

W. S. Jessup,

Trunk Handle Cap.

No. 105,085.

Patented July 5, 1870.

Fig I

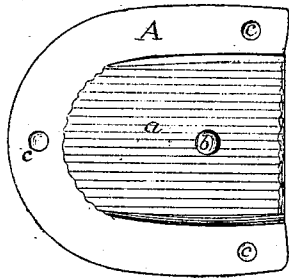


Fig III

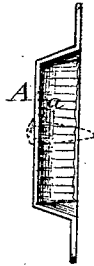


Fig II

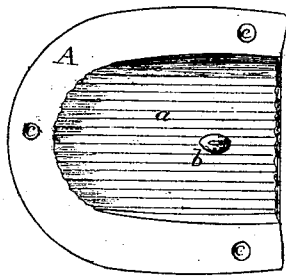


Fig IV



Witnesses:

Walter A. Jones  
A. E. Green.

Inventor:

William S. Jessup.  
By Burke, Frazer & Cogood  
attys

# United States Patent Office.

WILLIAM S. JESSUP, OF NEWARK, NEW JERSEY.

Letters Patent No. 105,085, dated July 5, 1870.

## IMPROVED TRUNK-HANDLE CAP.

The Schedule referred to in these Letters Patent and making part of the same.

I, WILLIAM S. JESSUP, of Newark, in the county of Essex and State of New Jersey, have invented an Improved Trunk-handle Cap, of which the following is a specification.

My invention consists of a trunk-handle cap, formed by the cap portion being struck or pressed from sheet metal, with a spur of malleable iron, made separately, and riveted to the sheet-metal cap, upon its external raised portion, this process and combination forming a lighter, cheaper, better finished, and more durable article than that made by the methods hitherto in use; and also in forming a tenon at the head of the spur, and passing said spur through the cap and handle, and into the trunk.

In the drawing—

Figure I is an external, and

Figure II, a reverse view of the cap;

Figure III is an end view of the cap or sheet-metal portion alone, the spur being indicated by dotted lines; and

Figure IV, a view of the spur previous to its being attached to the cap, the latter being indicated by dotted lines.

Heretofore handle-caps for trunks, valises, and bags have been made by casting them entire, which method has the disadvantage that the cast-iron is brittle, and liable to break in nailing them on the trunk; and this can only be avoided by the process of malleablizing the iron after casting, which is impracticable, in consequence of rendering them too expensive for the market; and, when cast, they have to be made too heavy in order to secure strength, and the surface is rough and unfinished.

When made of sheet metal, heretofore, they have been made without the spur, making it necessary to

secure the handle to the trunk by other means before applying the cap, which serves, then, more as an ornament than as a fastening.

My improvement obviates all of these objections; the cap, being of sheet metal, leaves the dies smoothly finished, is light, but strong, and cannot be broken in nailing on, while the spur, being of malleable iron, and affixed by riveting, has all the requisite strength, and the combination makes an effectual fastening for the handle without other means; and this method of construction forms a cheaper as well as a better article than can be produced by the old method.

As represented in the drawing, A is the sheet-metal cap, *a* being the part struck up or raised above the surface of the marginal portion, to receive the end of the leather handle, and *c c* the nail-holes, by which it is affixed to the trunk or other article to which it is applied.

The spur *b* is made with a tenon, *i*, on its larger end, which is inserted in a suitably-sized hole in the cap, and riveted on the back, as seen in fig. 1. It passes through a hole cut in the leather handle, and its point is of sufficient length to enter the wood of the trunk, making it a very strong bearing to resist strain.

I claim—

As a new article of manufacture, a trunk-handle cap, formed of the sheet-metal part A, and the riveted spur *b*, substantially as and for the purposes herein set forth.

WM. S. JESSUP.

Witnesses:

J. FRASER,

KATE N. JONES.