

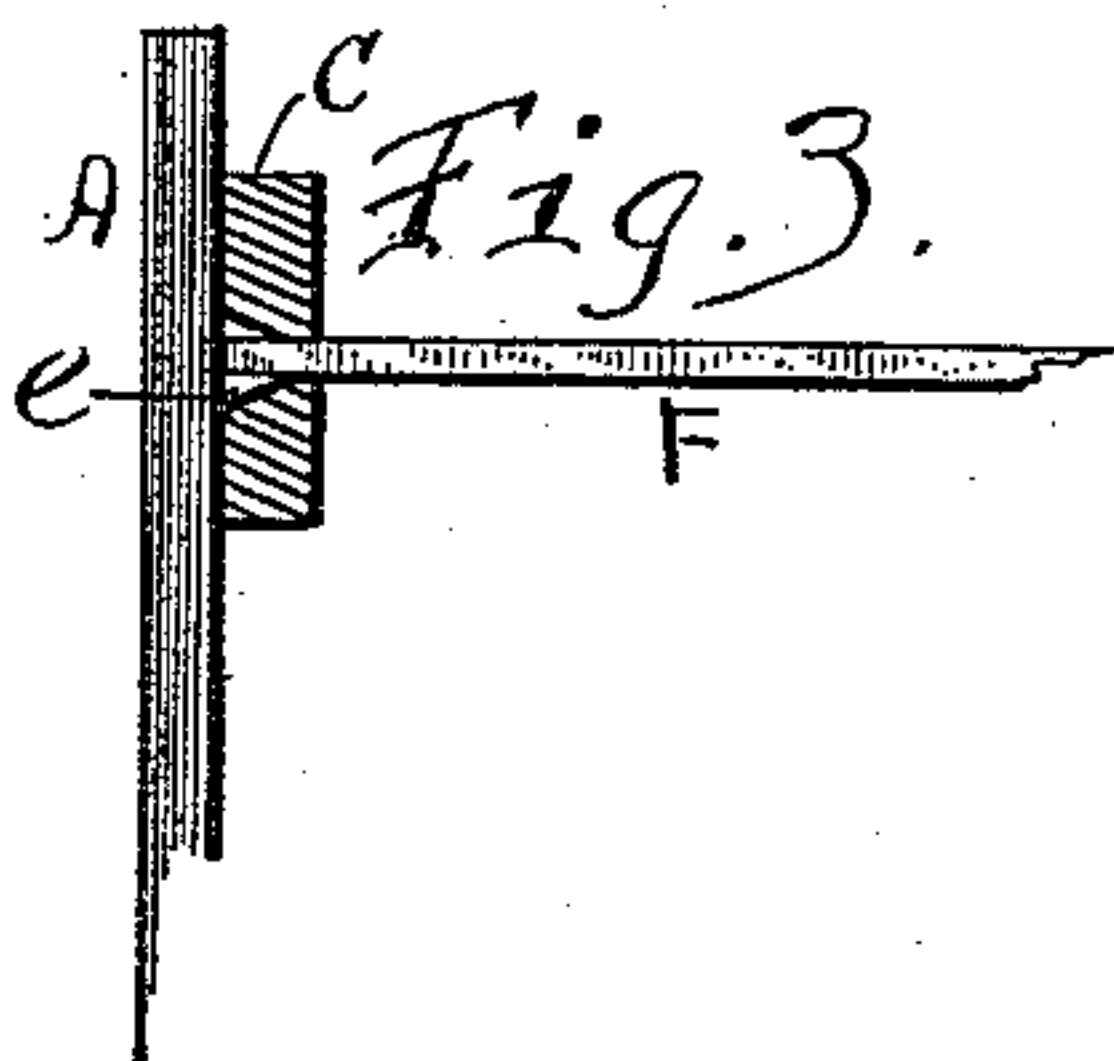
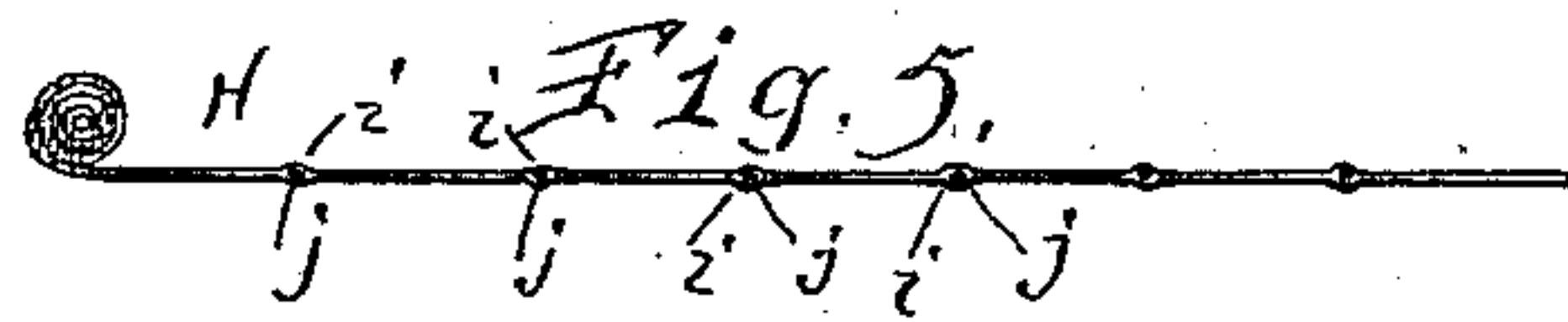
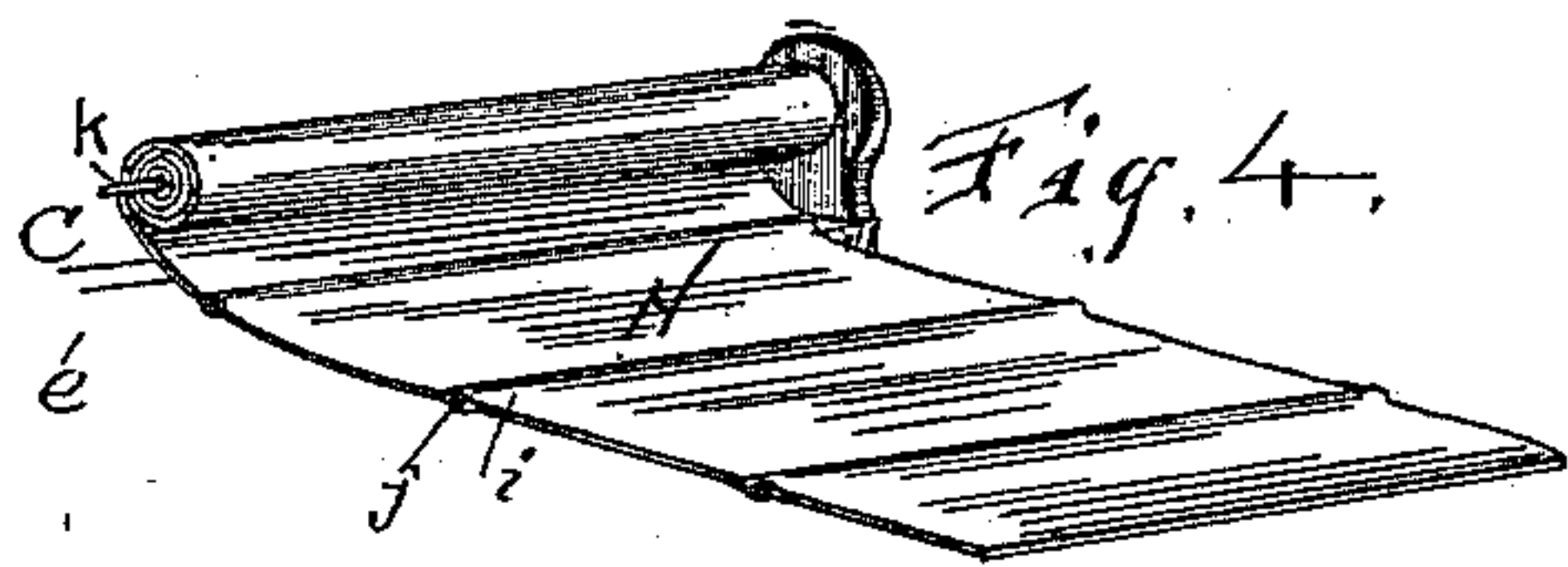
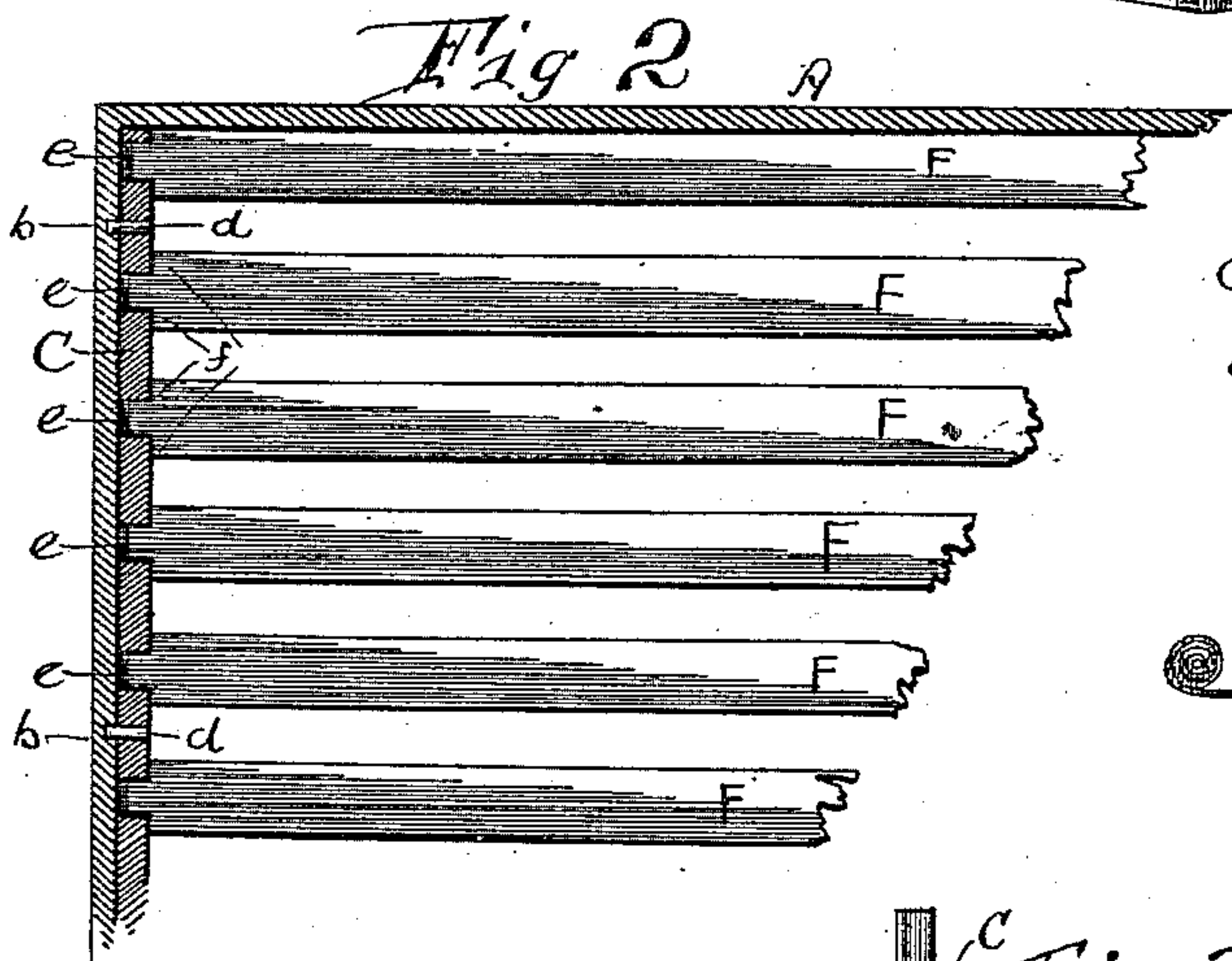
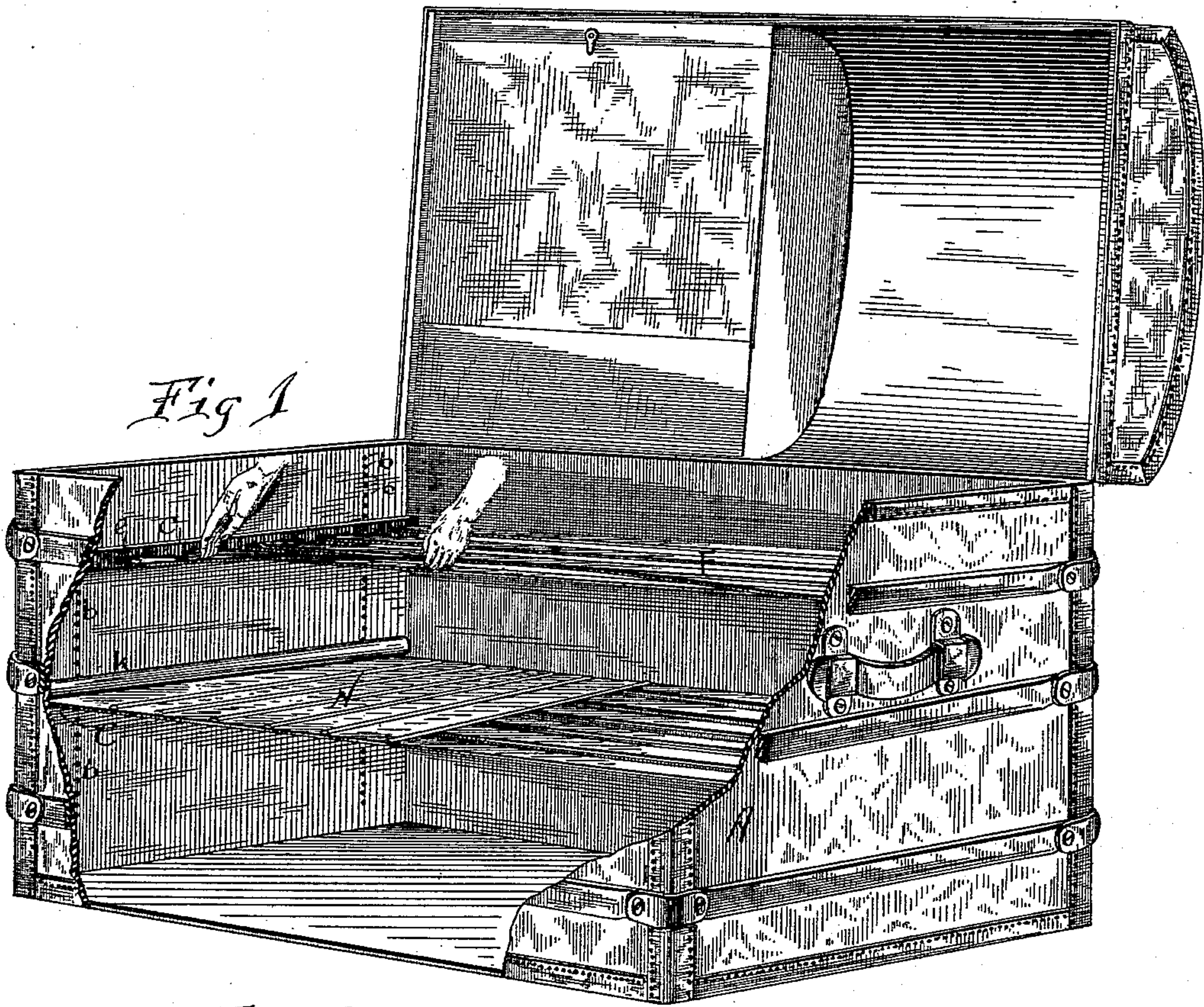
(No Model.)

J. B. HUBBELL.

TRUNK.

No. 379,514.

Patented Mar. 13, 1888.



Witnesses:  
*J. B. McGivver,*  
*Doro E. Felt.*

Inventor:  
*J. B. Hubbell.*  
*By his atty*  
*R. D. Smith.*



# UNITED STATES PATENT OFFICE.

JULIAN B. HUBBELL, OF WASHINGTON, DISTRICT OF COLUMBIA.

## TRUNK.

SPECIFICATION forming part of Letters Patent No. 379,514, dated March 13, 1888.

Application filed September 19, 1887. Serial No. 250,076. (No model.)

*To all whom it may concern:*

Be it known that I, JULIAN B. HUBBELL, of Washington, in the District of Columbia, have invented a new and useful Improvement in Trunks; and I do hereby declare that the following is a full and accurate description of the same, reference being had to the accompanying drawings, wherein—

Figure 1 is a perspective view, partly in section, of my invention. Fig. 2 is a plan of the same, partly in section. Fig. 3 is a vertical section. Fig. 4 is a perspective view of the movable apron. Fig. 5 is an elevation of the same.

I am aware that trunks have heretofore been furnished with racks or movable diaphragms, as well as with the ordinary removable trays, whereby the interior space of the trunk can be divided horizontally into separate compartments, and therefore do not broadly claim such division as my invention. So far as I am aware, however, in all such provisions in trunks there were, first, permanently-attached fixtures or fastenings—sometimes the whole diaphragm was attached by being hinged at its edges—and that such permanently-attached fixtures are objectionable, because they permanently encroach upon the interior space of the trunk; second, that said diaphragms have been permanent structures incapable of dismemberment, although sometimes separable from the trunk. I am also aware that such diaphragms have sometimes been made adjustable up or down by means of said permanently-attached fixtures. Therefore I do not propose to claim any of these. My invention does not require any permanently-attached fixture encroaching upon the interior space of the trunk, and the diaphragm is composed of separable parts, so that the whole may be dismembered and may be used wholly or in part, or entirely removed from the trunk.

A is the trunk, of ordinary structure throughout, except at each end I provide two sets or rows of holes, *b b*, up and down. These holes penetrate, say, about half-way through the thickness of the trunk-wall, and they are, by preference, evenly spaced—say one inch apart. I then provide for each end a cleat, *C*, in length equal to the interior width of the trunk, and provide said cleat with pins *d*, adapted to en-

ter said holes *b*. Each cleat is provided with a series of slots, *e*, extending lengthwise and in line through the length of the cleat, and these slots are enlarged or widened toward the back of the cleat, as shown in Fig. 3. I then provide slats *F*, of thin tough wood, about three inches wide and, say, three-sixteenths ( $\frac{3}{16}$ ) of an inch in thickness, and equal in length to the interior length of the trunk, or a little less. The ends of said slats fit into the slots *e*, and I prefer to make said slots slightly less in length than the width of the slat, so that the latter may be provided with a shoulder or shoulders, *f*, to bear against the outer side of the cleat *C* when said slats are in place, as shown.

The cleat can be placed high or low in the trunk by putting its pins in such of the holes *b* as may be desired, and several of said cleats may be put in each end of the trunk if more than one diaphragm is desired. The exterior slats are cut so that when in place in the end slots, *e*, they bear along the whole length of one edge against the side of the trunk. The slats are put in place by bending until the end will pass the cleat and enter the slot, as shown in Fig. 1. The shoulders *f* then press hard against the cleats and press them with the same force against the ends of the trunk. These exterior slats, therefore, strengthen the trunk along its sides, while by their endwise pressure against the cleats they strengthen the ends also, and when all of the slats are in place, each adding its strength, the trunk will be materially strengthened.

When the entire interior space is desired, slats and cleats may be entirely removed, and if only a part of the slats are desired the balance may be laid in the bottom of the trunk, or elsewhere, out of the way. The enlargement of the slots *e* at the back permits the slats to bend downward or upward at the middle without cramping in the slots.

It is not necessary that the pins *d* shall penetrate deeply into the ends of the trunk, because when the slats are in place the cleat cannot leave the surface of the end and cannot slide thereon if the pins penetrate however slightly, and therefore if sharp metallic pins *d* are employed the holes *b* may be dispensed with; but the holes are preferred for general purposes.

It is sometimes desirable to have a close



bottom or continuous diaphragm to prevent small articles from passing from one compartment to another, and this cannot be secured with a diaphragm capable of dismemberment without an additional member, and I have therefore constructed a bottom sheet, H, to rest on the slats, out of fabric of some suitable kind, provided with pockets *i*, transversely arranged and parallel with each other, and ribs *j*, inserted in said pockets, so that the structure is rendered rigid in one direction and left entirely flexible in the other direction. A convenient and good way is to make said bottom of two thicknesses of proper cloth with parallel rows of stitching to constitute pockets, into which thin strips of steel may be inserted as close together as desired. The width of this bottom must be a little less than the interior width of the trunk, and the length may exceed the interior length of the trunk—that is, supposing the ribs *j* are arranged in the direction of the width.

To keep the flexible bottom H always at hand and ready for use when wanted, I mount it on a roller, *k*, attached to one of the cleats C, upon which it remains stored until wanted, when it may be brought into use by simply unrolling. If it is desired to make it roll up automatically, a spring-roller may be em-

ployed. The free end of the bottom may be fastened to the opposite cleat by a hook or pin.

Having described my invention, I claim—

1. In combination with a trunk, A, provided with the holes *b* in series, the cleats C, provided with pins *d* and slots *e*, and the slats F, adapted to enter said slots, as set forth.

2. The cleats C, provided with pins *d* and slots *e*, enlarged toward the back, combined with slats F, provided with shoulders *f*, adapted to enter said slots and hold the cleats in place by confinement by said shoulders, the whole constituting a trunk-diaphragm adjustable, entirely removable from the trunk, and entirely separable.

3. Combined with a trunk and a slatted removable diaphragm for the same, a loose bottom, H, constructed of fabric stiffened by parallel ribs in one direction, and flexible to be rolled up in the other direction.

4. Combined with a trunk and a slatted diaphragm for the same, the bottom H, rigid in one direction and flexible in the other, and the roller *k*, mounted on the cleat C, for the purpose set forth.

J. B. HUBBELL.

Witnesses:

CLARA BARTON,

AUGUSTA S. H. SMITH.