

(No Model.)

W. J. HENRY.
TRUNK LOCK.

No. 486,227.

Patented Nov. 15, 1892.

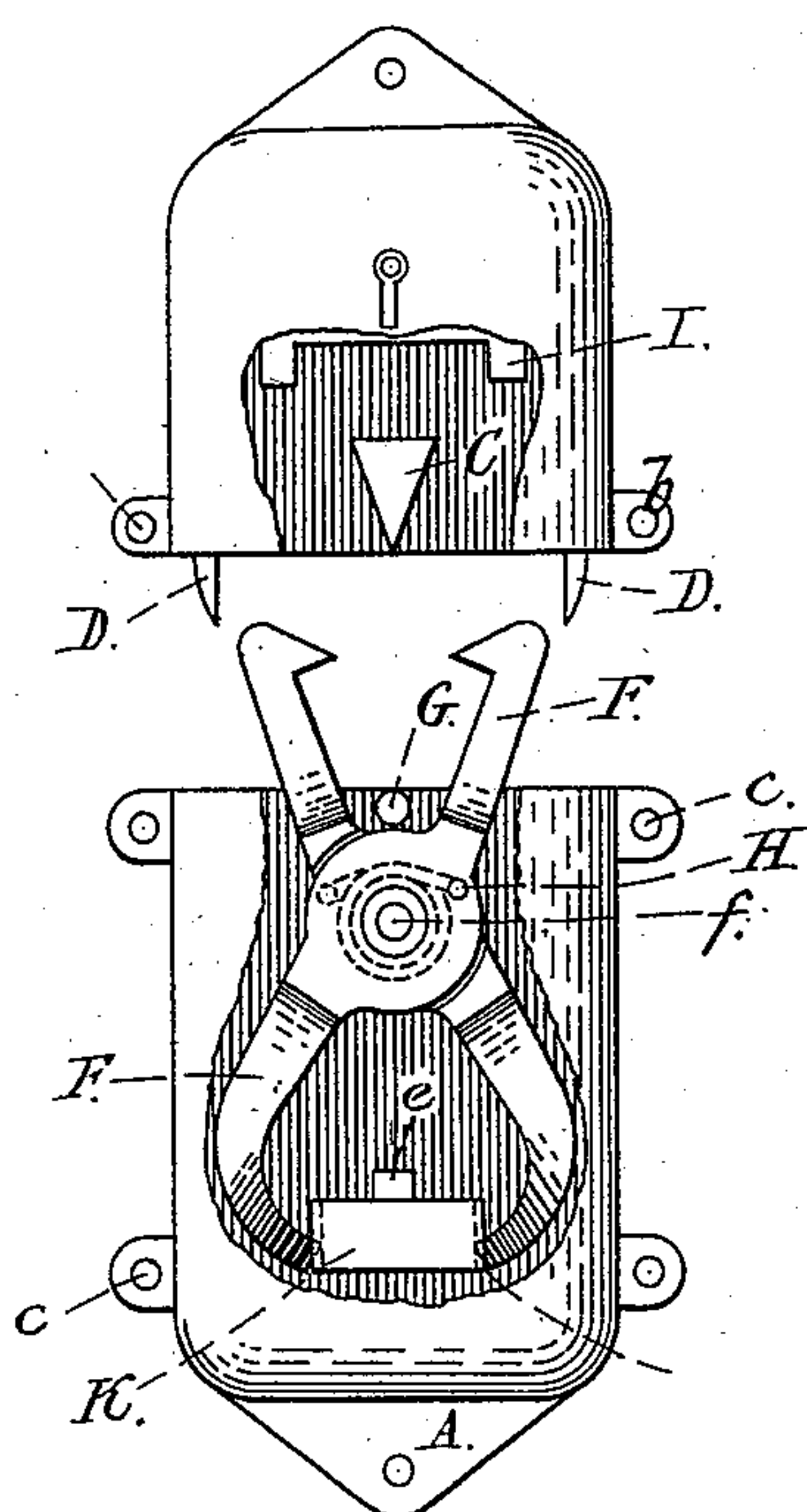


Fig. 1.

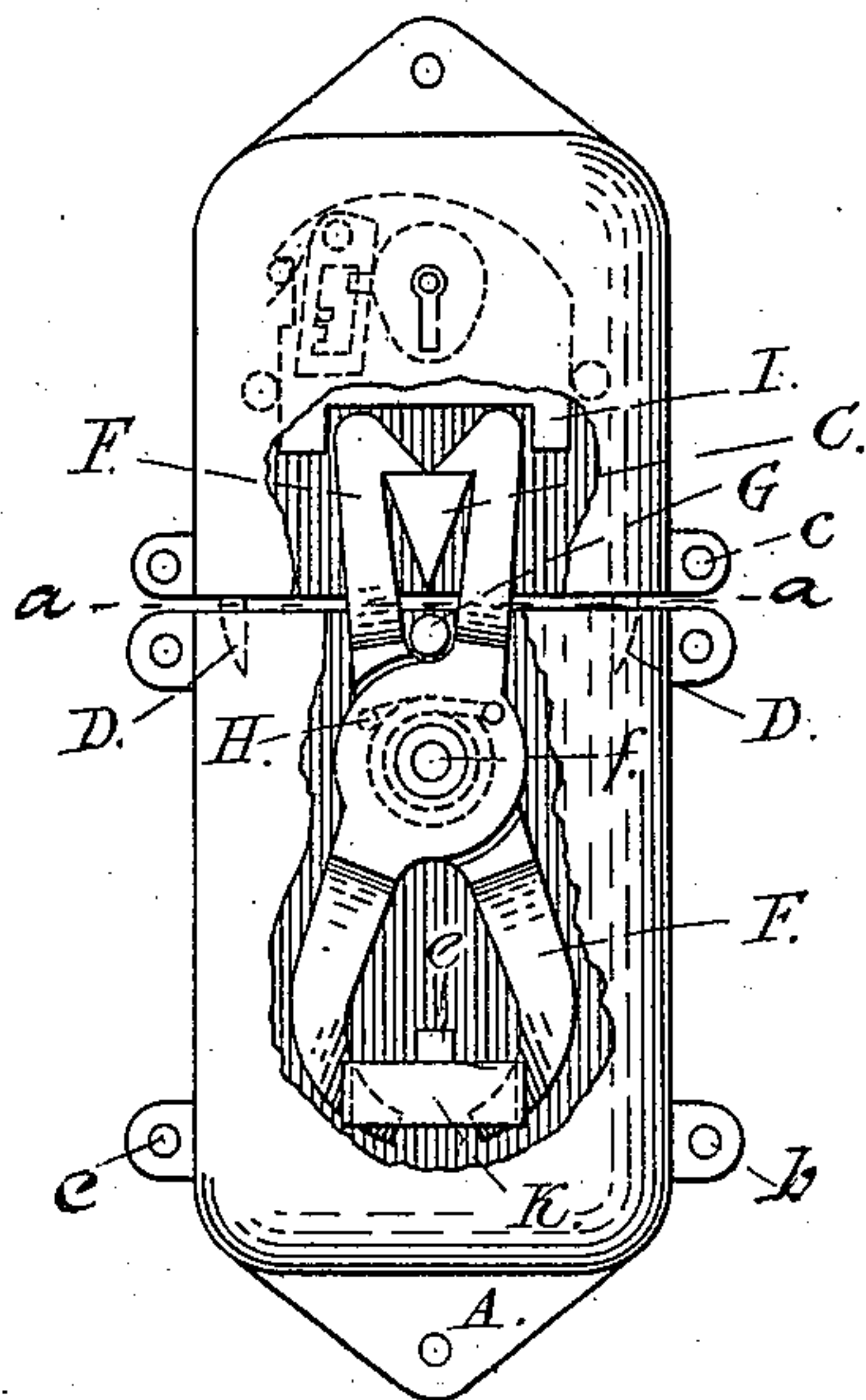


Fig. 2.

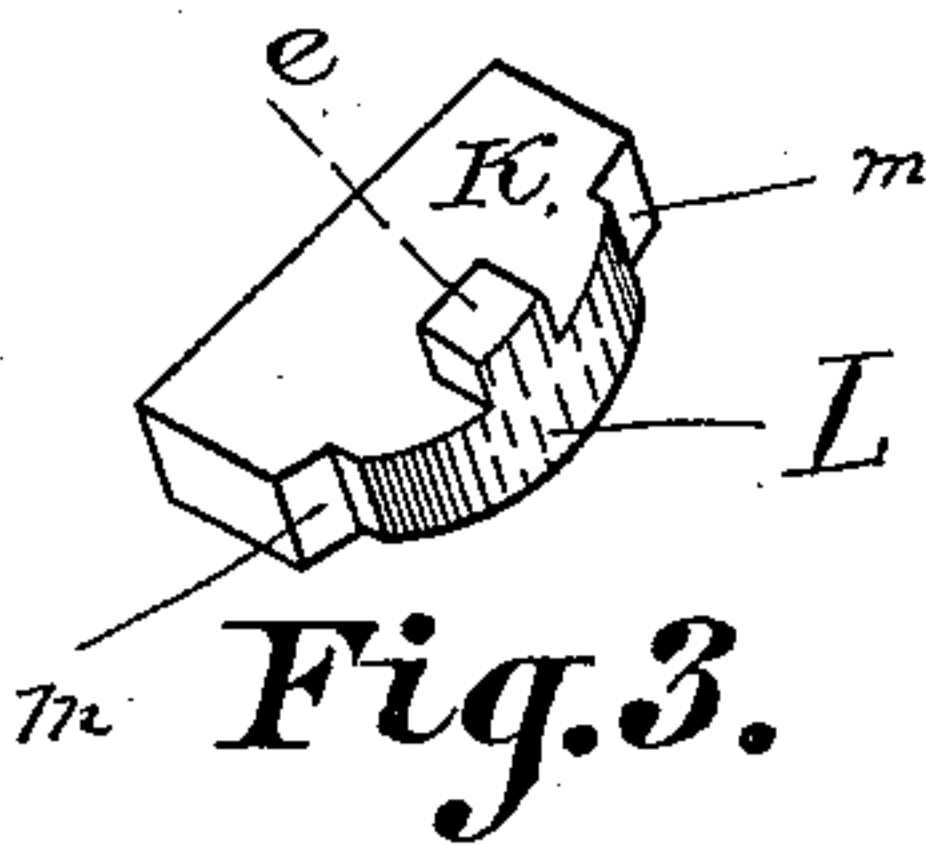


Fig. 3.

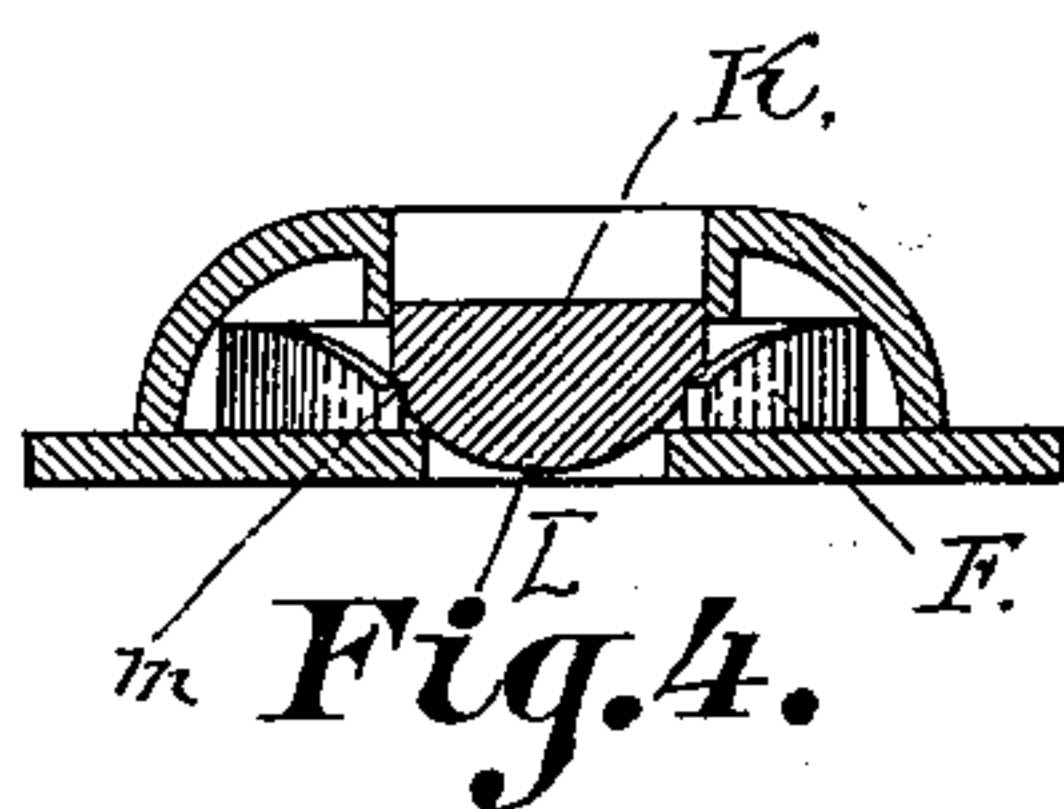


Fig. 4.

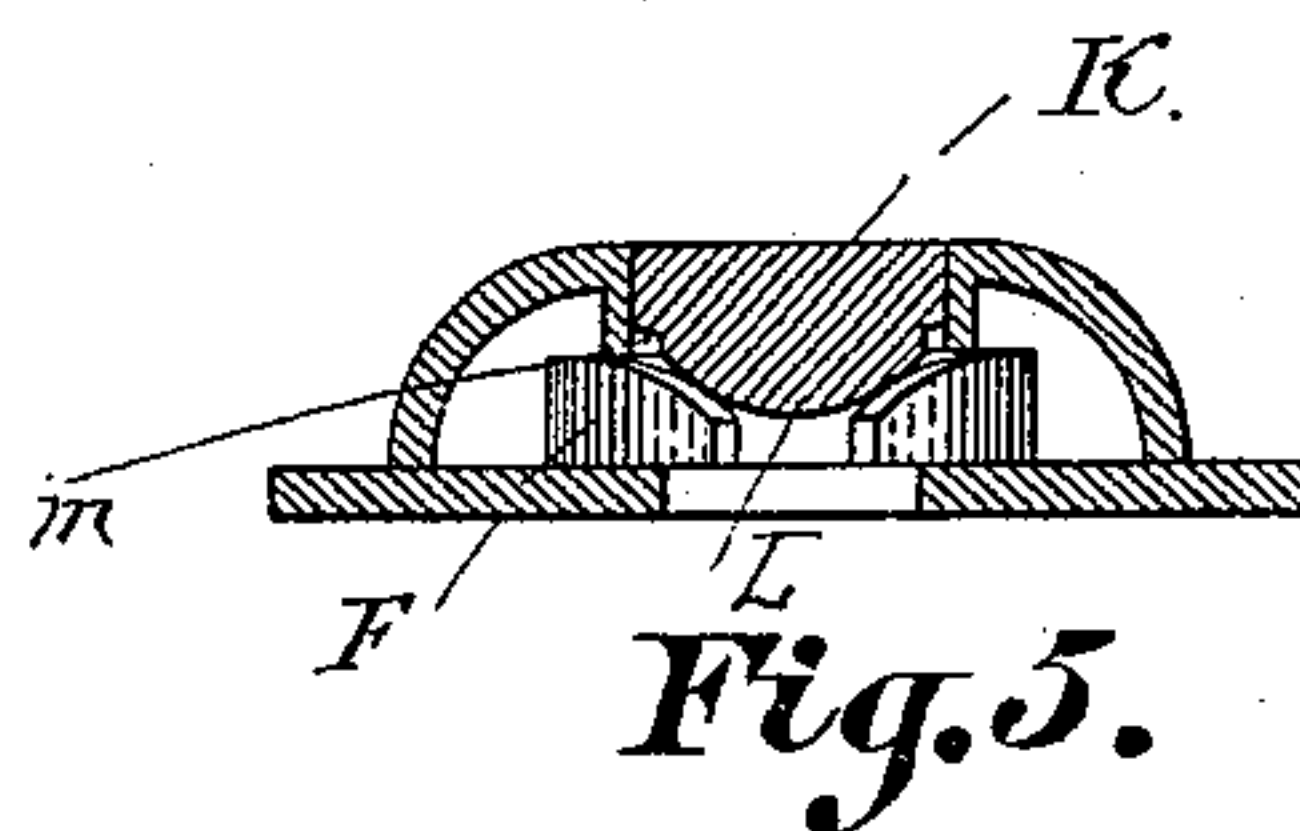


Fig. 5.

Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM J. HENRY, OF PORTLAND, MAINE.

TRUNK-LOCK.

SPECIFICATION forming part of Letters Patent No. 486,227, dated November 15, 1892.

Application filed January 16, 1892. Serial No. 418,320. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. HENRY, residing at Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Trunk-Lid Fastenings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a new and novel device in trunk-lid fastenings; and the objects of my invention are to secure a fastening for trunk-lids which can be easily and quickly operated, simplicity in construction, and in every way efficient for giving complete security. I attain these objects by the device illustrated in the accompanying drawings, in which—

Figure 1 is a view of the fastening or catch with the top cap or cover partially broken out to show the catch unlocked. Fig. 2 shows same view as Fig. 1, the catch locked. Fig. 3 is a detail of the press-bolt. Fig. 4 is a detail showing the cross-arm separated or unlocked. Fig. 5 is a detail showing the cross-arms when the device is locked.

Similar reference-letters point to similar parts throughout the several figures of the drawings.

A represents the bottom or bed plate of the device. This plate is of elongated shape, as represented in the drawings, and composed of any desired metal or composition. It is divided into two sections at the lines *a a*, each section having ears *b b*, through which holes *cc* are pierced for the insertion of nails, screws, or rivets for securely fastening each section of the plate to the body and lid of the trunk.

B is a top cap or cover, which rises from the edges of the bottom plate A and to which is given an oval or rounding shape. It completely incloses the operating mechanisms of the device. This top cap or cover can be secured to the bottom plate A by casting, riveting, or any convenient means. This top cap or cover is also divided into two sections at the lines *a a* to correspond to the two sections of the bottom plate A.

Passing to the consideration of the internal mechanism of the fastening C is a V-shaped stop or projection cast on the lid-section of the bottom plate A and extending from the

surface of the plate A to the inner surface of the top cap or cover B.

DD are guide-braces cast solid to the lid-section of the bottom plate A and curved to fit and brace against the rounding inside surface of the trunk-section of the top plate B. A slot or elongated perforation is cast in the lower part of the trunk-section of the top cap or cover B. In this slot or perforation is placed a part K, which I have denominated a "press-bolt." The bolt K is rectangular in the upper part. Its lower face is provided with a circular projection L. At each side of the projection L are notches *m*.

e is a guide, which projects from the face of the press-bolt K through a proper recess or slot provided on the back plate A.

F F are cross-arms working on a pivot *f*, located at the place of crossing and having their upper or clamp ends properly turned or formed into teeth to clamp over the upper edge of the V-shaped stop or projection C. The lower or opposite ends of these arms F F are properly beveled or convexed to correspond with the rounded beveled surface L of the press-bolt K. The cross-arms are spread, as shown in Fig. 1, by pressing the bolt K in the position shown in Fig. 4.

H is a circular spring placed within the arbors of the cross-arms F F and having its ends confined in holes pierced in the cross-arms in such a way that it will press the clamp or upper ends of the arms together.

G is a pin or projection cast to the bottom plate A and extending upwardly between the upper cross-arms to steady them and prevent swaying from side to side. In the lid-section is located a lock, which has the end of the lock-bolt notched out, so as to fit over the ends of the cross-arms F and hold them securely in place. In the drawings I show such a lock-bolt, which can be thrown back and forth by a key.

The operation of my device is easily understood and is as follows: The lid and trunk sections of the device are respectively fastened to the lid and body of the trunk bringing their divided ends flush with the edges of the lid and body of the trunk, respectively, and directly opposed or opposite to each other. After the sections are so attached the trunk is closed by pressing downward on the lid,

and as the lid moves toward the body of the trunk the guide-braces D D enter and are brought in contact with the rounding inside surface of the cap or cover B and so guide the lid to its proper seat on the body of the trunk. As the lid of the trunk carrying the lid-section of the device moves downward toward the body of the trunk the small or wedge end of the V-shaped stop C is brought in contact with the teeth of the cross-arms F F, its wedge shape forcing the arms apart against the power of the spring *f* until the lower edges of the teeth reach the top surface of the V-shaped stop C, when contact with the sloping sides of the stop is suspended, and the power of the spring *f* forces the arms together, and the teeth securely clamp over and upon the top surface of the V-shaped stop C. It is then only necessary to turn the key in the locking device to force the notched lock-bolt downward over the ends of the upper cross-arms to securely lock them in this position. When it is desired to open the trunk, the key in the locking device is turned to release the notched lock-bolt I. The press-bolt K is then pressed inward, when its beveled end, coming in contact with the corresponding beveled ends of the lower cross-arms, forces them apart and in turn opens the upper or teeth ends of the arms and releases the stop C from the teeth. The lid of the trunk can then be lifted and the trunk opened. When the pressure is removed from the press-bolt K, the spring *f* again forces the cross-arms together, closing the teeth and throwing the press-bolt out-

ward again flush with the outside surface of the top cap or cover B.

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

1. In a trunk-fastening, the herein-described cross-arms F, pivotally connected to the back plate and having suitable spring mechanism in the arbors about the pivot-point for automatically drawing the extremities of the cross-arms together when the same are forced apart, and the press-bolt K, having an inner beveled face to engage the lower beveled extremities of said cross-arms, and notches at the sides of said beveled face to receive said lower extremities, substantially as above set forth.

2. In a trunk-fastening, the pivotally-operating cross-arms F, the actuating-spring *f*, the press-bolt K, the V-shaped stop C, and lock-bolt I, with its attendant locking mechanism, substantially as set forth.

3. In a trunk-fastening, the combination, with the spring-actuated arms F, of the herein-described press-bolt K, provided with a guide projection *e* and having the curved face L for spreading apart the cross-arms F, and notches *m* for holding the cross-arms apart, substantially as set out.

In testimony that I claim the foregoing as my own I have affixed my signature in the presence of two witnesses.

WILLIAM J. HENRY.

Witnesses:

SUE C. WALKER,
HERBERT G. BRIGGS.