

J.C. LOCKE'S TRUNK.

112937

PATENTED MAR 21 1871

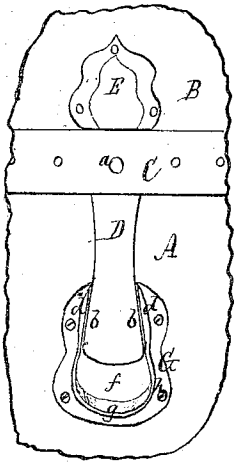


Fig. 1.

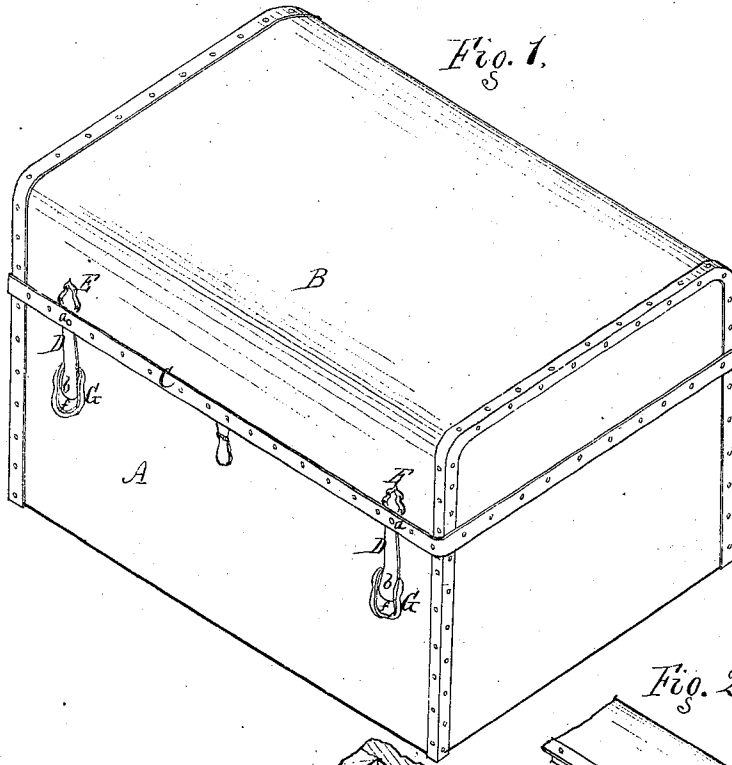


Fig. 2.

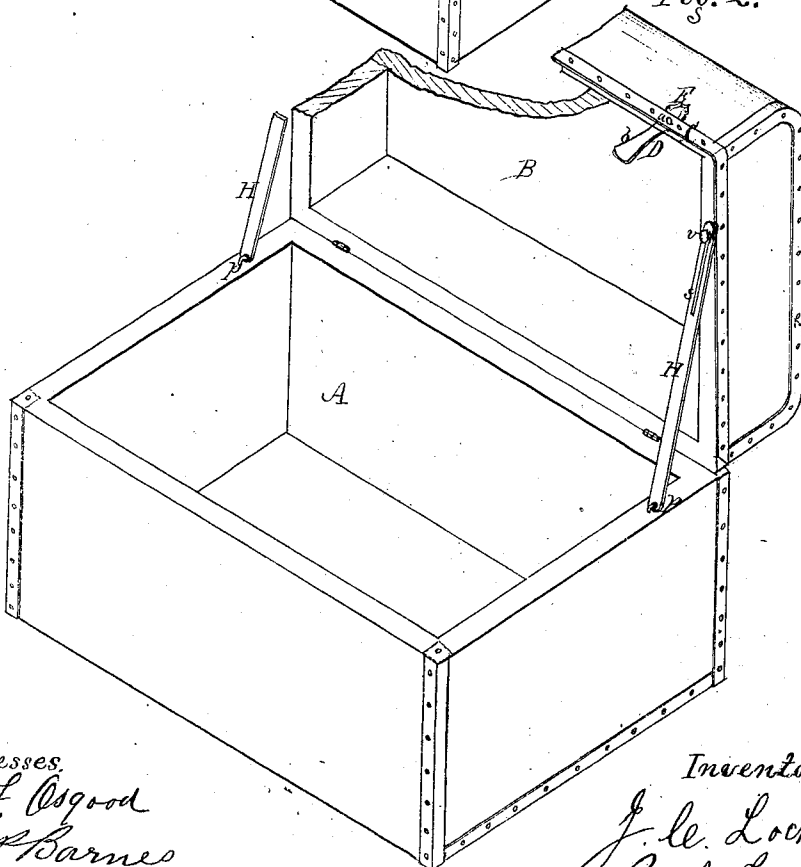


Fig. 4.

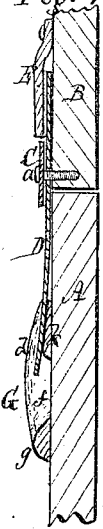
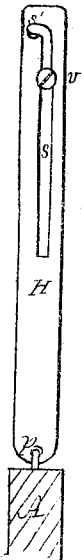


Fig. 5.



Witnesses
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JOHN C. LOCKE, OF ROCHESTER, NEW YORK.

Letters Patent No. 112,937, dated March 21, 1871.

IMPROVEMENT IN TRAVELING-TRUNKS.

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

To all whom it may concern:

Be it known that I, JOHN C. LOCKE, of the city of Rochester, in the county of Monroe and State of New York, have invented a certain new and useful Improvement in Traveling-Trunks, of which the following is a specification.

Nature of the Invention.

This invention consists in the side straps that hold the lid or cover down, and in the stays that hold it up, constructed and arranged as hereinafter described.

General Description.

In the drawing—

Figure 1 is a perspective view of the trunk, closed.

Figure 2, a similar view of the same, open.

Figures 3 and 4, views of the strap arrangement.

Figure 5, a view of the stay arrangement.

A is the trunk-body, B the cover, and C the valance, all of ordinary construction.

Instead of the ordinary leather straps and buckles for holding the cover down, I employ the following arrangement:

D D are two straps, made of hoop-iron, steel, or brass, spring or other metal, which yield readily.

These straps are pivoted at *a a* to the valance, and their upper ends rest loosely in the caps or escutcheons E E, so as to have a slight degree of lateral play, the object of which is to enable the straps to catch and lock with the catches if the cover becomes racked or pushed a little out of place, as is sometimes the case.

The lower ends of the straps are formed dovetailed or wedging reversely, as shown at *b b*, fig. 3.

G G are the catches, attached to the body of the trunk in such a position as to engage with the straps when they come down.

These catches are peculiar in their construction. Their upper part is formed with two lugs, *d d*, which are of the same dovetailed or wedging form as the ends of the straps, and which stand at a distance apart equal to the width of the strap, so as to receive and embrace the latter when fully down, as shown in fig. 3.

These lugs start imperceptibly at the top and gradually increase in projection as they go downward till they pass the extent of the passage of the strap, when they continue around the whole circle of the bottom, but in an oblong form, leaving thereby an open space, *f*, under the end of the strap, for the insertion of the finger to raise the strap to disengage the parts.

The bottom and sides *g h* of the catch serve as a ward or shield to prevent injury to the end of the strap, the effect being to cause any opposing object to glide over and above the shielded part.

The catch has a bearing, *k*, across the top, to receive the strap when it drops in place.

The operation is as follows:

When the cover shuts down the wide lower end of the strap rides over the wedging lugs *d d* of the catches till the cover is fully closed, when the inclines of the straps and the lugs coincide, and the straps then drop into place and remain locked. The action is thus automatic and requires no attention from the operator, and the cover is held firmly down without any loose action, such as is experienced where leather straps are used.

The whole tensile strength of the straps is also secured, as there is no break or slot in them, and the trunk will give way before they can draw out. The advantage is great over a hasp having an eye that shuts into a slot of the trunk, as in that case the whole strain comes upon the eye, which soon tears out. It is also much better than if a slot were cut in the strap itself, shutting over a pin, as in that case the strap would be weakened. I have contemplated these and other modifications, but the method described is far preferable to any that I know of.

This arrangement of the dovetailed straps and catches I claim as a special feature of my invention.

Instead of the ordinary flexible stays to hold the cover up, I employ the following arrangement:

H H are thin metallic bands, of a width less than the thickness of the boards from which the trunk is made. The lower ends of these bands are jointed or hinged, at *p p*, to the top of the end pieces of the trunk-body.

The upper portions of the bands have a longitudinal slot, *s*, with a bend, *s'*, at the top.

A screw or pin, *v*, passes through this slot into the end piece of the cover. The bands thus lie flatwise between the ends of the body and cover.

The operation is as follows:

When the cover is raised the screw *v* slides along in the slot *s* till the cover is vertical, when it drops into offset *s'*, and the band then becomes a stiffener or stay to hold the cover up.

When the cover is let down again the band is drawn sidewise to relieve the screw from the offset, and then folds down between the edges of the trunk, where it is perfectly covered and shielded from injury.

This is a great advantage over the ordinary webbing used, or the jointed elbow arrangement that has been employed in some cases, which folds up as the cover closes.

It will be noticed that both the spring-straps and the stays are self-adjusting; that is, when the straps strike down they lock or engage automatically with the catches, and the cover cannot rise again till they are disengaged by the fingers, and when the cover

raises the screw catches in the offset of the slot and the cover cannot fall till the stays are purposely disengaged again.

Claims.

I do not claim a hasp for holding the cover to the body; neither do I claim, broadly, metallic arms to serve as stays; but

What I claim, and desire to secure by Letters Patent, is—

1. The spring-straps D D, in combination with the

catches G G, all constructed substantially as described, for the purpose specified.

2. The pivoted or hinged stays H H, provided with the slots s s', when arranged to lie flat between the ends of the body and cover when the trunk is closed, as herein shown and described, for the purpose specified.

J. O. LOCKE.

Witnesses:

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O. P. BARNES.