Feb. 11, 1936. C. LEDIN 2,030,456

LOCK

Filed May 13, 1930

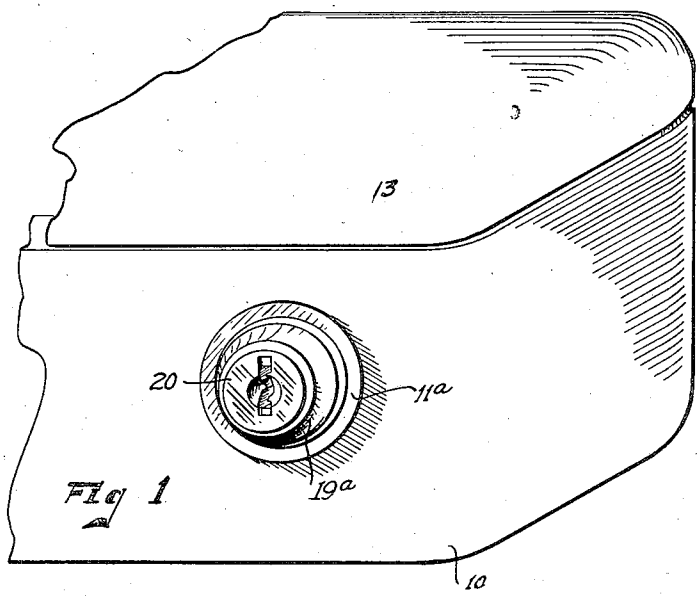


Fig 1

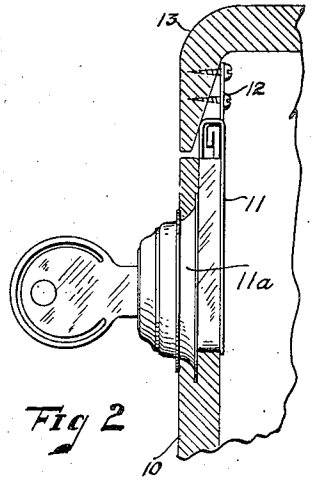


Fig 2

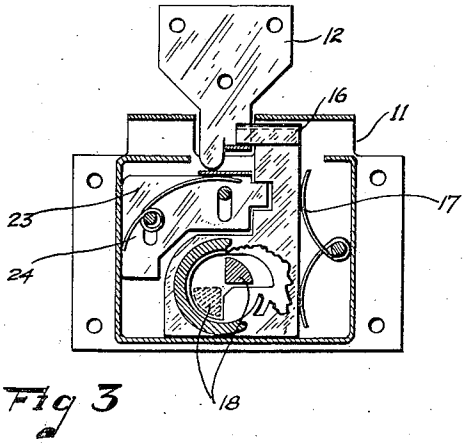


Fig 3

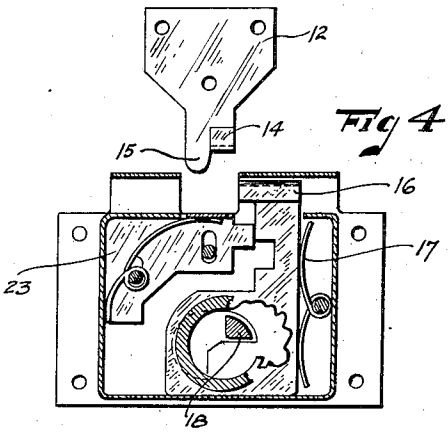


Fig 4

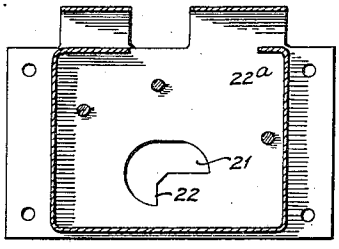


Fig 5

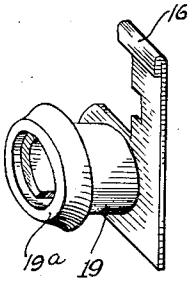


Fig 6

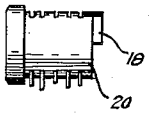


Fig 7

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LOCK

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Application May 13, 1930, Serial No. 452,074

3 Claims. (Cl. 70—27)

This invention relates to locks especially adapted for use on luggage. More particularly, this invention relates to a cylinder lock for use especially in luggage, in which the entire cylinder is adapted to be moved to actuate the particular locking mechanism, and where the plug of the cylinder is adapted to lock the cylinder against this movement.

It has been the custom in the manufacture of luggage to utilize a lock in which the locking mechanism is located entirely on the outside of the luggage so as to bring into view the very unsightly hasp and the very unsightly locking body, both of which are entirely out of place on fine luggage, especially of the type used by women as "overnight bags." An object of this invention is to devise a luggage lock in which preferably the hasp of the lock and also the main lock body are located within the particular piece of luggage, the only portion of the lock showing on the face of the luggage being the nose of a sliding cylinder. Other objects of the invention will be apparent from the description which follows.

For a description of my invention, I shall refer to the drawing wherein Fig. 1 is a partial view of a suit case or overnight bag disclosing my invention applied thereto. Fig. 2 is a section of the bag showing the locking mechanism in position. Figs. 3 and 4 are partial sections of the locking mechanism showing the same in locking and unlocking position. Figs. 5, 6 and 7 are views of portions of the locking mechanism.

Referring now more particularly to the drawing, reference numeral 10 indicates a suit case or overnight bag equipped with a lock 11. A hasp 12 for the lock is secured to the lid 13 of the bag and is equipped with a locking portion 14 and a portion 15 which will hereinafter be termed a camming portion. Preferably the hasp 12 is mounted as shown in Fig. 2 on the inside of the lid 13.

For co-operation with the locking portion 14 of the hasp, the lock 11 contains a sliding bolt 16 which is normally spring-pressed in a locking direction by the spring 17. The cylinder 19 is fixed to this sliding bolt 16, and mounted in this cylinder is a usual type of rotary sliding-tumbler plug 20 equipped with the usual sliding tumblers and a locking lug portion 18, the function of which will be explained presently.

The head 19*a* of the cylinder 19 is of such size as to cover entirely the slot which must be formed in the luggage body in order to permit the sliding of the cylinder in its actuation of the sliding bolt 16. This operation of the sliding bolt 16 by the cylinder 19 will be explained hereinafter in more detail. The covering of the slot in the luggage by the cylinder head 19*a* regardless of the position of the cylinder relatively to the luggage is exceedingly important since it prevents access to the locking mechanism which might be possible if the opening were not always fully covered. Preferably, also, the slot in the luggage relatively to which the cylinder 19 is adapted to move is outlined by a sleeve or bezel 11*a*, as is clearly shown in Figures 1 and 2.

This locking lug portion 18 is adapted to co-operate with a slot 21 located in the body portion 22*a* of the lock body. It will be understood that when this locking lug 18 is in the dotted line position, of Fig. 3, the side wall 22 of that slot or cut-out, will prevent movement of the plug, its cylinder 19, and consequently the bolt 16, to the right, from the position of Fig. 3. It will be quite obvious that if the plug 20 is key operated in a clock-wise direction, to the full line position of Fig. 3, it will be possible to move the cylinder 19 and the sliding bolt 16 to the right or to the position of Fig. 4, so as to permit the locking bolt 16 to release the hasp 12.

Contained within the case 11 of the lock body is a sliding control member 23, which is normally pressed in an upward direction by a spring 24. This member 23 serves to give the hasp 12 an initial upward movement by cooperation with the camming portion 15 of that hasp, when the locking bolt 16 releases the hasp. This is quite evident from Figs. 3 and 4 wherein it is seen that when the bolt 16 is moved to the right, it will release the member 23, which will be spring-pressed in an upward direction to actuate the hasp 12 to the position of Fig. 4. It will be further seen that this member 23 will function further to maintain the locking bolt 16 in its right hand position against the pressure of spring 17, as to permit the entrance of the bolt or hasp 12, whenever it is desired to lock the suitcase. When this locking operation is performed, the cam portion 15 of hasp 12 will depress the sliding member 23 which will permit the bolt 16 to move to the left from Fig. 4 into locking engagement with the portion 14 of the hasp 12.

While I have shown one embodiment of my invention, in which the locking mechanism, including the hasp is mounted on the inside of the lock and only the cylinder nose is located on the outside of the case, and where said cylinder is entirely controlled by the rotation of the body of the plug, it should be understood that modifications of this invention within the scope of the

appended claims will readily occur to one skilled in the art.

I claim:

1. In a suitcase, a lid, a hasp secured to said lid on the inside thereof, a lock comprising locking mechanism and a main body portion adapted to receive and lock said hasp therein, a cylinder lock slidably mounted relatively to said lock body and secured to the locking mechanism for directly actuating the same, said cylinder projecting forwardly from said main lock body and through a hole in the suitcase, a head on said cylinder, said cylinder being slidable laterally relatively to the hole in the suitcase, said head being of such size relatively to the hole as to fully cover the hole when the cylinder is at its extreme positions.

2. In a suitcase, a lid, a hasp secured to said lid, a lock comprising locking mechanism and a main body portion to receive and lock said hasp therein, a cylinder lock mounted for sliding movement relatively to said lock body and secured to the locking mechanism for directly actuating the same, said cylinder projecting from said main lock body and through a hole in the suitcase, a head on said cylinder, said cylinder being slidable laterally relatively to the hole in the suitcase, said head being of such configuration relatively to the hole as to fully cover the same when the cylinder is in its extreme positions.

3. In a suitcase, a lid, a hasp secured to said lid, a lock comprising a main body portion to receive and lock said hasp therein, a cylinder lock mounted for sliding movement relatively to said lock body for controlling the locking mechanism therein, said cylinder projecting from said main lock body and through a hole in the suitcase, a head on said cylinder, said cylinder being slidable laterally relatively to the hole in the suitcase, said head being of such configuration relatively to the hole as to fully cover the same when the cylinder is in its extreme position.

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