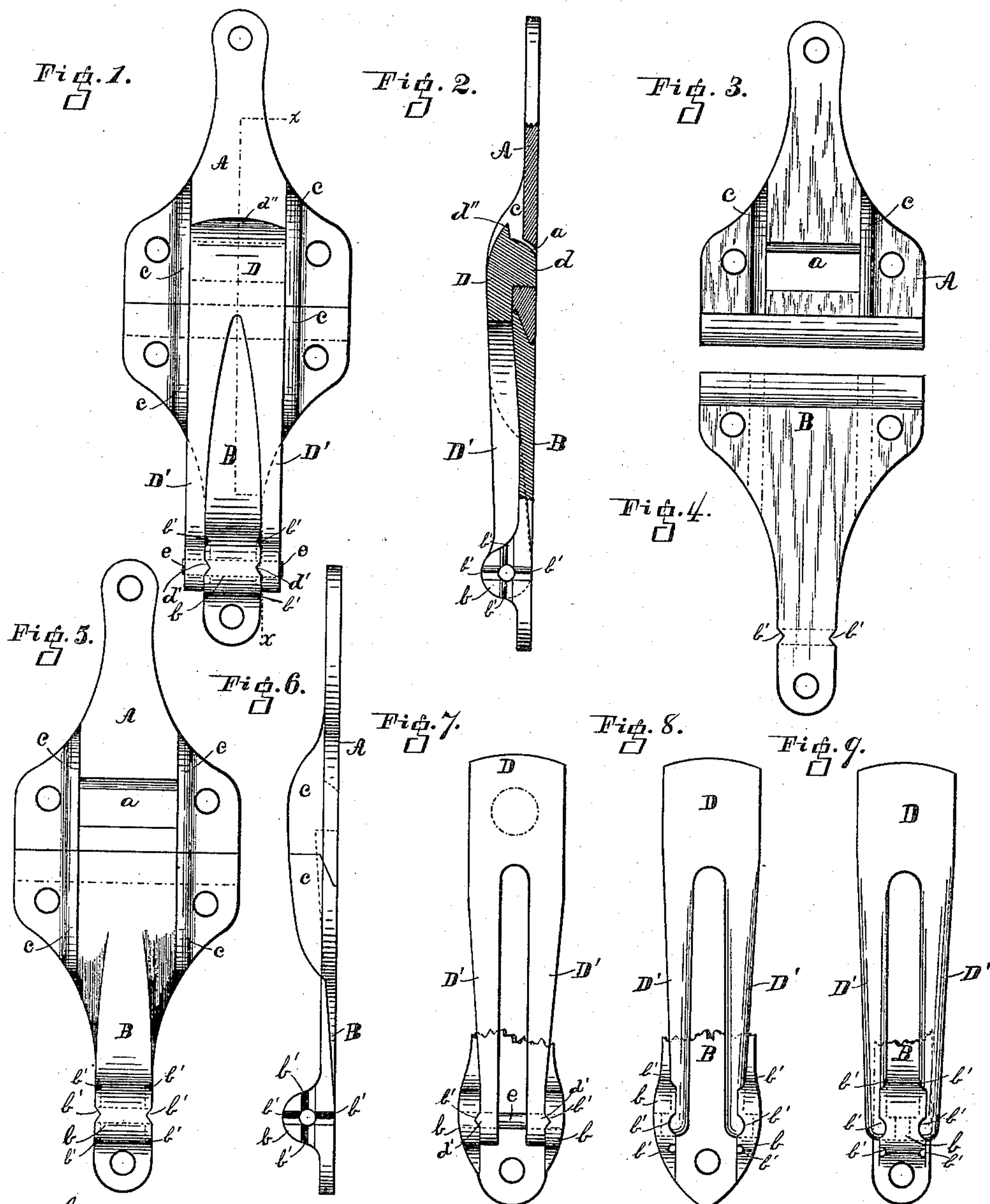


(Model.)

G. D. SPIELMAN.  
TRUNK FASTENER.

No. 330,435.

Patented Nov. 17, 1885.



Attest:

J. R. Bender

C. W. Miles

Inventor:

George D. Spielman

By Geo. Murray  
Atty



# UNITED STATES PATENT OFFICE.

GEORGE D. SPIELMAN, OF CINCINNATI, OHIO.

## TRUNK-FASTENER.

SPECIFICATION forming part of Letters Patent No. 330,435, dated November 17, 1885.

Application filed June 1, 1885. Serial No. 167,176. (Model.)

*To all whom it may concern:*

Be it known that I, GEORGE D. SPIELMAN, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Trunk-Fasteners, of which the following is a specification.

My invention relates to trunk-fastenings. Its object is a cheap secure fastener that will, when the trunk is closed, firmly hold the top of the trunk against either lateral or transverse displacement.

The invention will be first fully described in connection with the accompanying drawings, and the novel features particularly pointed out in the claims.

In the drawings, forming part of the specification, wherein like parts are indicated by similar reference-letters in the different views, Figure 1 is a front elevation of the approved form of my invention, with the latch closed in the position it occupies when the trunk is fastened. Fig. 2 is a broken section taken through line *x x* of Fig. 1. Fig. 3 is a front elevation of the upper plate. Fig. 4 is a rear elevation of the lower plate with the latch removed. Fig. 5 is a front elevation of the upper and lower plates with the fastening-catch detached. Fig. 6 is an edge elevation of the same. Figs. 7, 8, and 9 are front elevations of modified forms of my latch and the lower end of the plate in which it is pivoted.

The upper plate, A, and lower plate, B, are made, for cheapness, preferably of cast metal, the adjacent front parts being of the same shape in outline, and the edges matching together when the trunk is closed, as seen in Fig. 2. For this purpose the rear of plate B is beveled from the back to the front, while the opposite edge of plate A is beveled from front to rear. A slight offset or shoulder is left on each piece to receive the square edge of the opposite piece. Each plate has projecting from its front, flanges or lugs *c*, which form a groove, into which the latch D fits snugly when it is closed, for the purpose of preventing endwise movements of the top with relation to the body of the trunk. The lower end of plate B is cast with a boss, *b*, which is perforated to receive the pin *e*, by which the latch D is pivoted to plate B. The

latch has at its upper end a hook or detent, *d*, to pass into the opening *a* of plate A when the latch is thrown up, and above it a nose-piece, *d'*, by which the latch is grasped by the finger to release the fastening. Below the hooked end the latch is bifurcated to straddle the lower reduced end of plate B. Each side of boss *b* is provided with radial grooves *b'*, extending horizontally and vertically, and the lower ends of the legs D' are provided with radial ribs *d'*, which are the counterparts of the grooves *b'*. It is evident that the latch D must be made of metal having some spring—as steel or malleable cast metal—to enable the legs D' to spread slightly when the latch is turned around upon its pivot to release the fastening, as then the radial ribs on the latch are carried out of the radial grooves *b'*, and when it is carried around at a right angle to the front of the plate B, or turned half a revolution, so as to lie with its outer face flat against the body of the trunk, the radial ribs will again spring into either the horizontal or vertical grooves in the boss *b* and be retained in their position until they are thrown back, as shown in Figs. 1 and 2.

It is obvious that the head or fastening end of the latch D may be made of cast metal, and narrower than the groove formed by the flanges *c*, and the legs D' made of spring-steel and secured to the edges of the head by screws or rivets, so that the legs and head together would snugly fit into the groove; but I have found when the latch is made of malleable cast-iron there will be sufficient spring in the legs to retain the latch in position shown in Figs. 1 and 2, or in any position it may be thrown to, when the radial ribs enter the radial grooves.

When the latch is thrown into the position shown in Fig. 1 and the trunk open, the lower beveled edge of plate A will, when the top is shut down, throw said latch out sufficient to permit the trunk to close without entirely withdrawing the radial ribs *d'* from the groove *b'*, so that when the detent *d* comes opposite the opening *a* the latch will close automatically.

In Fig. 7 I have shown the boss *b* grooved vertically and the radial grooves on the inside of these lugs. The legs D' in this case have the radial ribs on the outside, and are



sprung in between the lugs formed by grooving the boss *b*. The parts are secured together by the pin *e*. (Shown in dotted line.) In Fig. 8 the same form is shown, except that the legs  
5 are round at the lower end, and the radial grooves are circular, instead of V-shaped, in cross-section, the lower ends of the legs being turned at a right angle and sprung into the transverse perforations in the boss, the turned  
10 ends of the legs forming journals upon which the latch turns.

The construction shown in Fig. 9 differs from Fig. 8 in having the ends of the legs *D'* turned inward instead of outward, and the  
15 boss *b* formed like those first described, except that the radial grooves are circular, instead of V-shaped, in cross-section. These latter forms of latch may, if desired, be made of spring-wire bent around and having the upper bent  
20 end turned in the form of a hook to enter the perforation in plate A.

The form shown in Fig. 7 may be cut from steel plate and have the radial ribs forged or stamped up from its edge and a pin projecting  
25 from its front, which might be screwed into the plate, as shown in dotted line, to enter the perforation *a* in plate A; but in this case the perforation in plate A should be made circular to fit the pin. It is of course evident that  
30 the radial grooves might be formed in the latch and the ribs upon the boss. It is also evident that where the detent *d* is made to closely fit the perforation in plate A the flanges *c* on the plate A may be omitted, and the de-  
35 vice would still prevent endwise movement of

the top of the trunk relative to the body; but it is preferable to use the flanges, as with them the lock and hinges of the trunk are relieved from all strain, even when the truck is roughly  
40 handled.

What I claim is—

1. The combination, in a trunk - fastener, with the plate A, having opening *a*, and side flanges, *c*, and the plate B, having similar  
45 flanges, the flanges on both plates being in the same plane when the parts are in a position to be locked, and forming together a continuous groove or recess, and the said plate B having boss *b* and radial grooves *b'* at its lower end,  
50 of the latch D, having detent *d* and spring-legs *D'*, which legs have projections *d'*, counter to the grooves in plate B, the said latch being pivoted to plate B, so as to form a spring-snap when the parts are united, substantially  
55 as described.

2. The combination, substantially as specified, with the plate A, having its lower edge beveled and provided with flanges *c*, and  
opening *a*, of the plate B, having its upper  
60 edge beveled to match with the bevel on plate A, and provided with flanges *c*, and having pivoted to it a spring-snap latch to pass into the groove formed by the flanges *c*, and a detent on said latch to pass into the opening in plate A.

GEORGE D. SPIELMAN.

Witnesses:

W. C. SPIELMAN,  
GEO. J. MURRAY.