E. A. G. Roulstone.

Improvement in Trunks.

PATENTED JUN 27 1871

Fig. 1. 116492

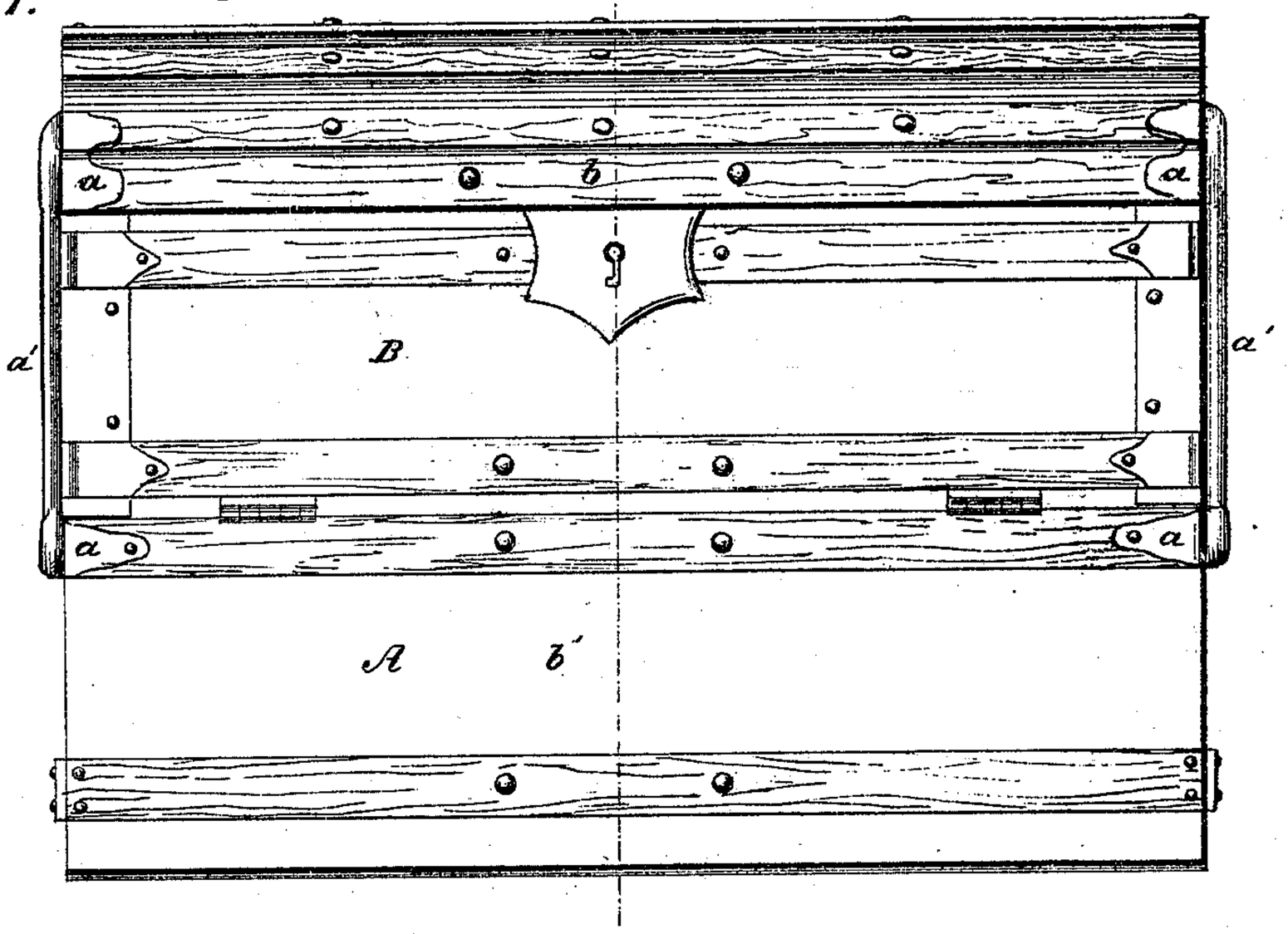

Fig. 2

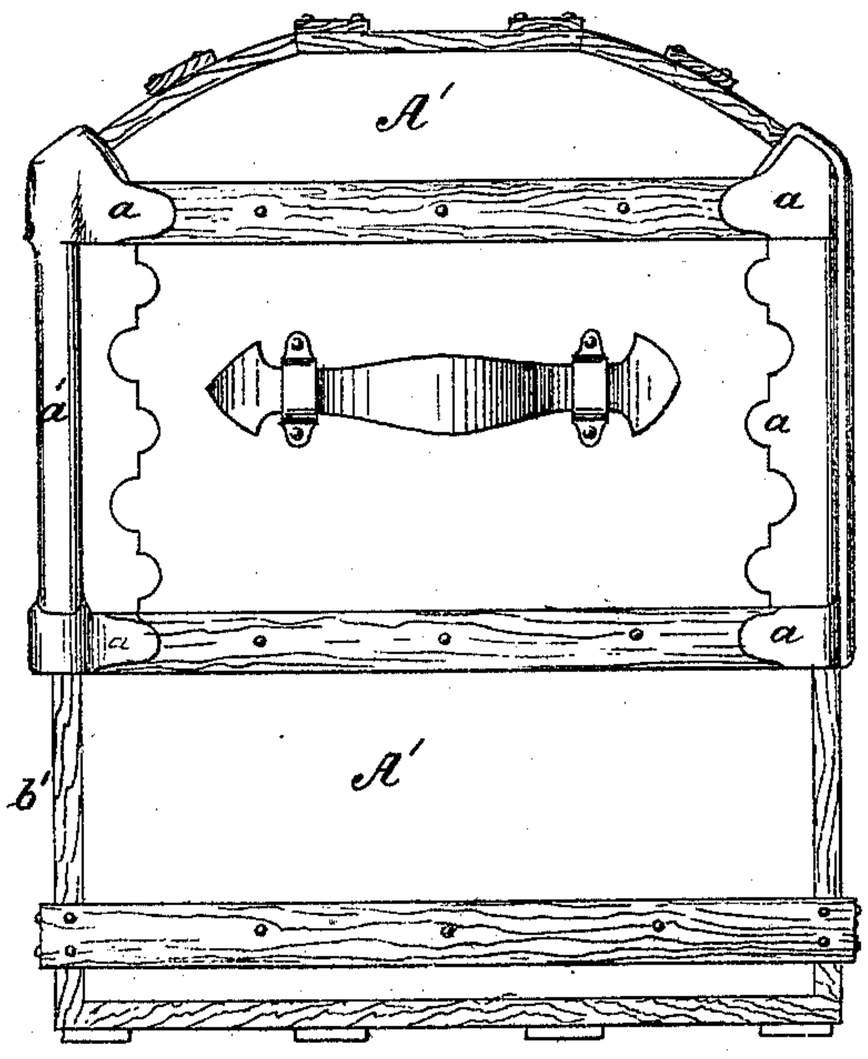

Fig. 3.

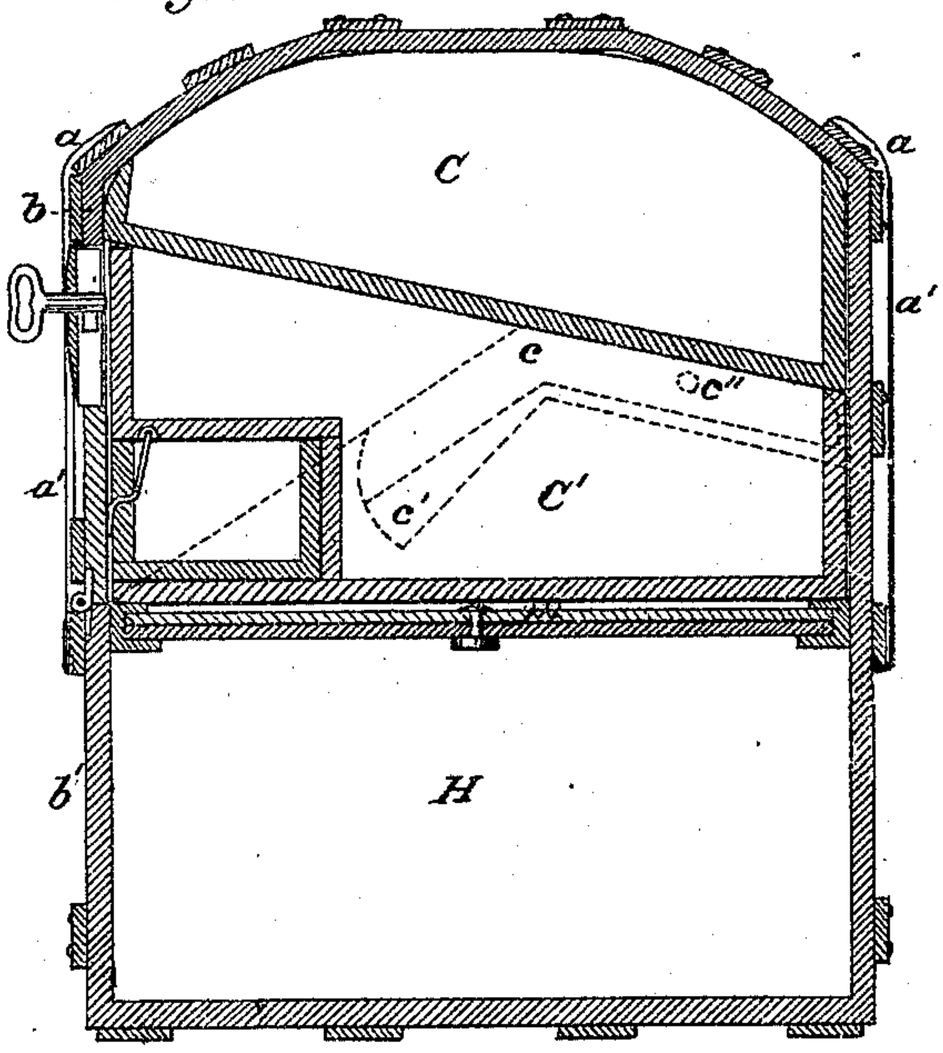

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Fig. 4.

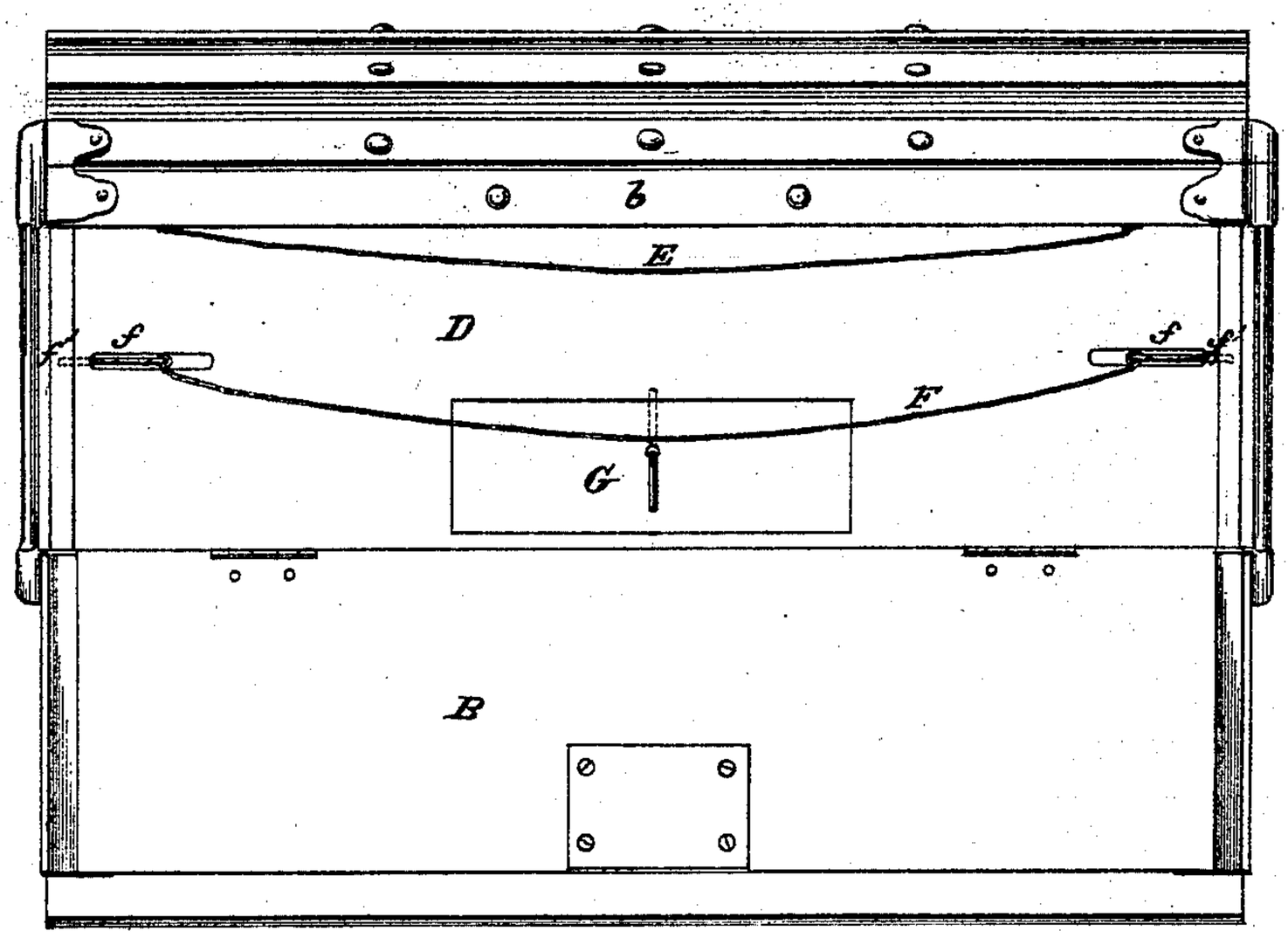


Fig. 5.

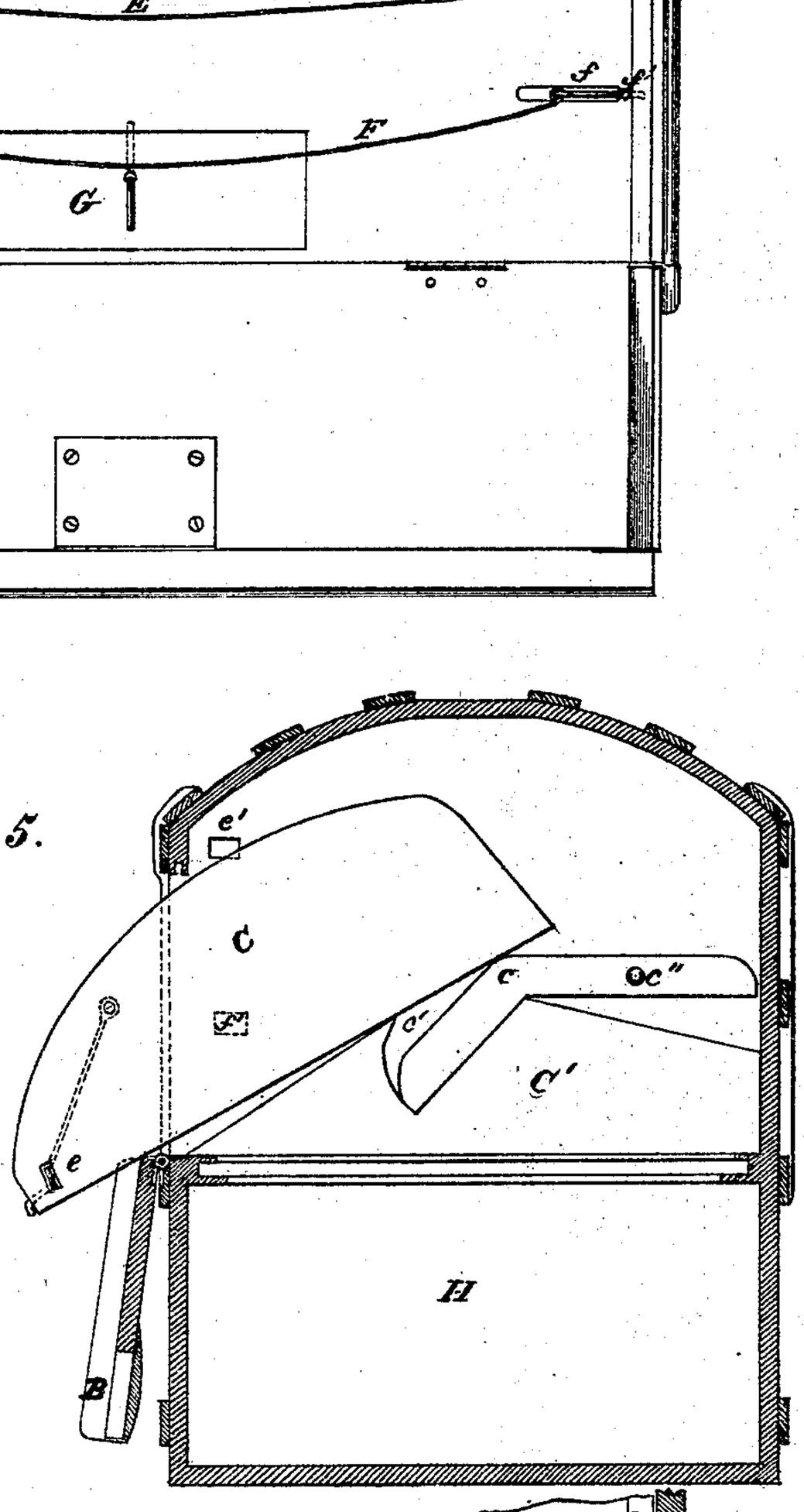
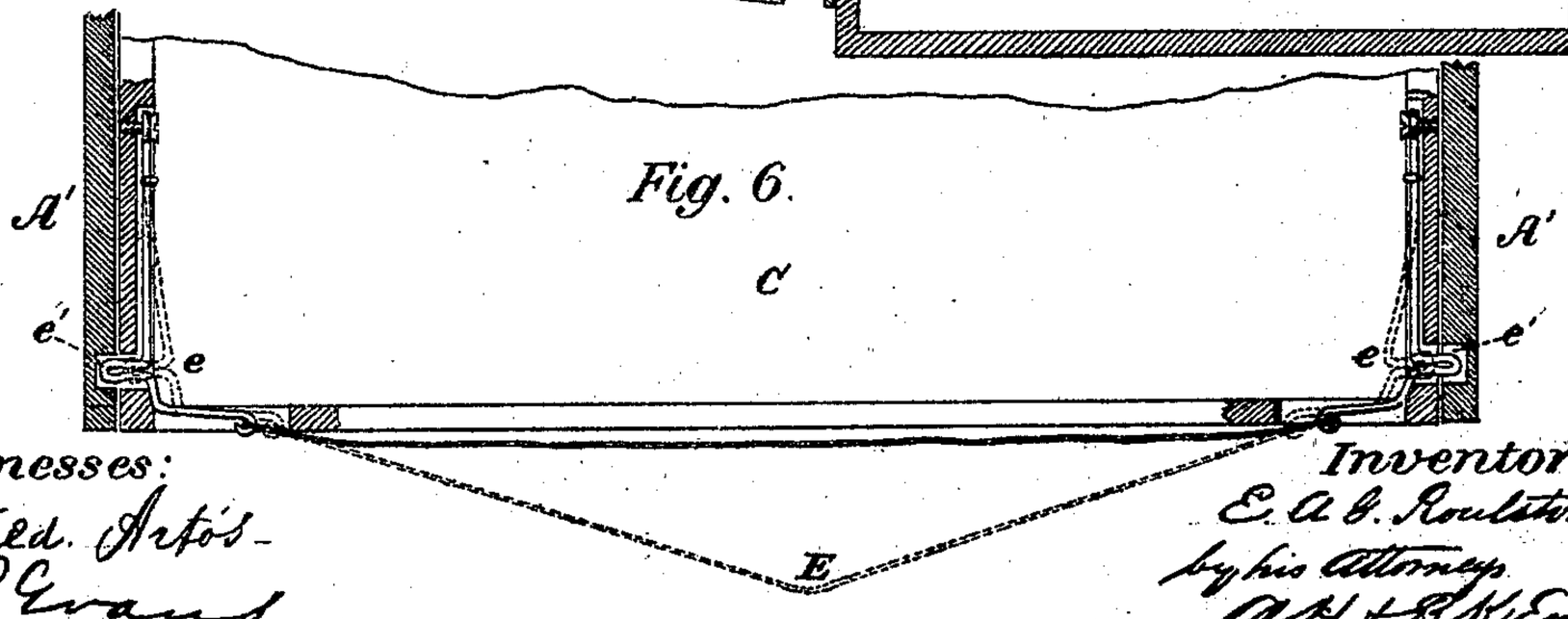


Fig. 6.



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UNITED STATES PATENT OFFICE.

EDWARD A. G. ROULSTONE, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN TRUNKS.

Specification forming part of Letters Patent No. 116,492, dated June 27, 1871.

To all whom it may concern:

Be it known that I, EDWARD A. G. ROULSTONE, of Boston, in the State of Massachusetts, have invented a new and useful Improvement in Trunks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is a front view of the trunk. Fig. 2 is an end view of the same. Fig. 3 is a cross-section through the line *x x*. Fig. 4 is a front view of the trunk with the door open and a drawer exposed. Fig. 5 is an open-end view of my improved trunk, showing the middle drawer out and the upper one partially out. Fig. 6 is a broken view of a drawer, showing the position and construction of the spring-catches by which the drawers are held in place.

My invention relates to that class of trunks generally used in traveling, although it is equally applicable to all kinds of trunks; and consists: First, in making the trunk without any opening except in front, and thus avoiding the difficulties and dangers incident to lids or tops as at present constructed. Second, in so constructing the door of the trunk that it shall at all times be secure from damage by rough handling. Third, in the economical and convenient arrangement of the interior of the trunk in view of my improved method of opening a trunk in front.

To enable others skilled in the art to use and understand my invention, I will proceed to state the manner in which I have carried it out.

Fig. 1 presents a front view of my improved trunk with the door closed. When this door is opened it is turned down on its hinges, as shown in Figs. 4 and 5. When closed the door fits into the front of the trunk and between the ends of the same, so that its surface shall be flush with the upper and lower portions of the front, and, consequently, be secure from damage. The upper and lower portions of the front of the trunk—that is, the portions of the front above and below the door—being made secure to the ends and to the top and bottom of the trunk, and these, in turn, being made rigidly secure to the back, it is evident that the lock and the hinges of the door, as well as the door itself, are all protected against damage from falling, jamming, or careless handling, which is not the case with trunks as now constructed with the upper portion opening on hinges attached to the back. By my method of constructing the whole of the body of the trunk solid—that is, rigidly secured together, with the exception of the door in front—there is no danger to either hinges or locks from the falling or rough handling of baggage. As a further security to the trunk-frame constructed as described, I secure the corners and edges by means of the clamps *a a*, the portions *a'* extending beyond the front edges of the trunk so as to afford ample protection to the door B. These clamps, as shown in Figs. 1 and 2, may be made of metal or other suitable material, and may be each in one piece or in several pieces without departing from the spirit of my invention. The top of the trunk is arched, as shown in Figs. 2 and 3, for a purpose hereinafter explained.

When the door B is unlocked and allowed to fall, as shown in Fig. 4, the front of the drawer D is exposed to view. By pulling upon the cord F the spring-catches *f f* are simultaneously drawn from the holes *f' f'* in the inner ends of the trunk, and the drawer or tray D can be taken out. This drawer is of the peculiar shape shown in Fig. 5, and may have one or more smaller drawers, G, sliding from its front, which can be opened without removing the drawer D from its position in the trunk. (See Fig. 3.) After the drawer or tray D has been taken out for packing or unpacking, the cord E, similar to the cord F, is exposed to view. (See Fig. 6.) By pulling the cord E the spring-catches *e e* are withdrawn from the holes *e' e'* and the upper drawer or tray C is caused to tilt downward in front and slide outward on the incline C and lever or arm *c'*, as shown in Fig. 5. The arm *c'* turns upon the pin *c''* and allows its front end to pass into a notch formed in C' as the upper drawer or tray slides out of the top of the trunk. In this same position the arm *c'* catches the drawer C as it is pushed back into the trunk, and the rear part of the drawer being, from its peculiar shape, heavier than the front, it drops down upon the arm *c'*, as shown in Fig. 3, while the front passes up into the top of the trunk, where it is secured and held by the spring-catches *e e*. The lower division H of the interior of the trunk is left clear for packing, and is covered with a board, *m*, Fig. 3, secured by a button or convenient device.

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

1. The trunk A, when constructed as described, and secured at the edges and upper corners by the clamps *a a* and *a' a'*, as shown in Figs. 1 and 2, the clamps *a' a'* extending in front sufficiently to afford protection to the door B.

2. The trunk A, when constructed as described, and having fitted within it the till or tray C and drawer or drawers D with their spring-catches *e e* and *f f*, all arranged and combined substantially as and for the purpose set forth.

3. The till or tray C fitting into the top of the trunk and having the configuration shown in Fig. 5, in combination with the pivoted arm *c'*, substantially as and for the purpose specified.

4. The till or tray C constructed as described, in combination with the incline C', with or without the pivoted arm *c'*, when arranged with reference to a trunk, substantially as and for the purpose set forth.

EDWARD A. G. ROULSTONE.

Witnesses:

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