Lieb & Schmadel,

Trunk-Roller Cleat.

No. 47,114. Patented Apr. 4, 1865.

Fig. 3.

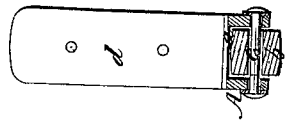


Fig. 1.

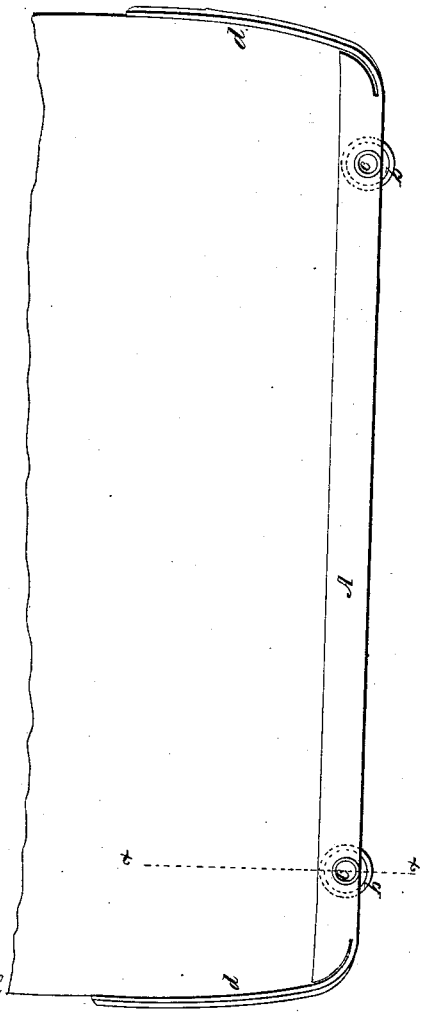
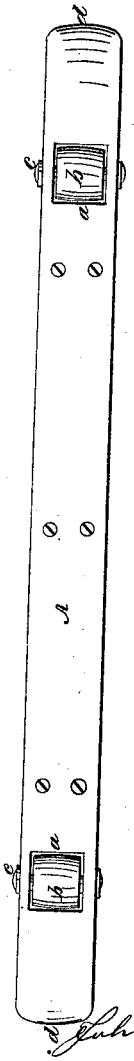


Fig. 2.



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UNITED STATES PATENT OFFICE.

JOHN A. LIEB AND JOHN SCHMADEL, OF NEWARK, NEW JERSEY.

IMPROVED ROLLER-CLEAT FOR TRUNKS.

Specification forming part of Letters Patent No. 47,114, dated April 4, 1865.

To all whom it may concern:

Be it known that we, JOHN A. LIEB and JOHN SCHMADEL, of Newark, in the county of Essex and State of New Jersey, have invented a new and Improved Roller-Cleat for Trunks; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side elevation of this invention. Fig. 2 is an inverted plan of the same. Fig. 3 is a transverse vertical section of the same, the line *x x*, Fig. 1, indicating the plane of section.

Similar letters of reference indicate corresponding parts.

This invention consists in the arrangement of mortises or cavities in the cleat of a trunk, in combination with rollers, the axles of which have their bearings in the sides of said mortises or cavities in such a manner that the rollers can be secured to the cleat without the use of a metal bracket, and a simple, cheap, and durable fastening for said rollers is produced. The ends of the cleat are made thin and turned up over the edge of the trunk in such a manner that by the cleat the edge and sides of the trunk are protected as well as its bottom, and the cleat is less liable to be knocked off than it is when attached to the bottom in the ordinary manner.

A represents a strip of wood cut out in the usual form and shape of the cleat of a trunk, white-oak, hickory, or other tough wood being used by preference. This cleat is provided with two (or more) cavities or mortises, *a*, large and deep enough to admit the rollers *b*, and the axles *c* of these rollers pass through the sides of said mortises or cavities and through the rollers, as clearly shown in Fig. 3 of the drawings.

It is obvious that the rollers must be placed in such a position that they project somewhat beyond the lower surface of the cleat, and by this position the axles of the same will be brought in an advantageous position, since all the strain to which said rollers are exposed is in an upright direction, and consequently little wood is required below and as much as possible above the axles.

The axles are secured in the simplest possible manner by riveting their ends, and a cheap and durable roller-cleat for trunks can thus be produced.

The ends *d* of our cleat are made thin and turned up over the edges of the trunk, as clearly shown in the drawings. By doing so the edges and sides of the trunk are protected as well as its bottom, and, furthermore, the cleat is less liable to be knocked off than it is when secured to the bottom of the trunk in the ordinary manner.

We claim as new and desire to secure by Letters Patent—

As an improved article of manufacture, the trunk-cleat A, provided with rollers *b b*, inserted in mortises *a a*, all as herein specified.

JOHN A. LIEB.
JOHN SCHMADEL.

Witnesses:
WM. F. MCNAMARA,
MM. M. LIVINGSTON.