

R. HILTON.

Lock-Bolts and Straps for Trunks.

No. 148,700.

Patented March 17, 1874.

FIG. 1.

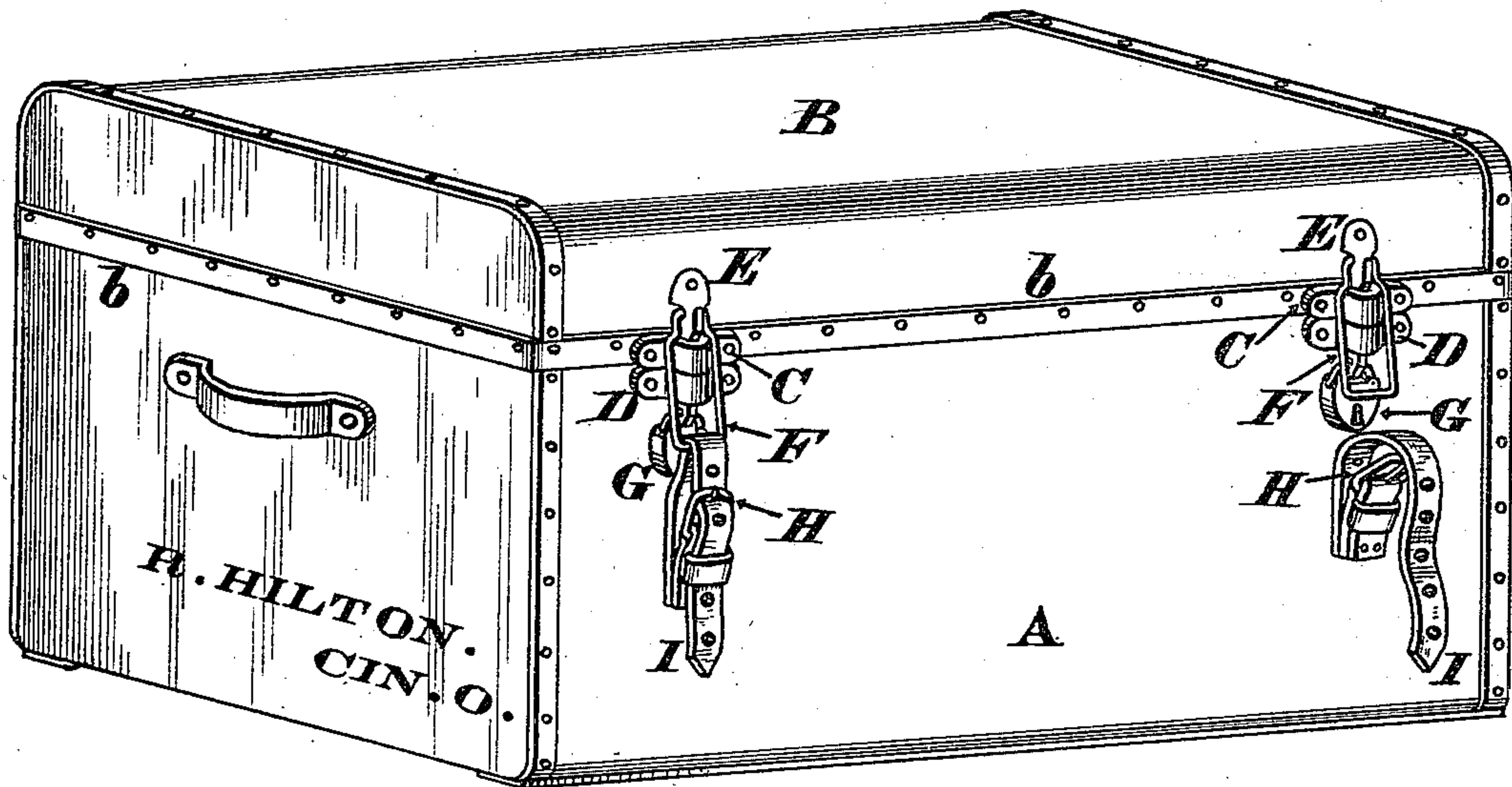


FIG. 3.

FIG. 2.

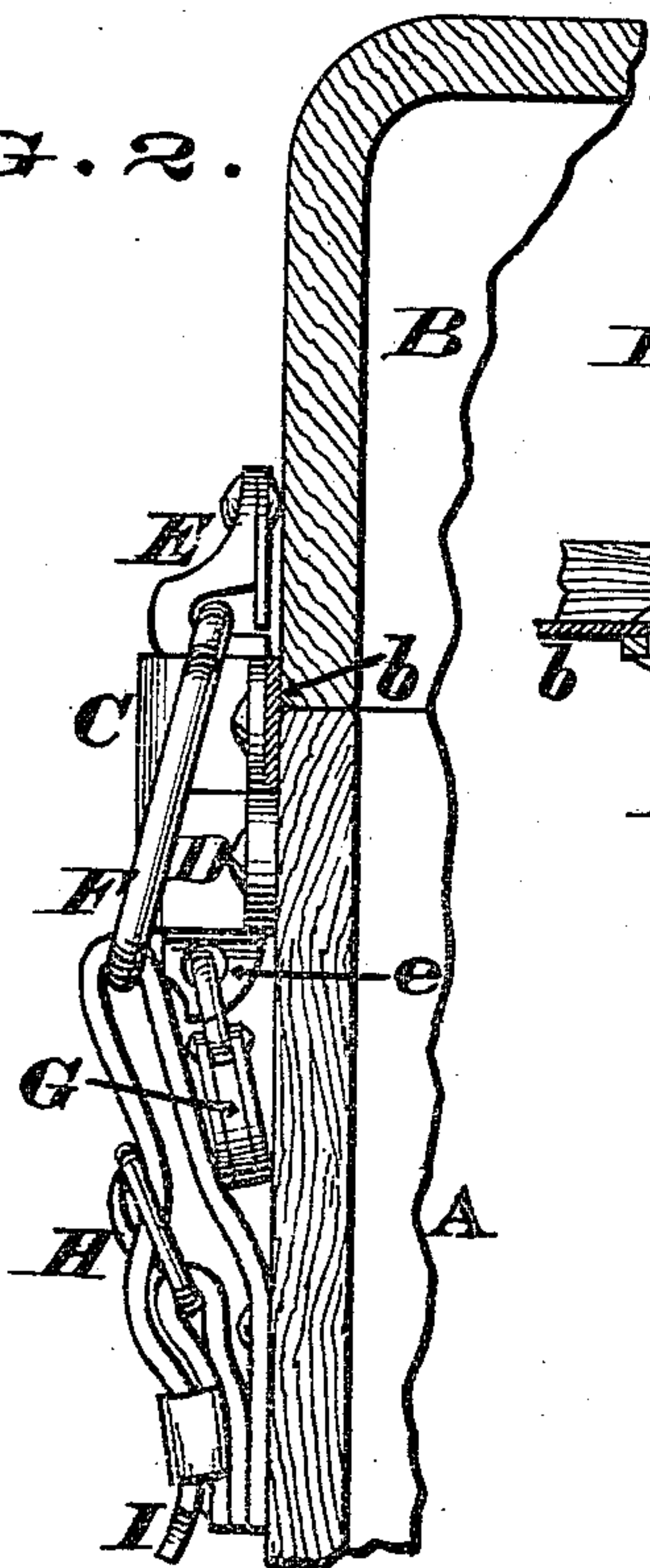
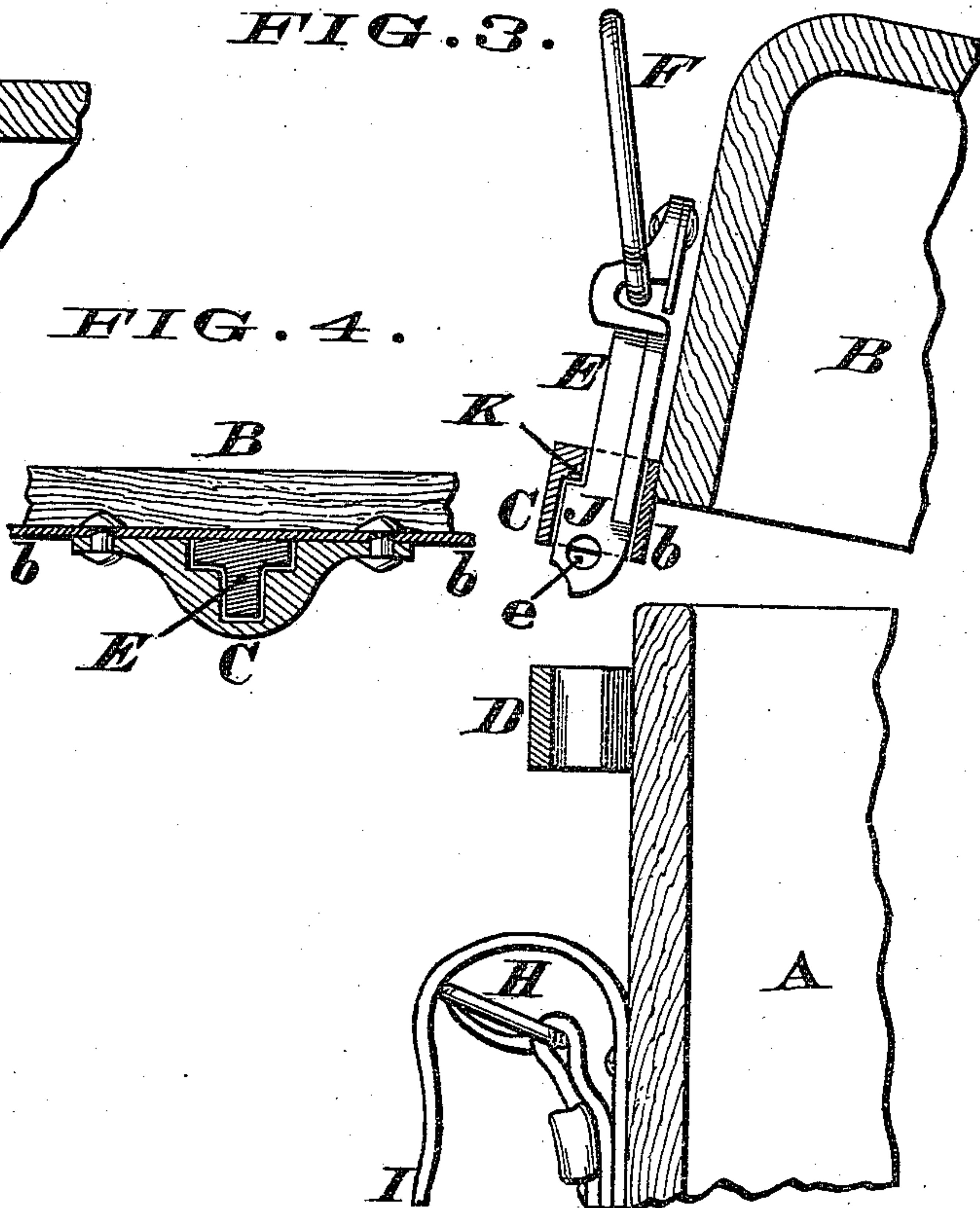


FIG. 4.



Attest.
Jas. H. Layman,
John K. Loh.

Robert Hilton
By Knight Bros.
Att'ys.

UNITED STATES PATENT OFFICE.

ROBERT HILTON, OF CINCINNATI, OHIO.

IMPROVEMENT IN LOCK-BOLTS AND STRAPS FOR TRUNKS.

Specification forming part of Letters Patent No. **148,700**, dated March 17, 1874; application filed September 20, 1873.

To all whom it may concern:

Be it known that I, ROBERT HILTON, of Cincinnati, Hamilton county, Ohio, have invented a new and useful Combined Lock-Bolt and Strap for Trunks, of which the following is a specification:

My invention comprises a bolt, which occupies permanently a socket on the lid, and is capable of being inserted in a corresponding socket on the body of the trunk. The said bolt is perforated near its lower end to receive a padlock, and near its upper end to receive a ring. A leather strap, having one end attached to the trunk-body below the padlock, is, after locking, passed up in front of the lock, and, being rove through the ring, is brought down and buckled to the body, so as to afford an additional means of securing the closure of the trunk, and at the same time serving to protect the padlock from injury from the weather or from the contact of hard bodies. When the trunk is unlocked, the ring affords a convenient handle for lifting the lid.

Figure 1 is a perspective view of a trunk provided with two of my fastenings, both of which are shown locked, and one of which is also strapped and buckled. Fig. 2 is an enlarged side view of the fastening in its locked and buckled condition, the contiguous portions of the body and lid being in section. Fig. 3 shows the same parts in the unlocked condition, the sockets being in section. Fig. 4 is a transverse section of bolt and one of the sockets.

A and B represent, respectively, the body and lid of a traveler's trunk. *b* is the customary sheet-metal valance. Riveted to the valance is a socket, C, and in a line therewith

there is riveted to the body a similar socket, D. Permanently retained in the socket C, while at the same time allowed a slight longitudinal play therein, and to be passed down through and project below the socket D, is a bolt, E, loosely coupled in whose upper part is a ring or link, F. The lower portion of said bolt has an orifice, *e*, to receive the bow or shackle of a padlock, G. Fastened to the body, a sufficient distance below the lower socket to be clear of the padlock when in position, is a buckle, H, and one end of a strap, I, which latter, after the trunk has been locked, may be rove through the ring F, and its free extremity engaged in the buckle H, so as to secure the lid by strap as well as lock, and to protect the latter from injury by collision or the entrance of moisture; or the lid may be fastened by the strap and buckle, without the lock, for temporary security, or in case the lock should be mislaid. The bolt E is provided with a shoulder, J, which is adapted to impinge against a ledge or flange, K, that projects inwardly from the upper socket C. This provision of shoulder and flange prevents the bolt being withdrawn from said socket when the lid of the trunk is raised with the ring F, as clearly shown in Fig. 3.

I claim herein as new and of my invention—

The arrangement, in a traveler's trunk, of bolt E *e* J, link F, sockets C and D, and strap and buckle H I, for the purpose explained.

In testimony of which invention, I hereunto set my hand.

ROBT. HILTON.

Attest:

GEO. H. KNIGHT,
JAMES H. LAYMAN.