

(No Model.)

G. DEIMEL.

TRUNK.

No. 311,176.

Patented Jan. 27, 1885.

Fig. 1.

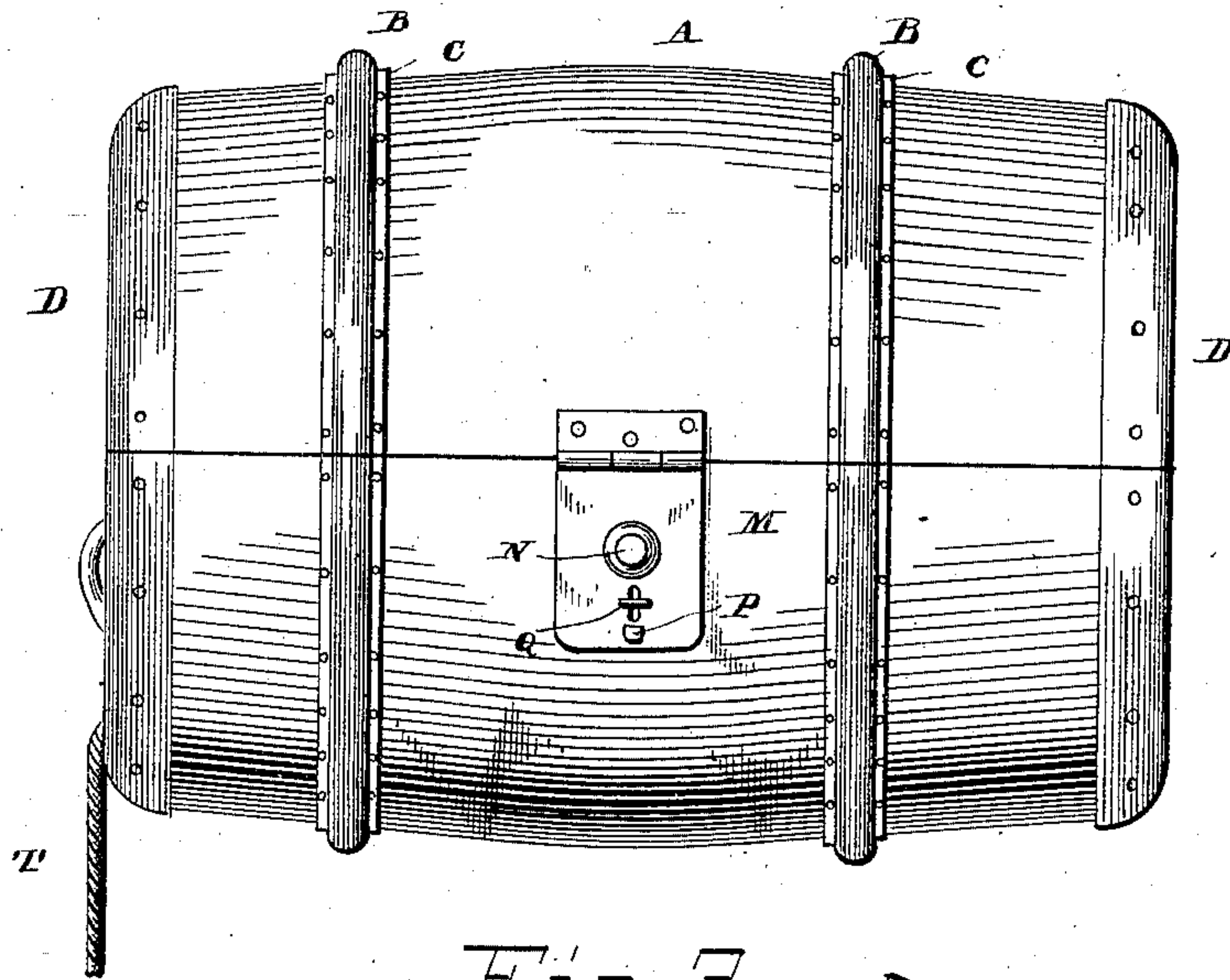


Fig. 3.

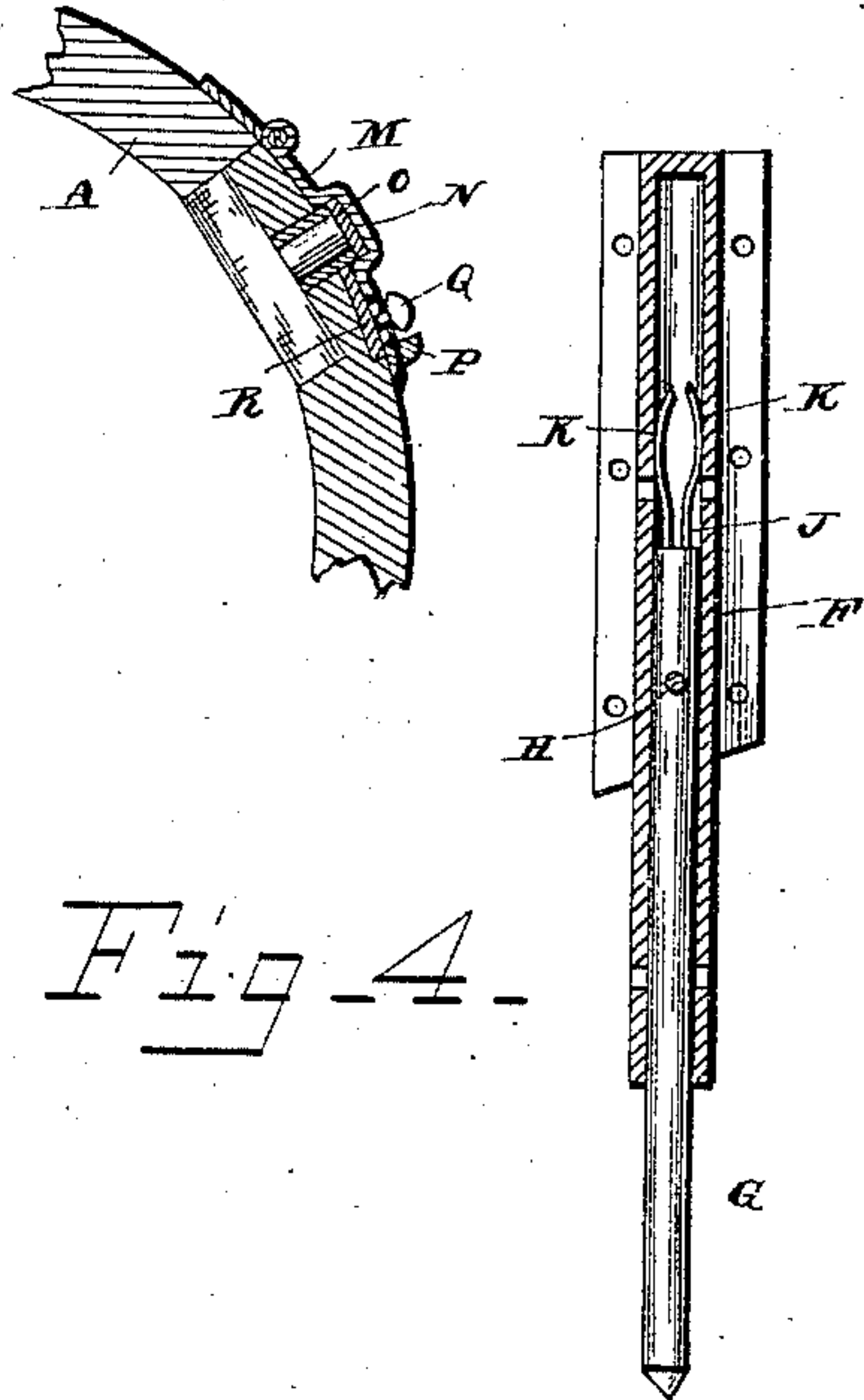


Fig. 2.

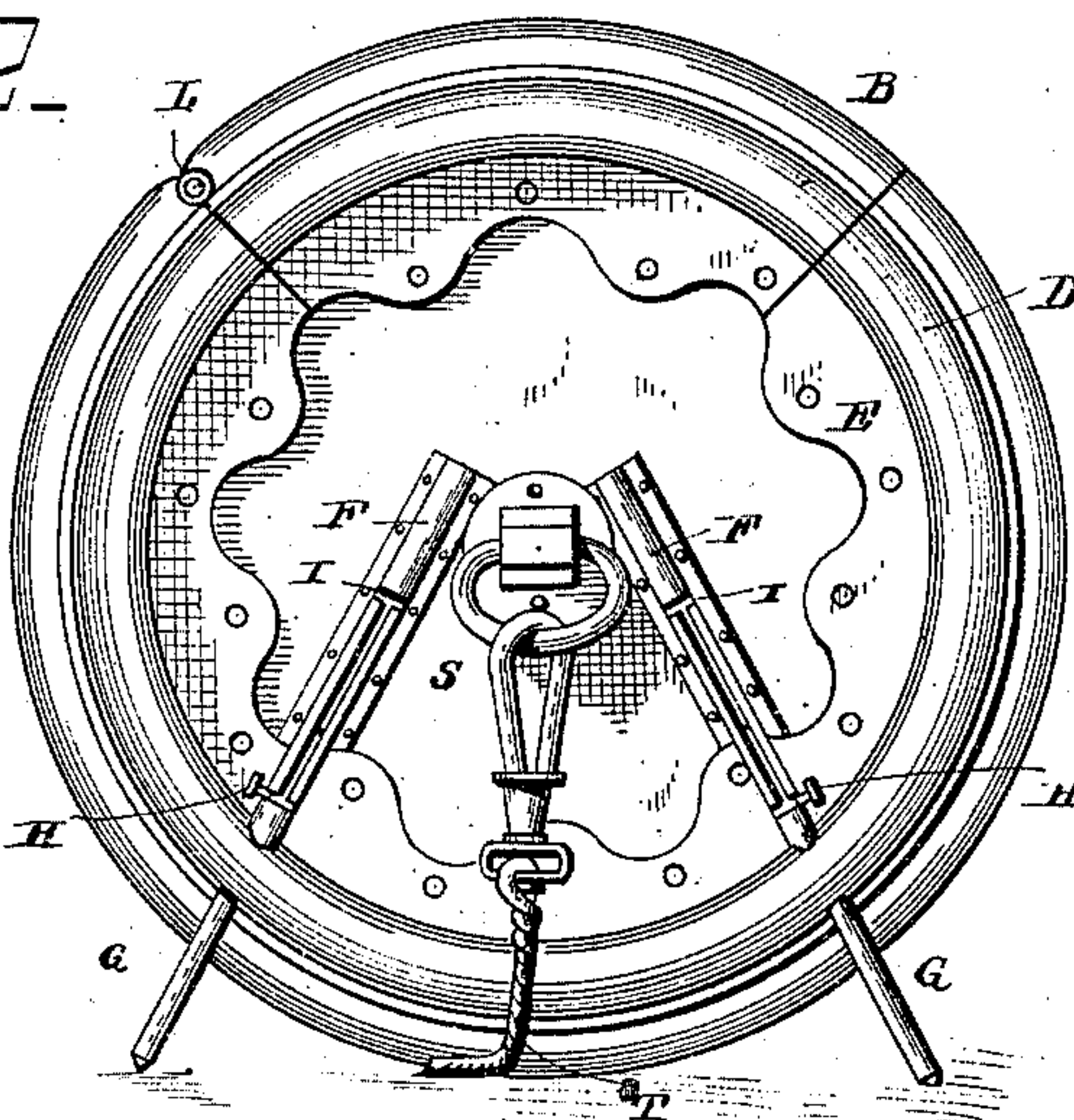


Fig. 5.

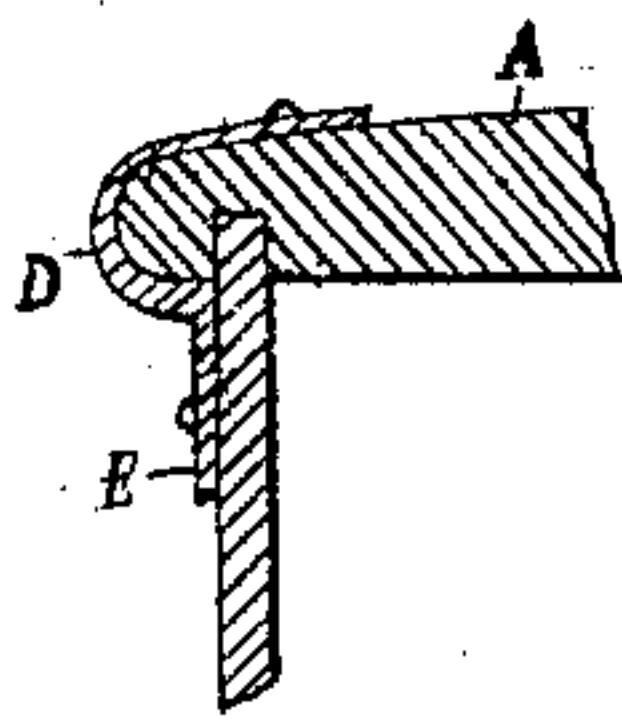
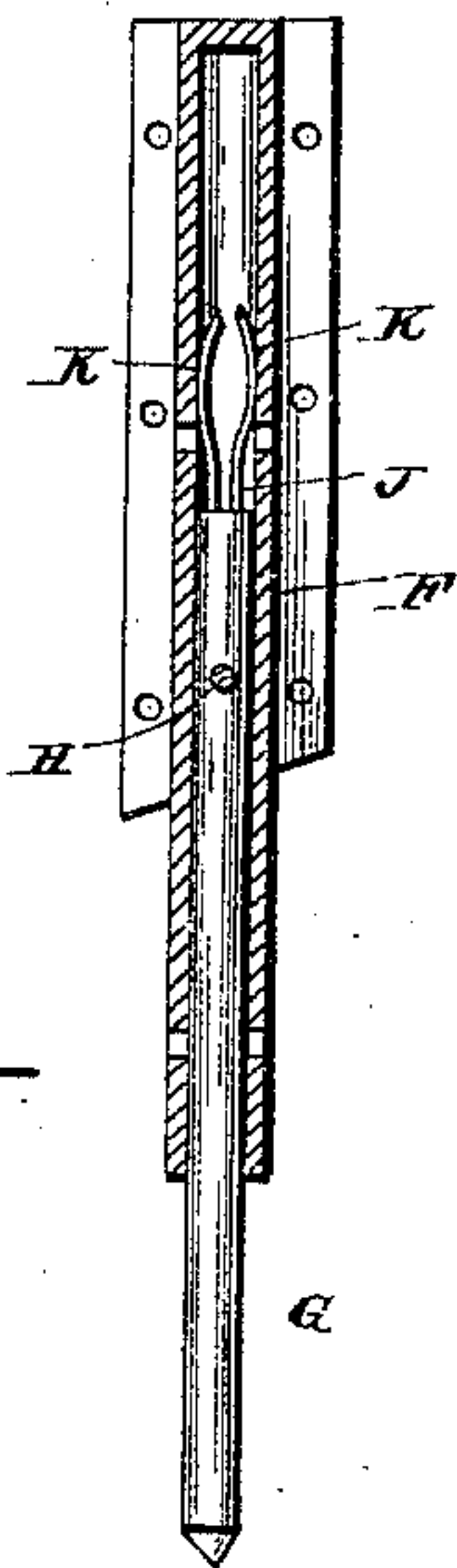


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

GUSTAVE DEIMEL, OF HANCOCK, MICHIGAN.

TRUNK.

SPECIFICATION forming part of Letters Patent No. 311,176, dated January 27, 1885.

Application filed March 18, 1884. (No model.)

To all whom it may concern:

Be it known that I, GUSTAVE DEIMEL, a citizen of the United States, residing at Hancock, in the county of Houghton and State of Michigan, have invented certain new and useful Improvements in Trunks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in trunks; and it is designed as an improvement over the trunk described in Letters Patent issued to me September 11, 1883, and numbered 284,825. It has for its objects, first, to provide the rails, which encircle the trunk in a hoop-like manner, with a periphery devoid of angles or corners, and of metal; second, to provide circular rims, adapted to embrace the chines of the trunk-body, devoid of angles or corners; third, to provide legs capable of being made to distend radially, to steady the trunk, and to be withdrawn and allow the same to be rolled; and, fourth, to provide a lock-hasps which will prevent water from entering the trunk through the key-hole.

In the accompanying drawings, forming a part of this specification, and on which like letters of reference indicate the same or corresponding features, Figure 1 represents a side elevation of my improved trunk. Fig. 2 represents an end view of the same; Fig. 3, a sectional view through a portion of the casing of the body of the trunk and the lock-hasps. Fig. 4 a detached sectional view of one of the legs and its tubular casing; and Fig. 5, a sectional view of the rim or cap piece, showing the chine fitted therein.

The letter A designates the body of the trunk, which may be constructed of any desired material, and which in shape agrees, substantially, with that of a barrel.

The interior arrangement and construction are in accordance with my patent above named, and therefore need not be further described in this instance.

Placed at suitable intervals around the body of the trunk are the hoops or bands B. These bands in cross-section are substantially in the form of the letter T in an inverted position, the flanges C thereof being provided with apertures, into which nails or screws are placed in order to secure the bands to the trunk. The

body of this band on its periphery is curved, so as to avoid angles or sharp corners, whereby the floor or carpet, over which the same may be rolled in moving the trunk from place to place, is preserved from injury.

The letter D designates rims or cap-pieces, which fit over and embrace the chines of the trunk-body, that portion which encircles the periphery of the trunk being provided with apertures adapted to receive the fastening devices by which the cap is held from displacement and the trunk strengthened. The inner portion of this cap forms a flange, E, which fits over a portion of the trunk-head, this flange being also provided with apertures for the purpose of receiving fastening devices by which the trunk-head and cap are firmly united, and rigidity to the structure afforded. This flange is also scalloped to reduce the weight of the cap. The body of this cap is devoid of sharp corners, the configuration thereof in cross-section being substantially in the arc of a circle. Secured to either of the end pieces of this trunk are metallic tubular casings F, their positions relatively to each other being somewhat divergent. Within these casings are fitted the rods G, which constitute the legs or braces of the trunk. These braces are provided with knobs H, the shanks of which fit within the transverse notches I, formed in the casings F, when the braces are withdrawn or distended. A slot, J, is also formed in either of the casings, which extends from one of said notches to the other. When it is desired to distend the braces, the knob H is turned to register with the slots J and the rod pushed outwardly. When the said knobs reach the lower transverse notches, they are turned down into the same, whereby the rod is held in a distended position. The length of the rods, when distended, is such as to come in contact with the floor, to steady the trunk and prevent its rolling in either direction, the heft of the trunk being supported by the bands B. In order to prevent the said rods from becoming distended in consequence of jarring, springs K are secured to their upper ends, which impinge radially against the inner wall of the casings F, thereby creating a friction, which acts to hold the rods against accidental displacement. A section or portion of the trunk-body is made distinct from the remainder of said body, and

is hinged, as shown at L, and as described in my patent above named.

A lock of any approved construction is secured to the trunk-body proper, and the usual
5 lock-plate with which the tumblers engage is secured to the free end of the hinged portion.

The letter M refers to a metallic hasp, which is hinged to the portion of the trunk, and provided with a recess or embossment, N. With-
10 in this recess is permanently secured a packing, O, of rubber or cork, and the key-hole is supplied with a metallic bushing which projects slightly beyond the surface of the trunk into the recess N. The lower end of the hasp
15 is provided with a slot which receives a catch, and with a stud, P, which serves to protect this catch when the trunk is being handled.

The letter Q represents this catch, the same being a short stud swiveled in the plate R, secured to the body of the trunk. The outer
20 end of this stud has an elongated head, which, when placed in line with the slot in the hasp, will allow the hasp to pass over it. By turning the head across the slot the hasp is secured. The under side of the head of this
25 stud may be slightly curved, so as to facilitate in turning it across the slot, and the stud itself may, if desired, be screwed into the plate instead of swiveled therein. By this arrangement of devices water is effectually excluded
30 from the interior of the trunk. The trunk at either end is provided with a swiveled handle, S, constructed as described, and for the purpose named in my Letters Patent above
35 mentioned.

My improved trunk is designed to be made either for the purpose of ordinary travel or for the purposes of commercial travelers, in which latter instance the hoops and caps will
40 be made heavier, so as to withstand constant usage. It is also designed to be water-tight, and to be serviceable as a life-raft in case of shipwreck.

The letter T indicates a line or rope of any
45 suitable length, to one end of which is connected a swivel snap-hook, which, in case of accident, is designed to engage one of the handles of the trunk, when the latter can be thrown overboard and held under control
50 by the passenger until he is ready to leave the vessel and make use of his trunk as a raft.

Owing to the swivel-connection of the handles with the trunk-body and the snap-hook with the rope, the latter will not become
55 twisted if attached to the body.

I would here observe that all devices herein shown and described, but not claimed, I contemplate hereafter making the subject of a separate application.

Having thus fully described my invention, 60 what I claim as new, and desire to secure by Letters Patent, is—

1. In a trunk, the combination, with the body, substantially of barrel form, of the rims or cap-pieces, constructed to fit over and snug- 65 ly embrace the chines, and having their outer surfaces devoid of angles.

2. In a trunk, the combination, with the body, substantially of barrel form, and the tubular casings secured to the end pieces 70 thereof, having transverse notches, of legs or braces fitted therein and provided with knobs and friction-springs.

3. In a trunk, the combination, with the body, of a lock-hasp having a packing, of the key-hole having a bushing fitted therein, and 75 means to secure the hasp over the key-hole.

4. In a trunk, the combination, with the body, substantially of barrel form, of the rims or cap-pieces fitting over and snugly embrac- 80 ing the chines, and having their outer surfaces devoid of angles, and the hoops or bands having flanges and their outer surfaces devoid of angles.

5. In a trunk, the combination, with the 85 body, of the hasp having a recess and a packing fitted therein, a key-hole having a bushing fitted therein which extends slightly beyond the surface of the trunk, and a catch adapted to enter a slot in the hasp, and provided with 90 an elongated head, whereby the clasp is held against the bushing.

6. As an improved article of manufacture, a trunk whose body is of the form of a barrel, provided with rims or cap-pieces constructed 95 to fit over and embrace the chines, with hoops or bands having flanges, the said rims and hoops being devoid of angles on their outer surfaces, with tubular casings secured to the ends thereof having legs or braces fitted there- 100 in, with a lock-hasp having a packing, and with a key-hole having a bushing fitted therein, and means to secure the clasp.

In testimony whereof I affix my signature in presence of two witnesses.

GUSTAVE DEIMEL.

Witnesses:

JAMES S. WILLIAMS,
MICHAEL FINN.