

(No Model.)

J. J. FETH.
Trunk Clamp.

No. 238,281.

Patented March 1, 1881.

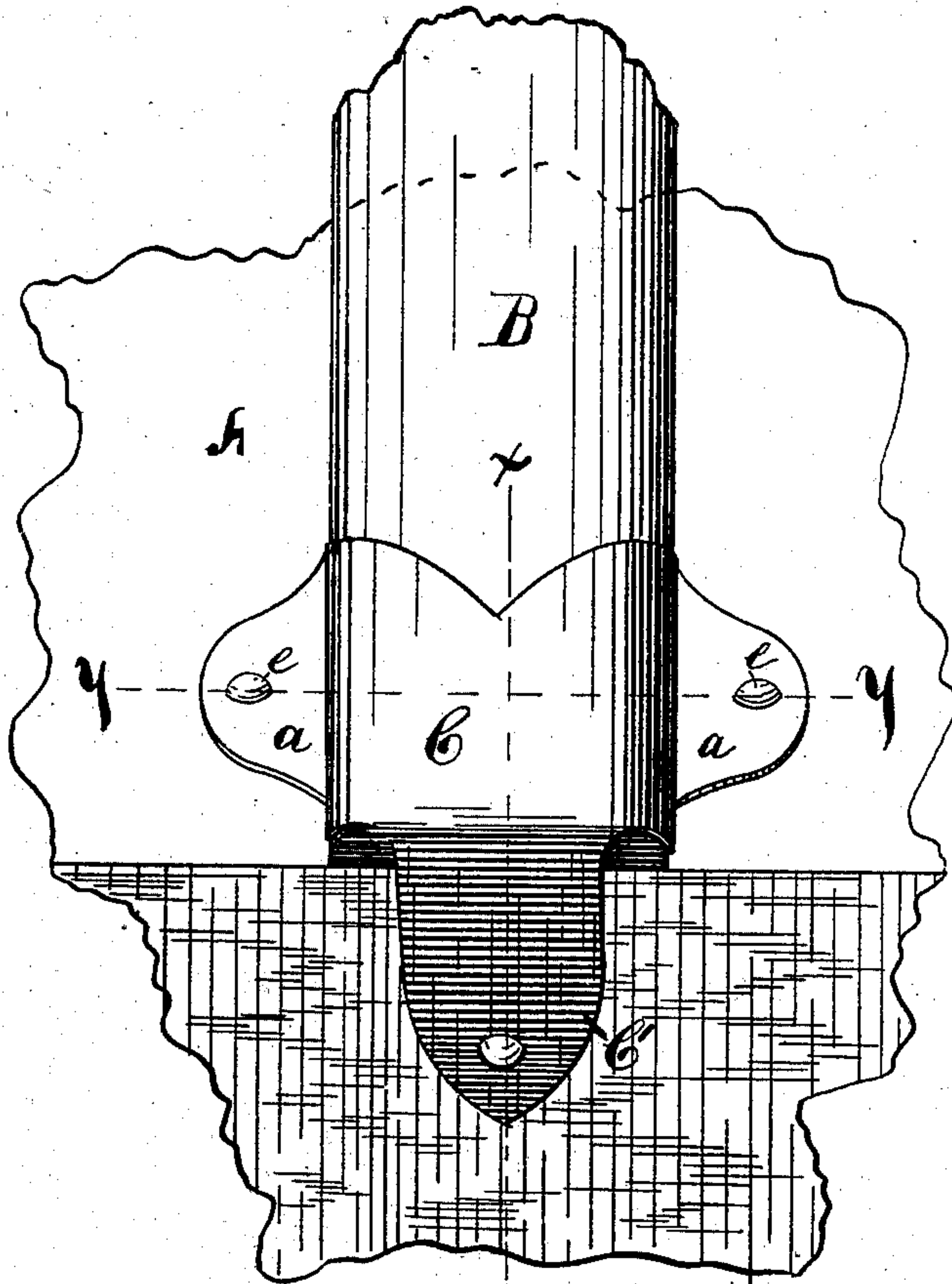


Fig. 1. x

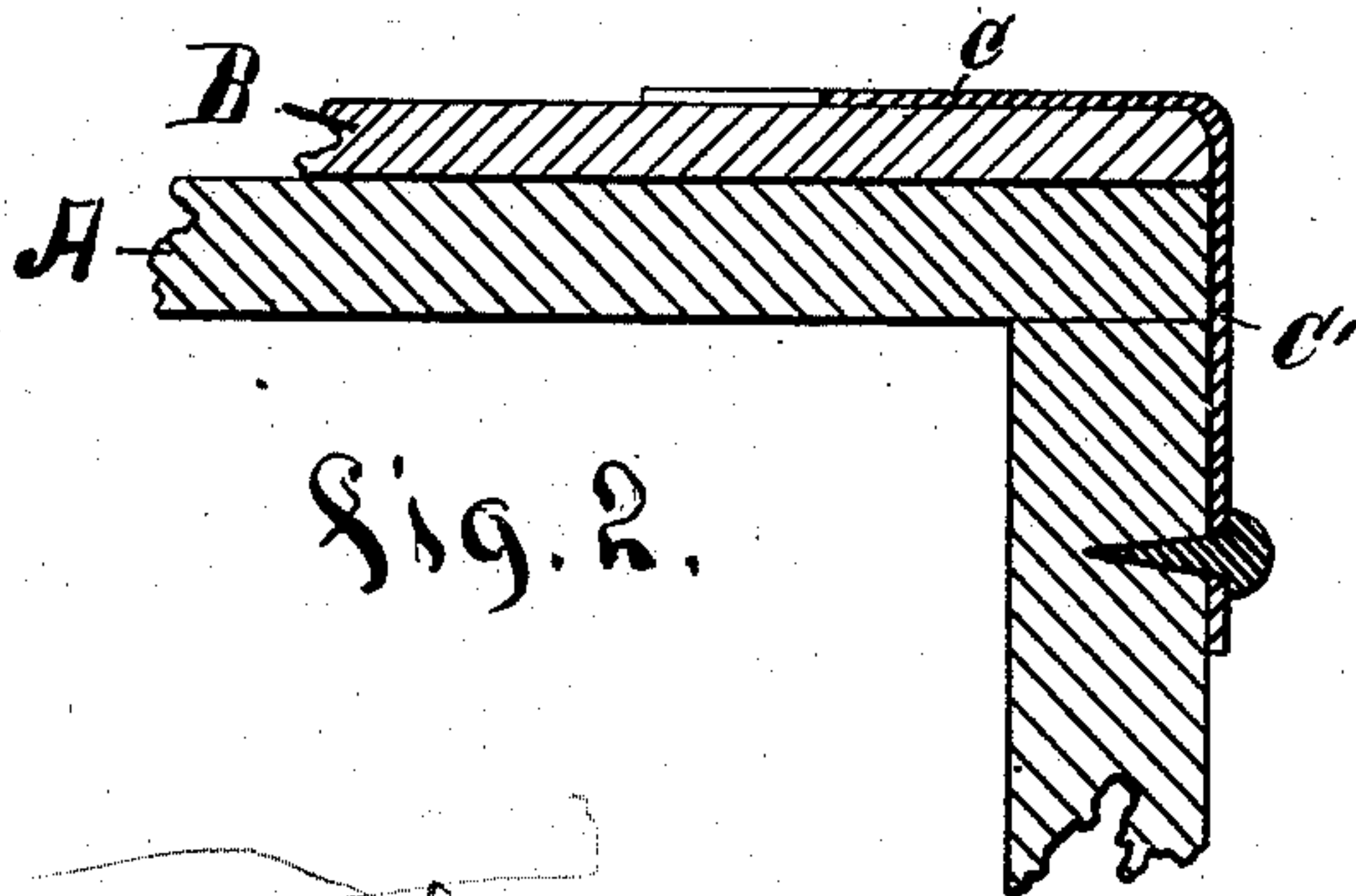


Fig. 2.

Witnesses:-
Charles H. Bell,
C. Naundorff.

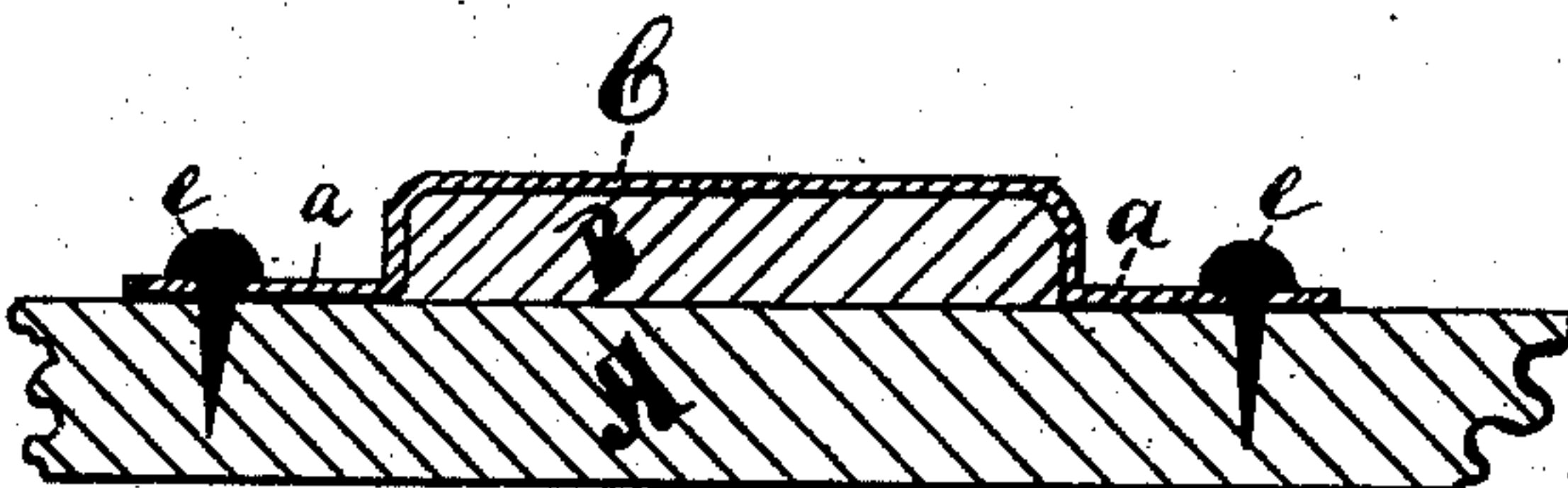


Fig. 3.

Inventor:-
Joseph J. Feth,
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UNITED STATES PATENT OFFICE.

JOSEPH J. FETH, OF NEWARK, NEW JERSEY.

TRUNK-CLAMP.

SPECIFICATION forming part of Letters Patent No. 238,281, dated March 1, 1881.

Application filed May 31, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH J. FETH, of Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Trunk Bumpers or Clamps; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The primary object of this invention is to prevent the splitting of the slats or cleats which strengthen and protect the exterior of the trunk, occasioned by driving through said slats the nails which hold the clamps or bumpers in position.

Heretofore, in fastening upon the trunk the clamp, or, in other words, the plates which protect the corners or edges of the trunks from injury, there has been a great loss to the manufacturers, caused by the nails, when driven into the slats, near the ends thereof, splitting said slats and rendering them worthless. By my invention, however, this annoying and wasteful defect has been entirely overcome.

The invention consists in securing a cleat to a trunk by means of a metallic clamp constructed to conform to the shape of the cleat, and provided with perforated ears or flanges, and fitted over the end of the cleat, and held thereover by fastenings passed through the ears of the cleat into the body of the trunk, whereby the ends of the cleats are prevented from splitting, in addition to being protected and strengthened thereby.

Referring to the drawings, which form a part of this application, and in which similar letters of reference indicate like parts in each of the several figures, Figure 1 is a representation of a portion of the edge of a trunk to which my invention has been attached; Fig. 2, a section of the same, taken through line *x*; and Fig. 3, another section taken through line *y*.

Upon the body A of the trunk is placed the protecting-slat B, which terminates at the edge of the trunk, as indicated. Over and around the end of the said slat B is placed the clamp

C, formed so as to clamp said slat B, as indicated, and having the laterally-projecting flanges *a*, perforated and rendered capable of being fastened to the trunk-body by the fastenings *e*, thereby firmly bracing the sides of the clamps which inclose the slats, preventing said sides from spreading or yielding, and affording additional support to said slats. The part C' of the clamp is returned over the end of the slat, as indicated, and fastened to the body of the trunk.

Should two slats come together at the edge of the trunk, as is often the case, my invention may be adapted to accommodate this change by merely reproducing the part C having the flanges *a* in place of the part C', as will be readily understood, thus avoiding any necessity of nailing into the slat.

As is clearly indicated by reference to Fig. 1, the clamp placed upon the trunk in conformity to my invention has a strength far excelling those as heretofore constructed; and whereas before from four to eight nails of a size sufficiently large to pass through both the trunk and slat were needed to properly fasten the clamp, now but three of a smaller size and weight will answer the purpose fully as well.

I do not wish to claim, broadly, a flange nailed directly to the trunk-body; nor do I wish to claim, broadly, lateral slat-inclosing flanges, the same being old; but

What I do claim, and desire to have secured to me by Letters Patent, is—

The within-described trunk-clamp and cleat-fastener, composed of the metallic plate C, provided with the perforated lateral flanges *a* and angular flange C', constructed and adapted, as described, to receive the cleat and secure it in place by fastenings passed through the flanges, but not through the cleat, whereby the splitting of the cleat is prevented, substantially as described.

In testimony that I claim the foregoing I have hereunto set my hand this 7th day of May, 1880.

JOSEPH J. FETH.

Witnesses:

OLIVER DRAKE,
CHARLES H. PELL.