

(No Model.)

G. CROUCH.
TRUNK LID STAY.

No. 354,596.

Patented Dec. 21, 1886.

Fig. 1.

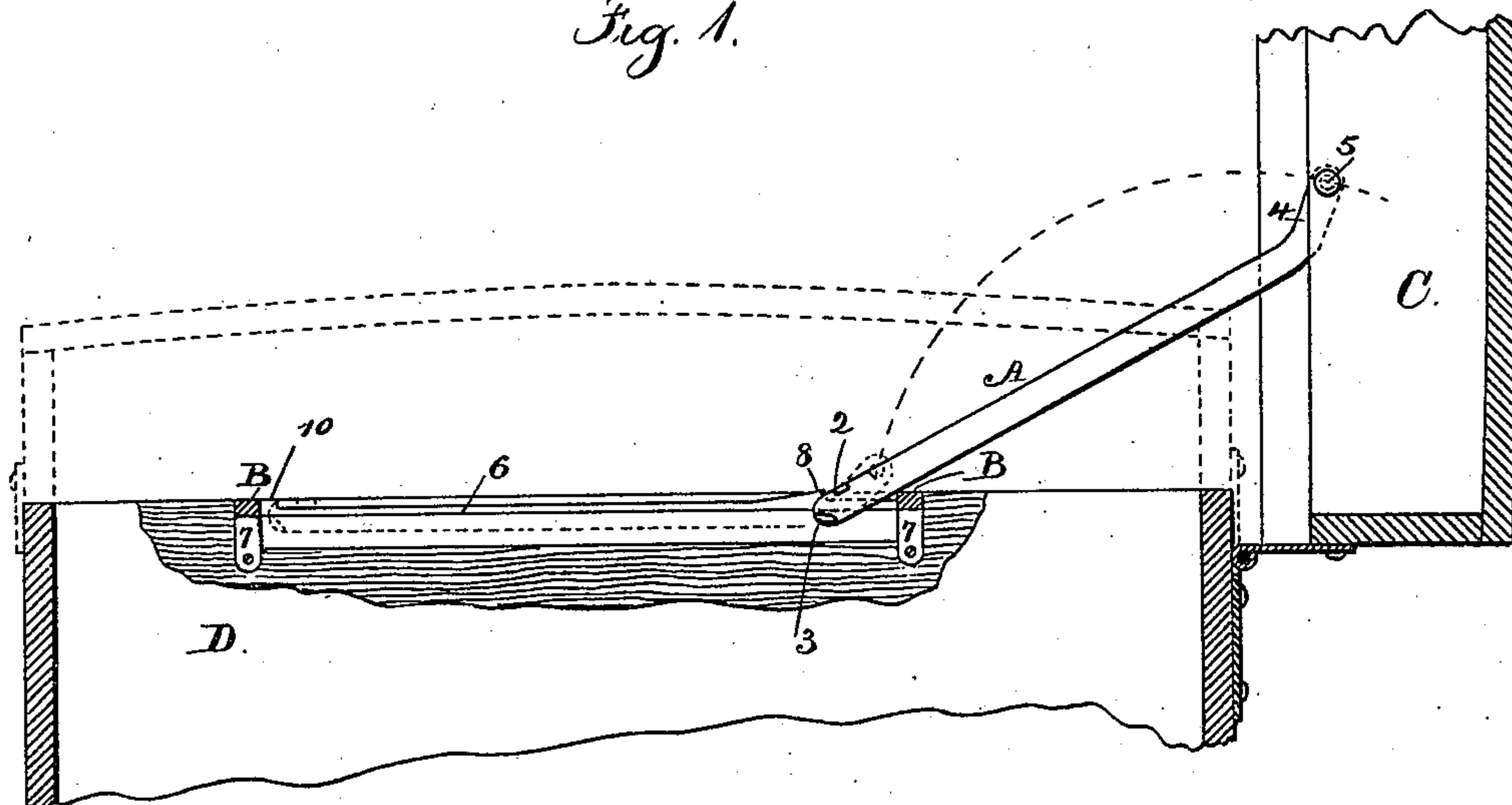


Fig. 2.

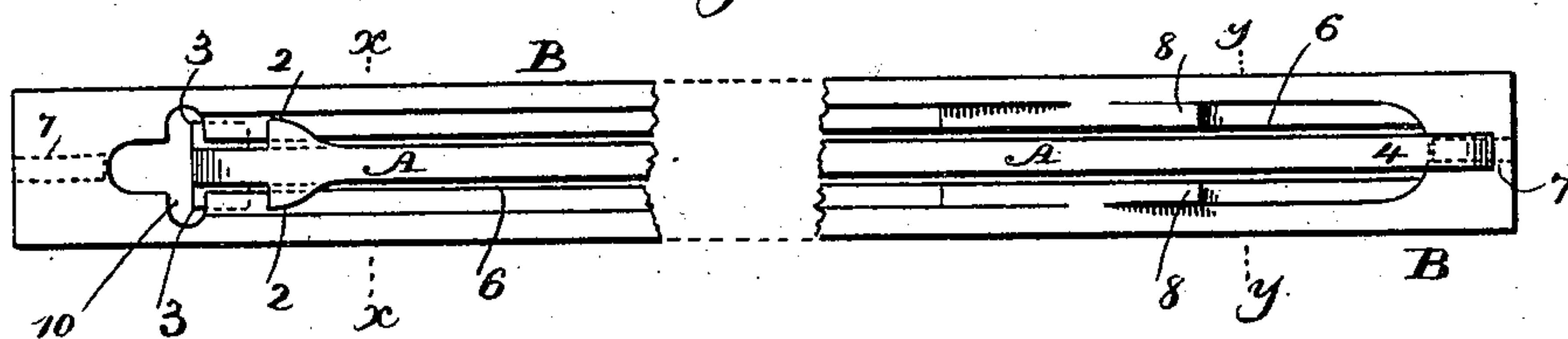


Fig. 3.

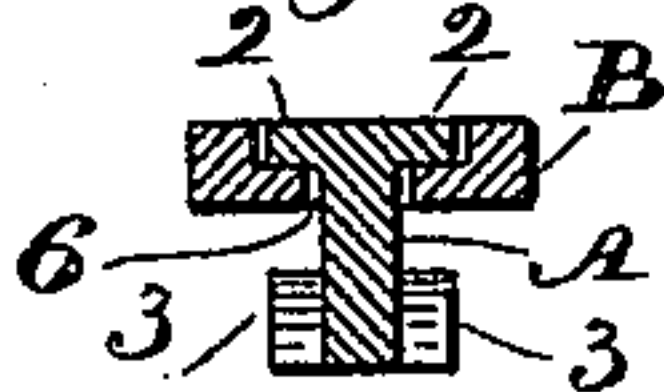


Fig. 4.



Witnesses

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TRUNK-LID STAY.

SPECIFICATION forming part of Letters Patent No. 354,596, dated December 21, 1886.

Application filed July 19, 1886. Serial No. 208,457. (No model.)

To all whom it may concern:

Be it known that I, GEORGE CROUCH, of the city and State of New York, have invented an Improvement in Trunk-Lid Stays, of which
5 the following is a specification.

In the manufacture of trunks it is usual to fasten a diagonal tape or strap at each end, between the body of the trunk and the lid, to hold the lid in a nearly vertical position, so
10 that it will not fall over backwardly; but these flexible straps do not prevent the lid falling down and closing accidentally, and personal injury often arises from this cause.

In some instances a metal brace or stay has
15 been applied for holding the trunk-lid when opened so that it will not move in either direction until a spring-latch or similar device is acted upon to allow the necessary movement of the parts.

My present invention is made for holding
20 the trunk-lid when opened so that it will neither fall back nor shut down until the stay itself is moved by hand. I provide a slotted rail upon the body of the trunk, and a stay-
25 bar pivoted at one end to the lid and having at the other end projecting lugs that come above and below the slotted rail, so that the lugs below the slotted rail prevent the lid falling back and the lugs above the slotted
30 rail act against pawl-projections upon the slotted rail to prevent the lid closing until the stay is lifted and the lugs thereof pass over the pawl-projections and slide upon the surface of the rail as the trunk-lid is closed.

In the drawings, Figure 1 is a partial section of a trunk body and lid, with the slotted rail and stay in the position for use, the dotted lines representing the parts when the lid is closed. Fig. 2 is a plan view of the stay
40 and slotted rail detached. Fig. 3 is a section of the stay and slotted rail at the line *xx*, Fig. 2, and Fig. 4 is a section of the rail at the line *yy*, Fig. 2.

The stay A is made with a bent or inclined
45 end, 4, through which passes a screw or nail, 5, by which the stay is pivoted to the trunk-lid C, and at the other end of this stay there are pairs of lugs 2 and 3.

The slotted rail B is fastened to the body D
50 of the trunk, at the top edge of one or both ends of the said body. The slot 6 in said rail B is wide enough for the stay A to slide back and forth freely within the same, the pair of lugs 2 coming above the slotted rail and the
55 pair of lugs 3 below the same. This slotted

rail is firmly fastened to the body of the trunk, preferably by a downward projection or projections, 7, through a hole in which passes a rivet or nail; and upon the upper surface of the slotted rail B there are pawl-projections 60 8, near the back end.

It will now be understood that when the trunk-lid is lifted the stay A is moved along so that the lugs 2 draw along upon the upper surface of the slotted rail and pass up over
65 the pawl-projections 8 and fall, and when the center of gravity of the lid passes over the hinges the lid tends to fall backwardly, but its movement is limited by the lugs 3 below the slotted rail. If, now, the lid of the trunk falls
70 or commences to move downwardly, the lugs 2 come into contact with the ends of the pawl-projections 8, and the motion is limited thereby, so that the lid cannot fall until the stay is lifted for the lugs 2 to pass over the
75 pawl-projections 8, after which the lid can be closed, as usual.

It is generally preferable to apply a stay at each end of the trunk, but with many trunks only a single stay is needed. 80

When the slotted rail is made of malleable cast-iron it can generally be sprung apart sufficiently to allow the lugs 2 to be passed through; but, if desired, notches at 10 may be left to allow the passage of the lugs 2 or 3 when
85 the stay-bar is threaded into and through the slot of the rail.

I claim as my invention—

1. The trunk-lid stay having the projections 2 and 3 upon the same, in combination with
90 the slotted rail attached to the body of the trunk and having the pawl-projections 8, with which the projections 2 engage, substantially as set forth.

2. The trunk-lid stay formed of a bar, one
95 end of which is curved or inclined upwardly and attached to the trunk-lid, and projections upon the sides of the said bar, in combination with a slotted rail attached to the body of the trunk and having the pawl-projections that
100 limit the downward movement of the trunk-lid by engaging with the projections on the bar, substantially as set forth.

Signed by me this 15th day of July, A. D. 1886.

GEO. CROUCH.

Witnesses:

GEO. T. PINCKNEY,
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