C. DITTMAR.

TRUNK FASTENER.

APPLICATION FILED AUG. 11, 1909.

955,856. Patented Apr. 26, 1910.

Fig. 1.

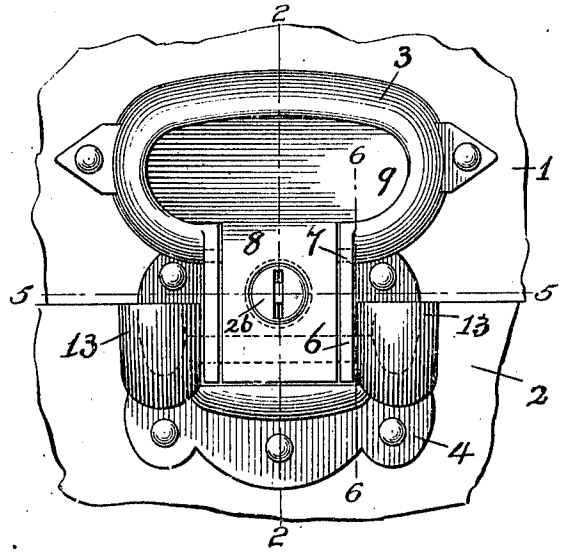


Fig. 2.

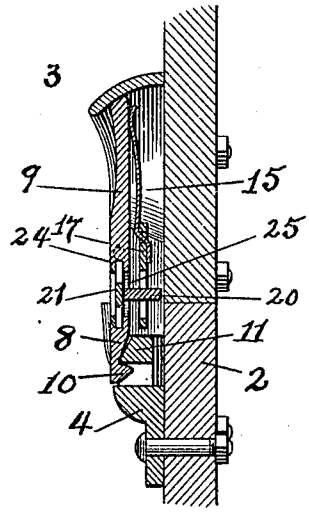


Fig. 3.

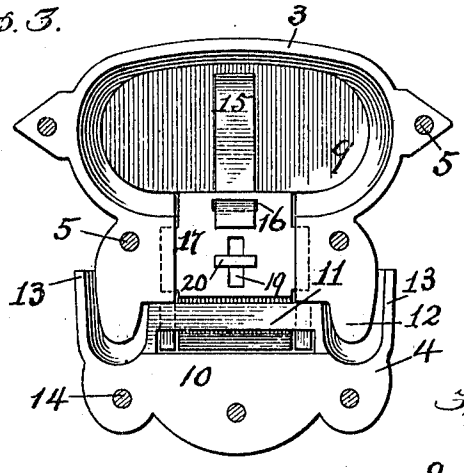


Fig. 4.

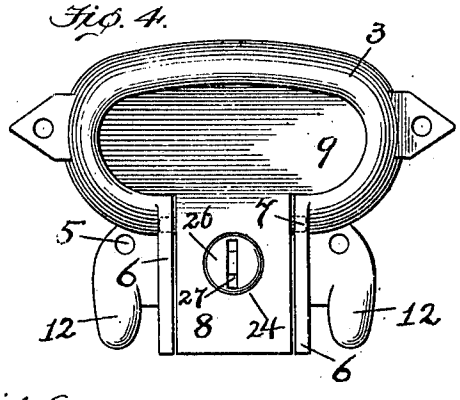


Fig. 6.

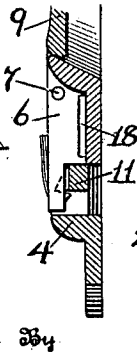


Fig. 7

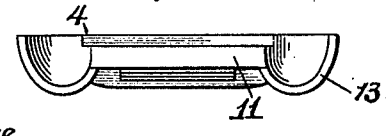


Fig. 5

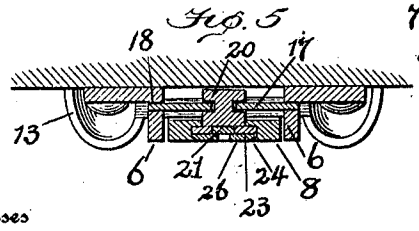
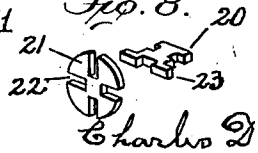


Fig. 8.



Witnesses

Edwin L. Bradford

G. Ferdinand Vogt.

Inventor

Charles Dittmar

By Mann & Co.

Attorneys.

UNITED STATES PATENT OFFICE.

CHARLES DITTMAR, OF BALTIMORE, MARYLAND.

TRUNK-FASTENER.

955,856. Specification of Letters Patent. Patented Apr. 26, 1910.

Application filed August 11, 1909. Serial No. 512,291.

To all whom it may concern:

Be it known that I, CHARLES DITTMAR, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Trunk-Fasteners, of which the following is a specification.

This invention relates to an improved trunk fastener.

The object of the invention is to provide a fastener carried by a trunk-lid and that shall have a pivoted tongue controlled by a lock device of improved construction.

The invention is shown in the accompanying drawing in which,

Figure 1 is a front view of the complete device. Fig. 2 is a vertical section of the device on the line 2—2 of Fig. 1. Fig. 3 is a view of the device as seen from the rear side—the side which is in contact with the trunk. Fig. 4 is a front view of that part of the device that is intended to be attached to the trunk-lid. Fig. 5 is a horizontal cross-section taken on the line 5—5 of Fig. 1. Fig. 6 is a vertical section on the line 6—6 of Fig. 1. Fig. 7 is a top view of the catch or cross-bar that is secured to the box-part of the trunk. Fig. 8 shows perspective views of the turn-bolt parts.

The numeral, 1, indicates the front wall of the box-part of a trunk. The frame, 3, which includes the lifter and lock-part of the device is secured to the trunk-lid, 1, and the catch part, 4, of the device is secured to the box-part, 2, of the trunk.

The frame, 3, has four holes, 5, for nails, rivets or bolts by which the case is secured to the trunk-lid. The frame has a curved oval top and two depending parallel walls, 6, 6, which are exposed at the front part and a suitable hole or bearing, indicated at the short broken lines, 7, is in each of said walls. A latch, 8, has position between said two walls, 6, and at each side the latch has a laterally-projecting pivot in each hole, 7, whereby the latch can tilt. This latch has at its upper end a finger plate, 9, which has position within the top of the frame, 3, and at its lower end the latch has a hook, 10, which engages with or takes below a cross-bar, 11, on the catch, 4, secured to the trunk-box. The frame, 3, also has two downward-pointing lugs, 12, one at the side of each vertical wall, 6. These lugs enter sockets, 13, which are formed in a familiar way on the catch device, 4. The catch has three holes, 14, for nails, rivets or bolts by which it is secured to the trunk-box.

A spring, 15, is so arranged with relation to the latch, 8, that it serves to keep the hook, 10, engaged with the cross-bar, 11. One end of the spring, 15, is held by a slot, 16, in a cross-bar or plate, 17, whose ends are securely fixed in two vertical slots, 18. One of these vertical slots is in each of the walls, 6, on the frame, see Figs. 2, 3, 5 and 6. The position and action of the spring, 15, will be understood by reference to Figs. 2 and 3.

The improved lock-device to hold the latch when locked will now be described. Its construction is as follows—The cross-bar, 17, has at its center a locking slot, 19, and a turn-bolt has its T-head, 20, entered through said slot; when the bolt is turned so that the T-head is cross-wise of the slot, as seen in Fig. 3, the latch, 8, can not tilt, and its hook, 10, will remain engaged with the cross-bar. But when a quarter turn is given the said bolt the long part of the T-head, 20, will be in alinement with said slot, 19, and then the latch may be tilted to disengage the hook, 10, from the cross-bar.

A disk, 21, has four radial slots, 22, with two of which the prongs, 23, on the turn-bolt engage. This disk, 21, serves as a loosely-connected head for a turn-bolt. In Fig. 8 the turn-bolt and the disk with radial slots are shown disconnected, but it will readily be understood how the two prongs, 23, will fit into two of the slots, 22. Figs. 2 and 5, also assist to show this.

The latch, 8, has on its front face a circular cavity, 24, whose outer circular edge is slightly undercut below the front face, as seen in Fig. 5 and a similar hole, 25, in said cavity opens through the latch. The turn-bolt is placed in the said cavity, the T-head part being passed entirely through the circular hole, 25, and the two prongs, 23, rest upon the bottom or at the front side of said cavity; the disk, 21, is then placed in the cavity and two of its radial slots, 22, are caused to engage with the said two prongs, 23, of the turn-bolt.

An outer disk, 26, covers the slotted disk, 21, and the rim-edge of said outer disk fits within the circular cavity, 24, and is free to be turned but is confined therein by the overlapping circular edge of said cavity. This outer disk, 26, has a central slot, 27, which exposes the two unoccupied radial slots, 22, of the disk, 21. The other two slots in said

disk being occupied by the two prongs, 23, of the turn-bolt, 20, as already explained.

A suitable key (not shown) would comprise a metal bar just wide enough to permit its end to enter the central slot, 27, in the outer disk, 26; the end of such bar should have two parallel prongs separated by a space between them. It will be understood such a key may have its two-pronged end entered in the slot, 27; and said prongs will engage the two unoccupied radial slots, 22, of the disk, 21, and a quarter-turn given to said outer disk, 26, will also turn the bolt, 20, which has a T-head, and thereby lock the latch, 8, to prevent it from tilting, or unlock it to permit it to tilt.

Having thus described my invention what I claim and desire to secure by Letters Patent is,—

1. The improved trunk lock comprising the metal frame to be secured to the trunk-lid and having an oval top provided with two separate, exposed depending parallel walls each having a vertical slot, 18; a latch, 8, wholly exposed and pivoted between said two walls; a bar, 17, crossing the space between said two walls and the ends of said bar fixed in said vertical slots; a spring, 15, having one end held by said cross-bar and the other end pressing the latch and a catch to be secured to the trunk-box and with which said latch engages.

2. The improved trunk lock comprising the metal frame to be secured to the trunk-lid and having an oval top provided with two separate, exposed depending parallel walls; a bar crossing the space between said two walls and the ends of said bar fixed to the latter and the center of the cross-bar provided with a locking slot, 19; a latch, 8, wholly exposed and pivoted between said two parallel walls and said latch having a turn-bolt provided with a T-head that engages the said locking slot in the cross-bar, and a catch to be secured to the trunk-box and with which said latch engages.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES DITTMAR.

Witnesses:

CHAS. B. MANN,

G. FERDINAND VOGT.