted to its carrier B, which is grooved lengthwise, in manner as shown at *b b*, and has pivotal bearings *c c* in it, and extending from the grooves *b b* toward each other. Opposite to and in line with these bearings are ports or lateral grooves *d d* leading out of the grooves *b b*, in manner as represented. Furthermore, there extend from the portion *e*, between the grooves *b b*, two cams, *f f*, shaped as represented, they being projected over the said grooves *b b*. The lateral grooves *d d* enable the bearings to be made by a boring-tool introduced into each of such grooves. They also enable the hasp-pivots to be sprung into or out of their bearings as occasion may require.

The third part of the fastening is shown at C, and consists of a plate grooved, as shown at *g*, to receive the upper half or portion of the elastic bow-hasp. Leading upward out of such groove at its crown is a recess, *h*, to admit of a person's finger being applied to the crown of the hasp in order to disengage the hasp from the catch-plate when occasion may require. When the hasp is in engagement with its catch-plate the inherent elasticity or lateral spring of the hasp, together with the cams, will maintain the hasp so engaged. On taking hold of the hasp at its crown and raising it out of the groove of the catch-plate the hasp will be borne against the cams, and by them will be spread more or less laterally until it may pass the middle extreme projecting portion of them. In further turning the hasp down it will contract in passing along the cams, and on falling into the grooves *b b* it will be held down by the cams.

The catch-plate, as well as the carrier, is to be provided with a suitable number of holes, *i*, to receive rivets or screws for fastening the carrier to the body and the catch-plate to the lid or cover of a trunk. Both catch-plate and carrier are crowning on their front surfaces, in manner as shown, such serving to prevent the said plate or carrier, or either, becoming accidentally detached from a trunk by a blow received upon either or both of them.

I am aware that the hasp of a trunk-fastening has been made inelastic and provided with a cam to act against a spring, such hasp being to hook upon or engage with a projection extending from a catch-plate, and therefore I make no claim to a trunk-fastening so made.

It is not my intention to claim, broadly, a fastening consisting of a hook or hasp to take upon a catch, such being common and well known, my invention consisting in the improved article having the specific construction and arrangement of its parts, as shown and described.

What I claim as my invention is as follows, viz:

The trunk-fastening, substantially as explained, consisting of the elastic bow-hasp having pivots *a*, as described, the carrier B, having grooves *b d*, pivotal bearings *c*, and cams *f*, as represented, and the catch-plate C, having the hasp-receiving groove *g*, all being arranged and adapted to operate essentially as set forth.

WILLIAM S. SOULE.

Witnesses:
R. H. EDDY,
E. B. PRATT.