

(No Model.)

4 Sheets—Sheet 2.

W. H. S. WESTLAKE.
TRUNK.

No. 517,711.

Patented Apr. 3, 1894.

Fig. 3

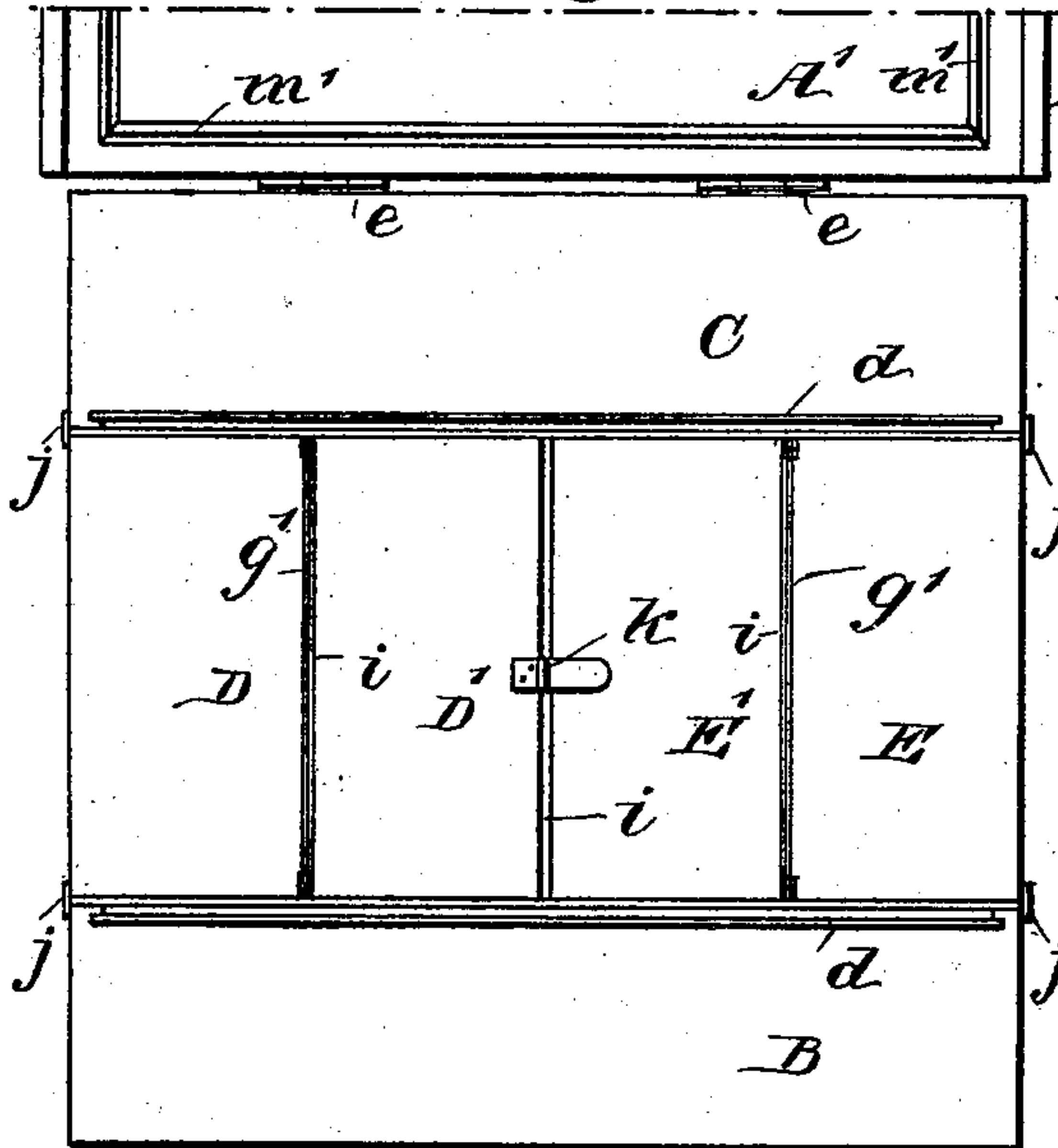


Fig. 4

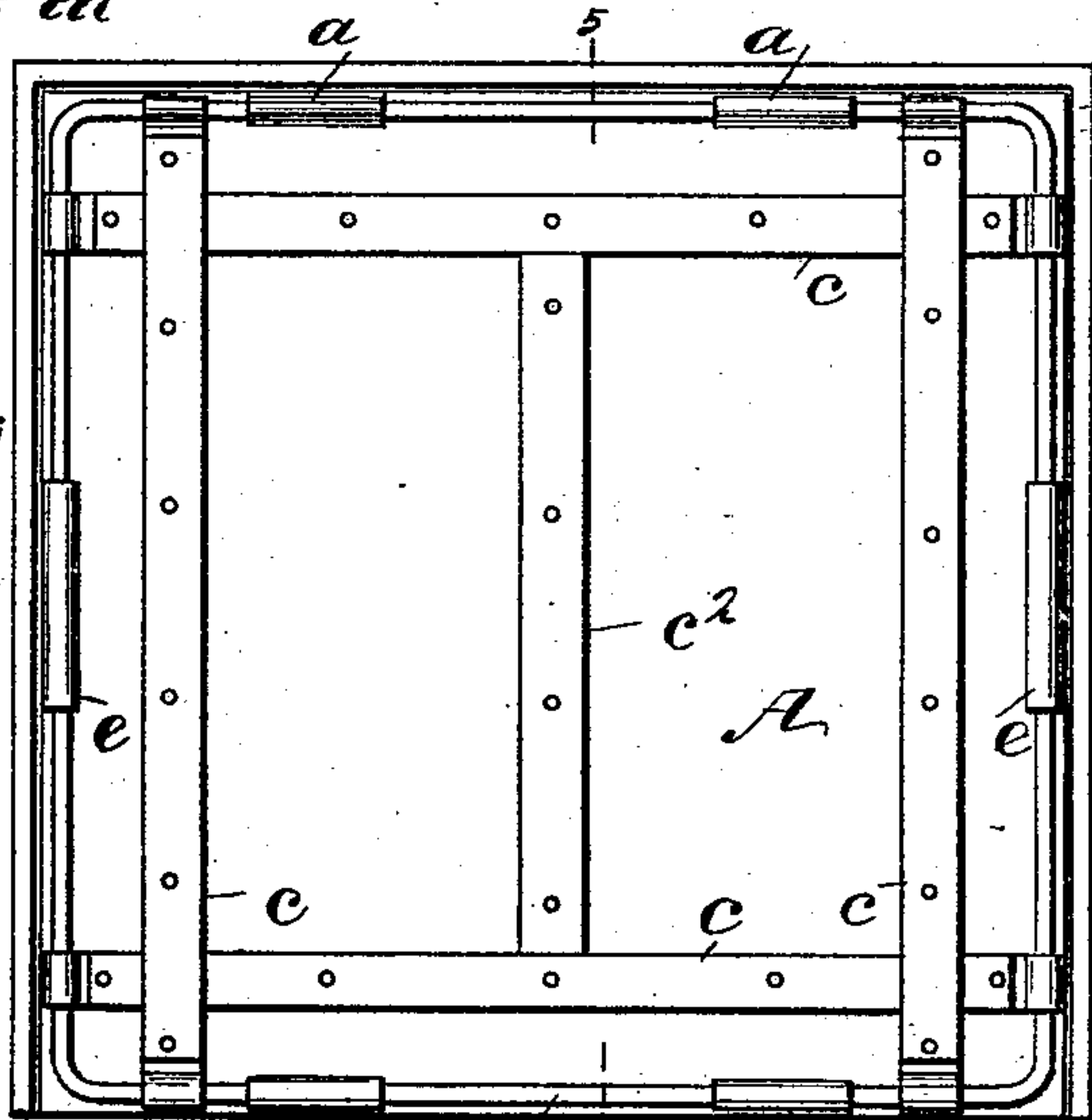


Fig. 5

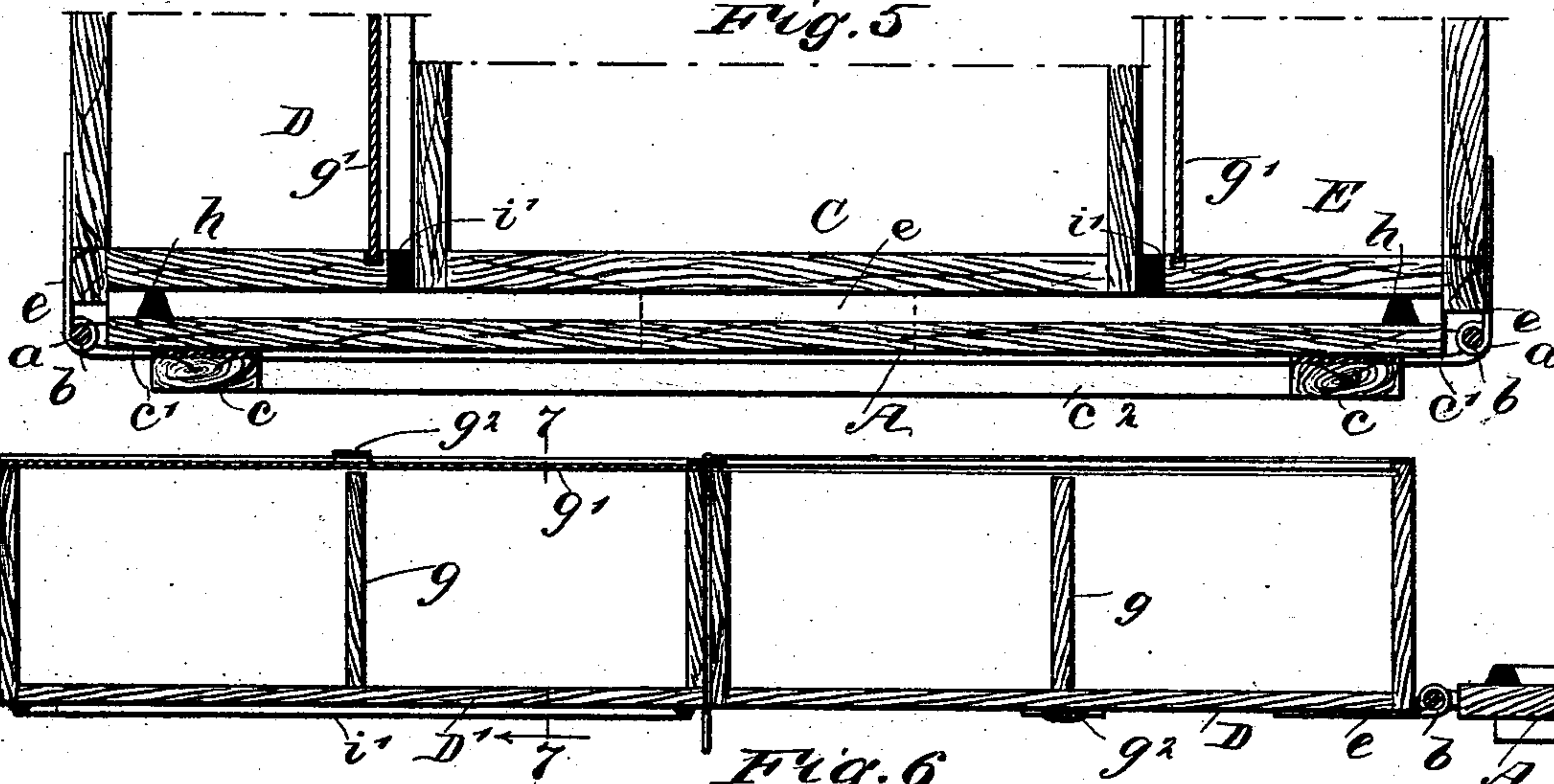


Fig. 6

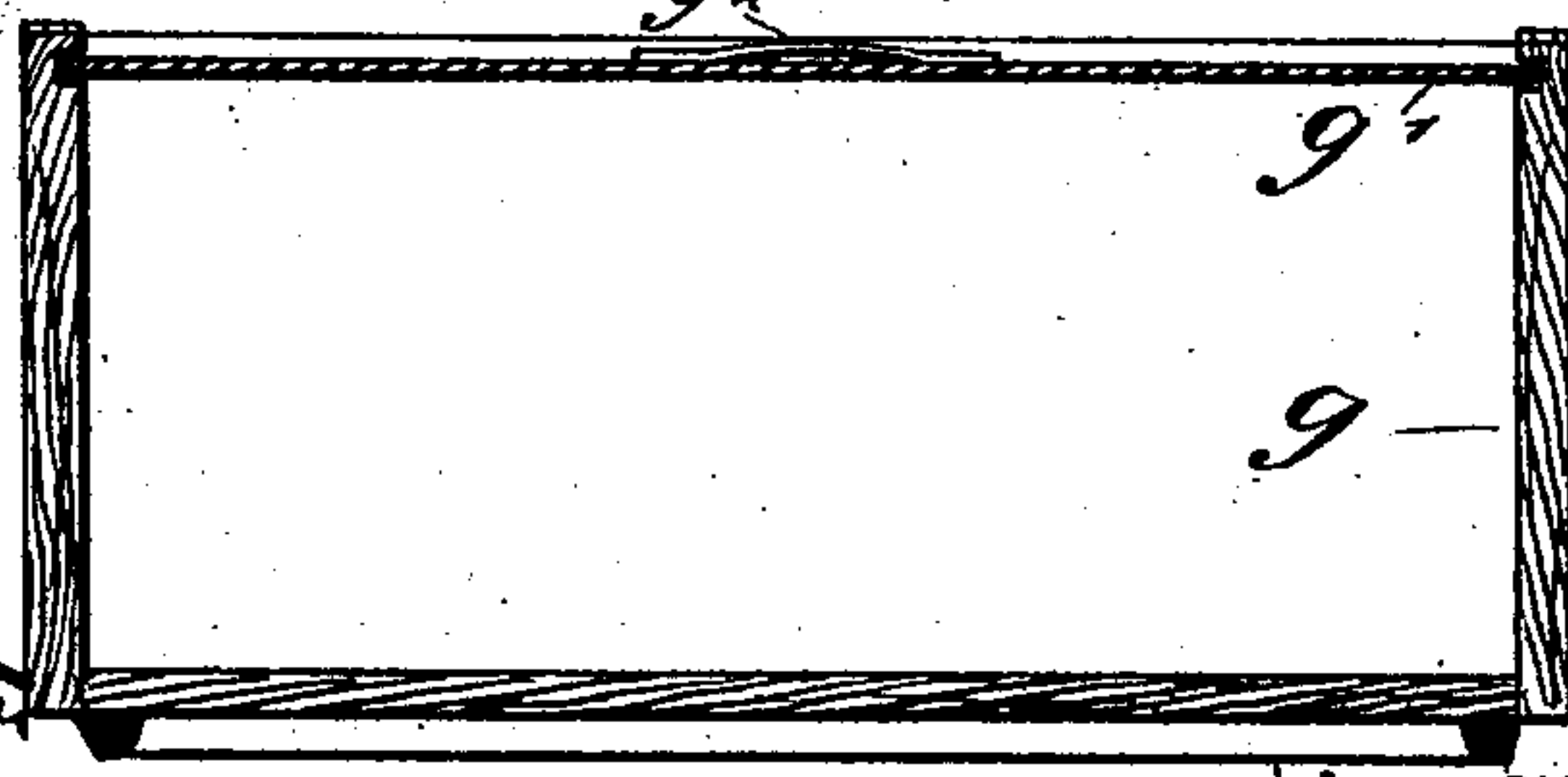


Fig. 7

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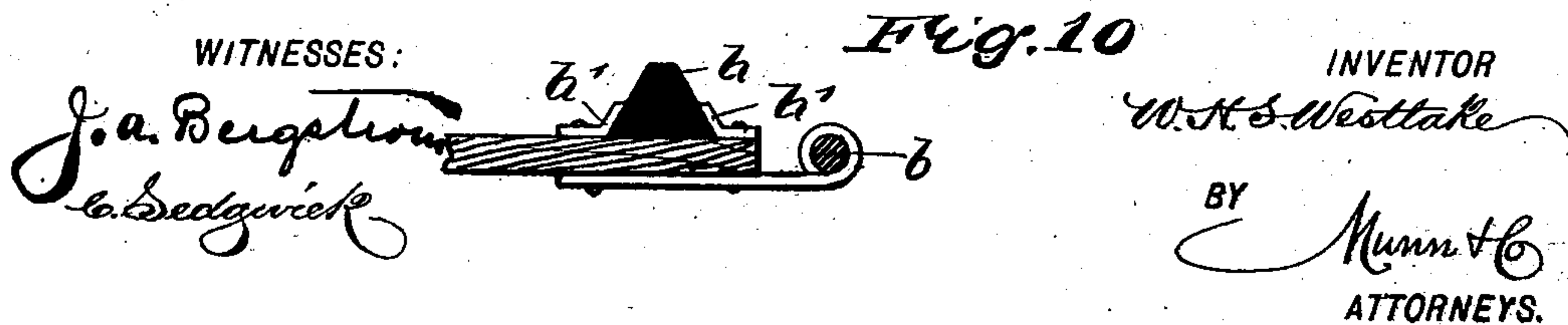
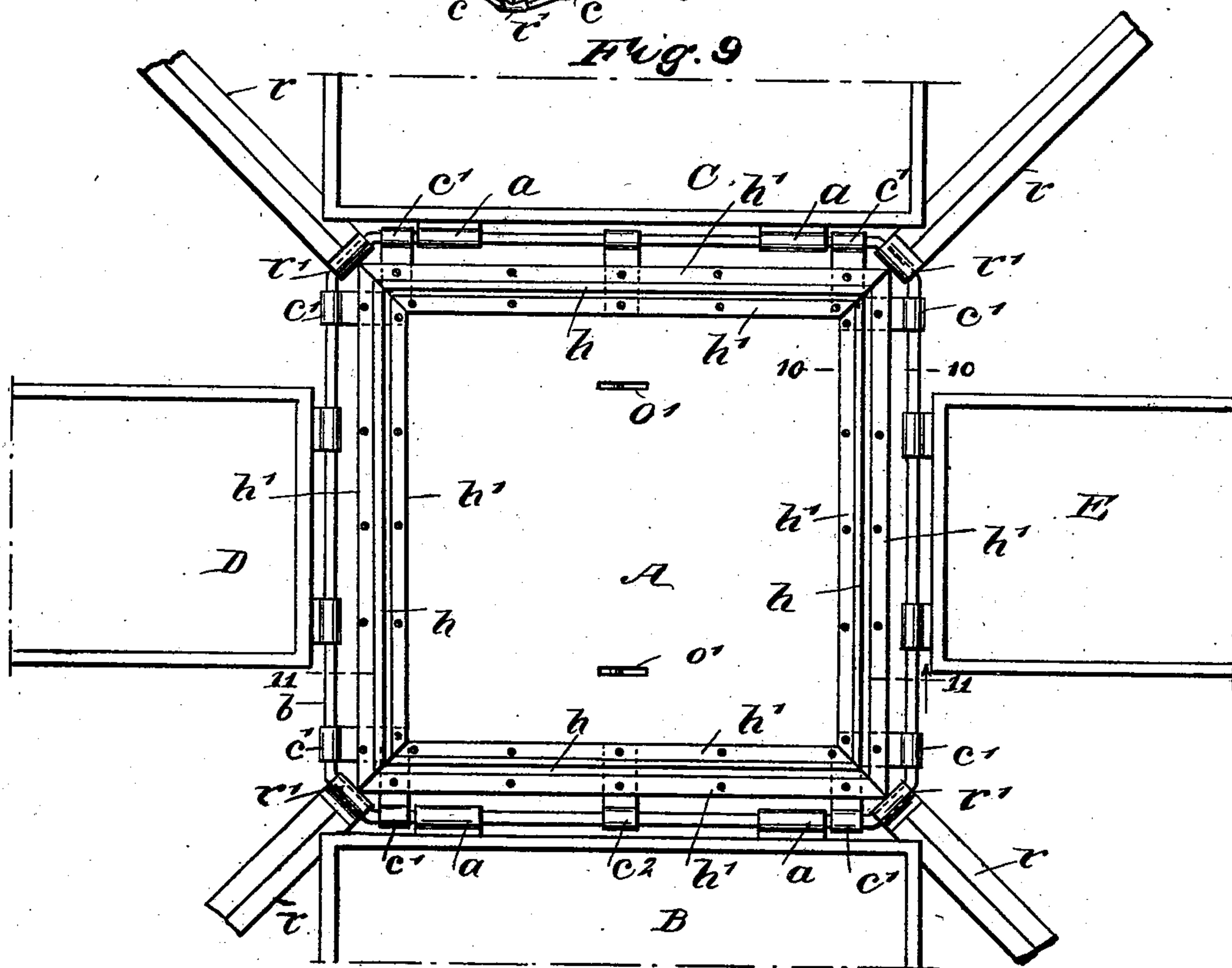
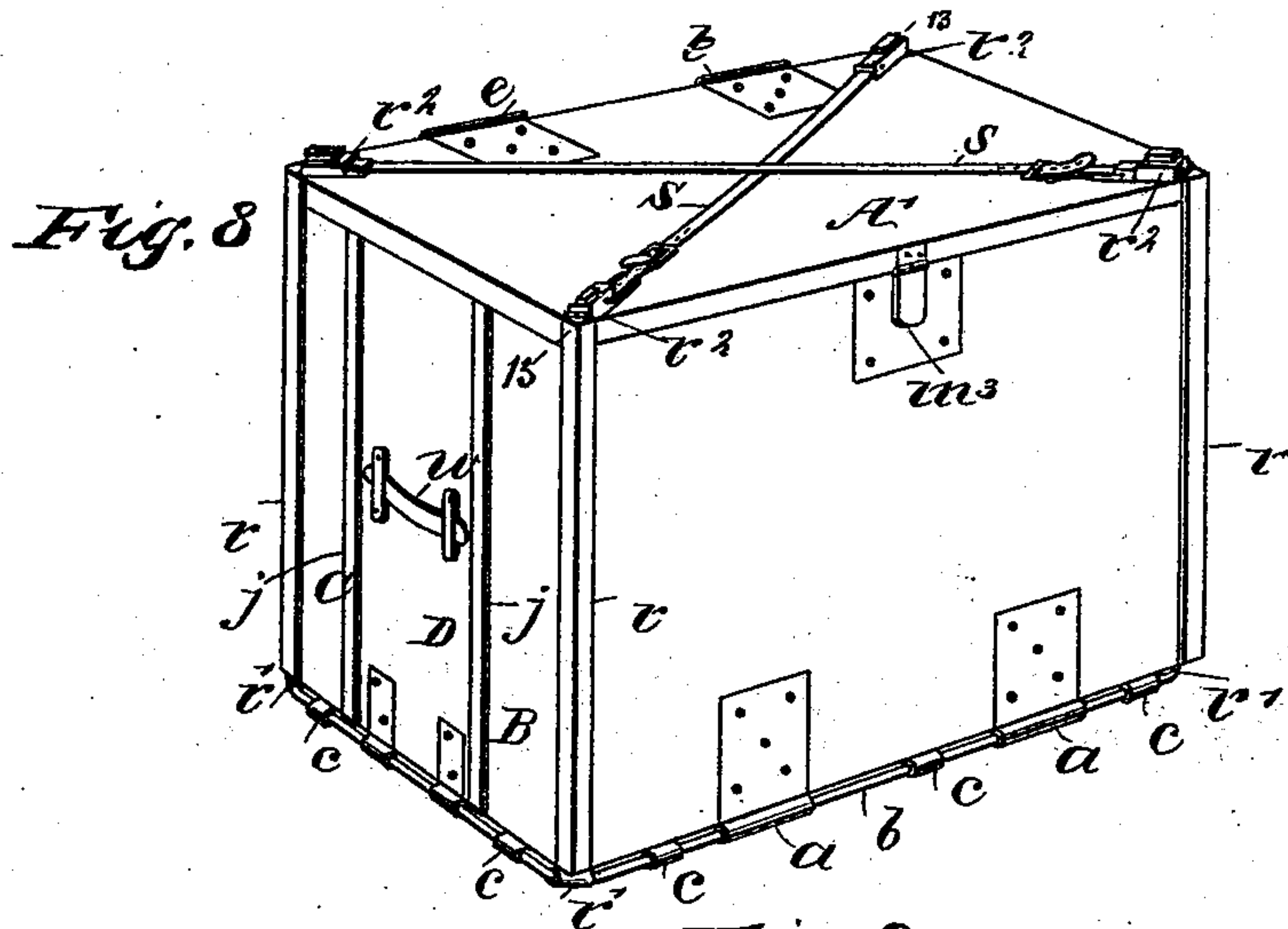
(No Model.)

4 Sheets—Sheet 3.

W. H. S. WESTLAKE.
TRUNK.

No. 517,711.

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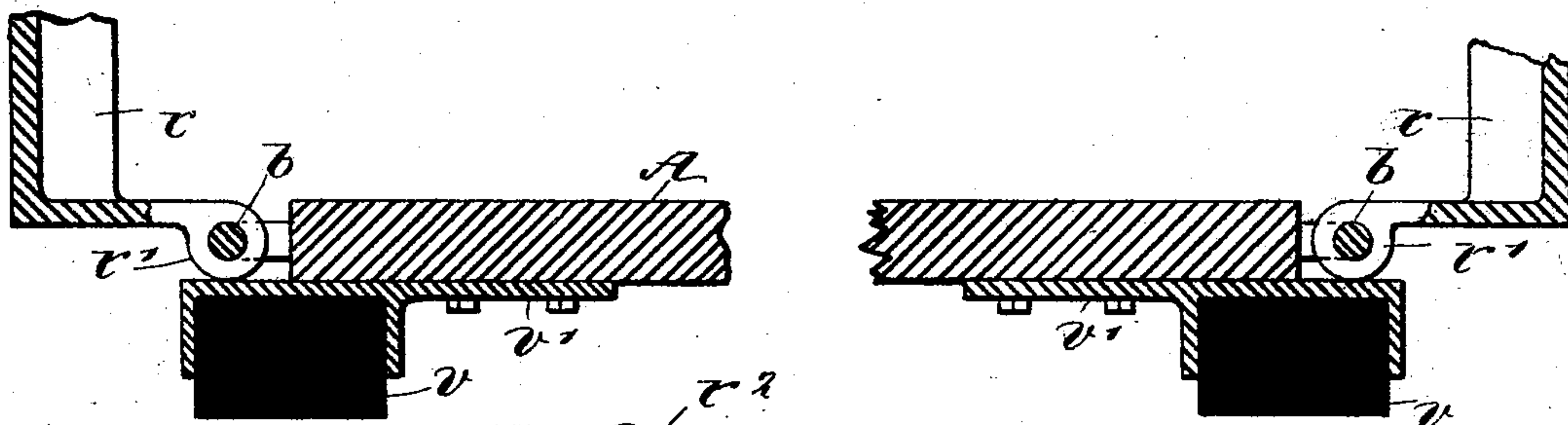
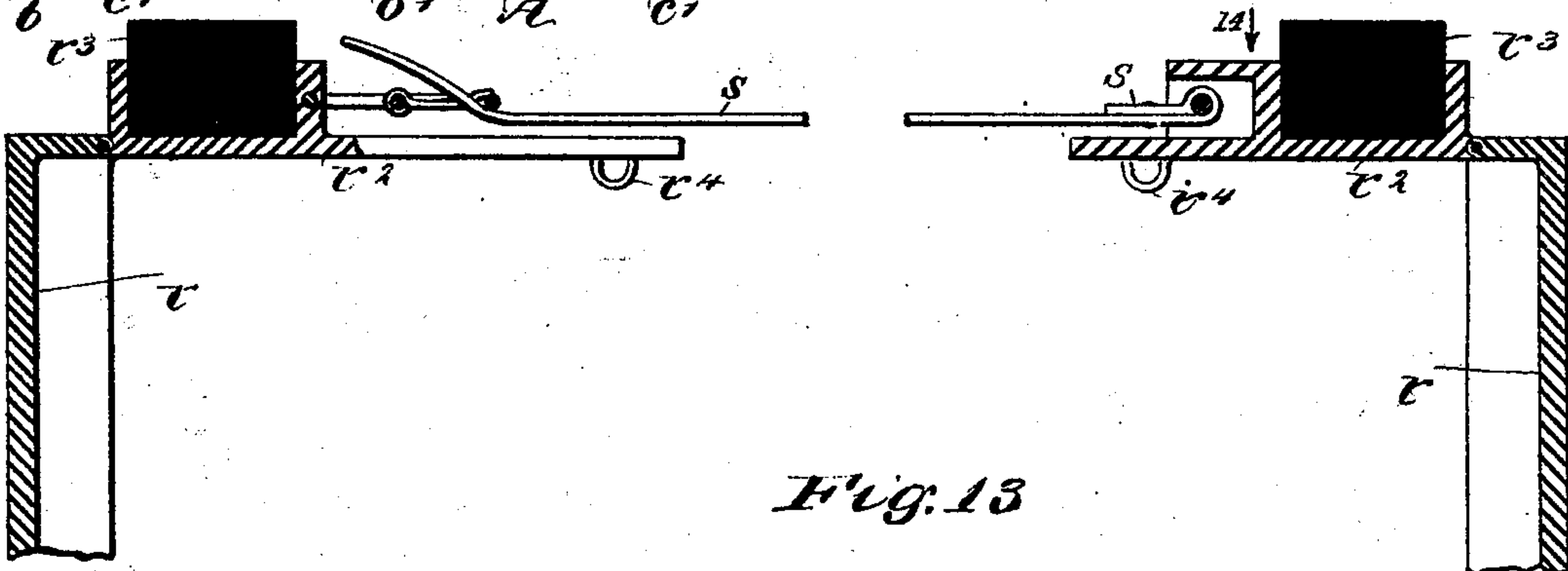
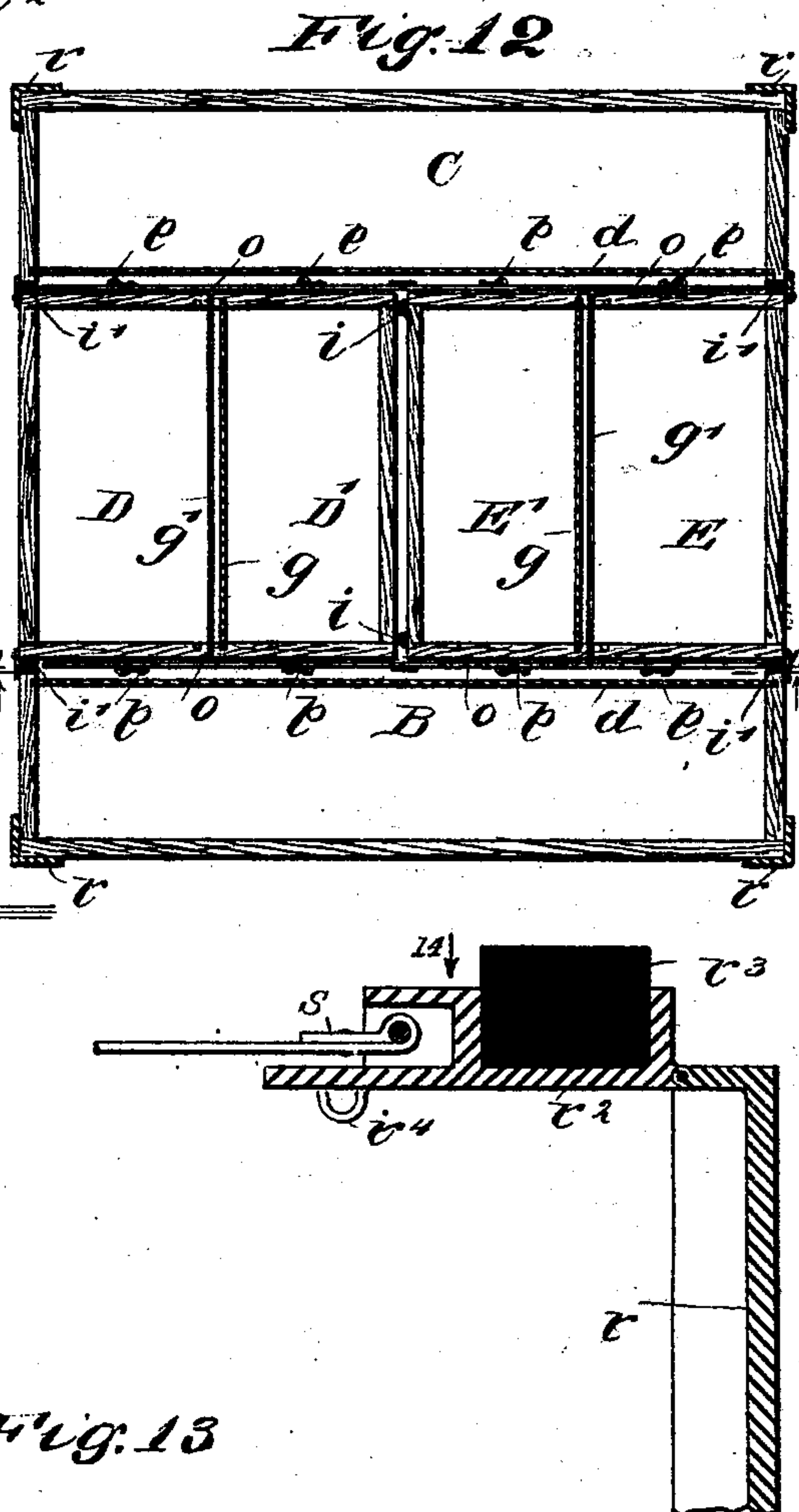
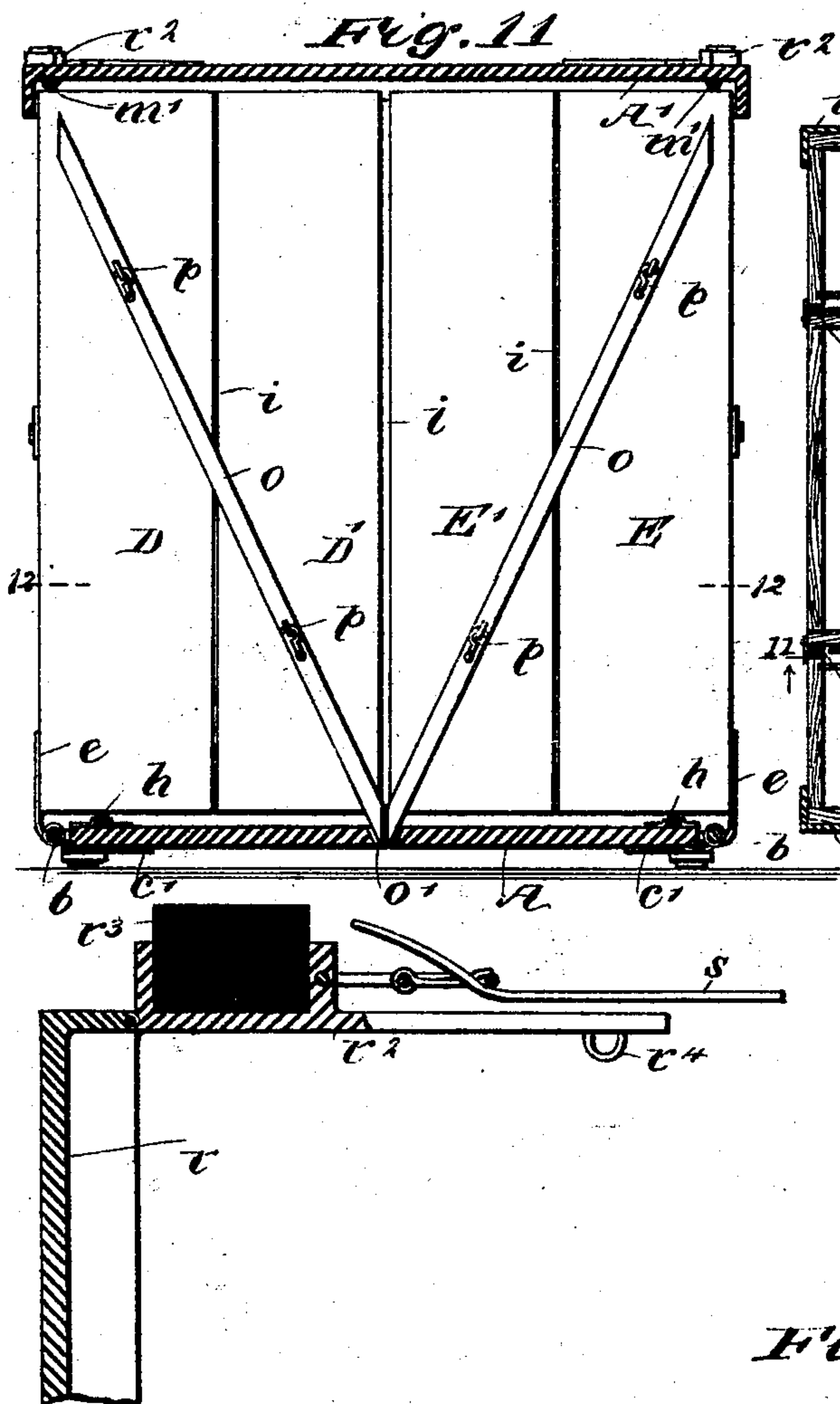
(No Model.)

4 Sheets—Sheet 4.

W. H. S. WESTLAKE.
TRUNK.

No. 517,711.

Patented Apr. 3, 1894.



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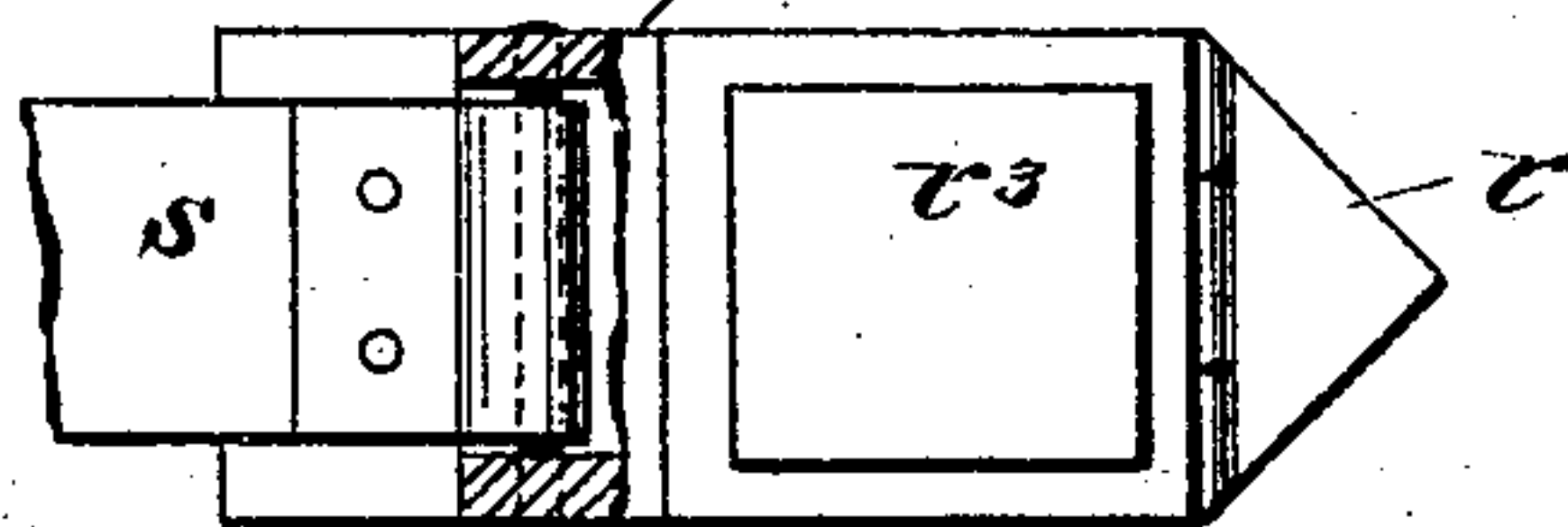


Fig. 14

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TRUNK.

SPECIFICATION forming part of Letters Patent No. 517,711, dated April 3, 1894.

Application filed June 23, 1893. Serial No. 478,574. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. S. WESTLAKE, of Lock 4, in the county of Washington and State of Pennsylvania, have invented a new and Improved Trunk, of which the following is a full, clear, and exact description.

This invention relates to improvements in trunks, and particularly to a class having a plurality of compartments within, for the convenient storage and arrangement of articles that are to be transported in the trunk or packing case.

The object of my invention is to provide a novel trunk or packing case, which is strong, durable, water-tight, adapted to prevent entrance of dust, and which is composed of a number of separate box like compartments, all hinged to a bottom piece and that are compact and convenient in arrangement, permitting these boxes to be outwardly folded and separately opened to obtain access to contents of the same.

To these ends my invention consists in the construction and combination of parts, as is hereinafter described and claimed.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of one style of trunk having features of the improvement, in a closed condition. Fig. 2 is a perspective view of the trunk shown in Fig. 1, with its parts in open adjustment. Fig. 3 is a plan view of the improvement shown in Fig. 2, with its compartments folded together, and the trunk lid in part, shown in elevated adjustment. Fig. 4 is a reverse plan view of the device, showing the construction of the trunk bottom. Fig. 5 is an enlarged vertical sectional view of the lower portion of the device shown in Figs. 2, 3 and 4, taken on the line 5—5 in Fig. 4. Fig. 6 is an enlarged sectional view of novel features of construction in extended adjustment. Fig. 7 is a transverse sectional view of parts, on the line 7—7 in Fig. 6. Fig. 8 is a perspective view of a trunk having other features of improvement. Fig. 9 is an enlarged plan view in open adjustment of novel details embodied in the trunk shown in Fig. 8. Fig. 10 is an

enlarged transverse sectional view of parts, on the line 10—10 in Fig. 9. Fig. 11 is a vertical sectional view, on the line 11—11 in Figs. 9 and 12. Fig. 12 is a sectional plan view, on the line 12—12 in Fig. 11. Fig. 13 is an enlarged, broken sectional view of the walls of the trunk shown in Fig. 8, on the diagonal line 13—13 in said figure; and Fig. 14 is a plan view of a detail of construction opposite the arrow 14 in Fig. 13.

The details shown in Figs. 1 to 6, inclusive, represent the preferred construction for trunks that are not designed to withstand excessive rough usage, the views Figs. 8 to 14, inclusive, showing an extra strong trunk, having novel features of construction along with some parts shown in the lighter style of trunk.

The bottom wall A, is made rectangular in contour, and of a suitable thickness to insure stability without excessive weight, said piece being constructed either of tough wood, or sheet metal, such as steel plates of a proper thickness.

The front and rear walls of the trunk, are portions of two similar rectangular boxes, respectively designated by the reference letters B and C, the width of which parts is nearly equal with that of the bottom wall A. The outer lower edges of the boxes B, C, are hinged to the corresponding edges of the bottom A, by means of the strap hinge leaves *a*, that are affixed in pairs on the outer sides of the box walls as shown in Figs. 1, 4, 8 and 9 and have a loose engagement with the guard rail *b*, that is secured to the bottom wall A. The rail *b*, consists of a rectangular ring of metal rod, preferably made cylindrical in the body, and of such dimensions as will adapt it to conform with and encompass the edge of the bottom A, projecting from the same a short distance.

A preferred means for securing the guard rail *b* to the bottom A, comprises a suitable number of flat keeper plates *c* or *c'*, that are scrolled at the ends so as to clasp the rail, and are transversely arranged and affixed upon the lower surface of the bottom, and said plates may be reinforced by an intervening plate *c*², as indicated in Fig. 4.

The depth of the boxes B, C, is so propor-

tioned that when these are erected and rest on the bottom in parallel vertical planes, a space of proper width is allowed to intervene their inner upright edges.

5 Preferably each box B, C, is provided with a sliding cover piece *d*, having handles *d'* for their manipulation to open or close them, as represented in Figs. 2, 3, and 12, so that the outward and downward folding of the boxes, 10 or either of them will permit an inspection or removal of articles contained within said receptacles.

Between the boxes B, C, other receptacles are located, these comprising two pairs of folding boxes D, D', and E, E'. The dimensions of the four similar boxes D, D', E, E' are such, as will permit them when vertically arranged across the bottom wall A, to occupy the space 15 between the inner side edges of the boxes B, C, as shown in Figs. 3, 11, and 12, and as therein indicated, said boxes are rectangular structures, hinged together in pairs, at adjacent top edges, so as to permit each pair to be extended in the same plane by an unfolding 20 movement of one box of each pair. The boxes D, E, that are outermost, have a hinged connection at their lower outer edges, with the guard rail *b*, effected by the plates *e*, which are secured on the boxes, and loosely encircle the rail with their scrolled lower ends, 25 whereby the pairs of boxes D, D', E, E', are permitted to assume the positions shown in Figs. 2, 3, 6, 9, 11, and 12, when properly manipulated to effect such adjustments of parts, 30 the pair of boxes shown in Fig. 6, representing them arranged with their hinged end walls in contact, so as to expose sides of the same that are made to impinge each other when the boxes are folded together, as represented at the left in Fig. 2. 35

Transverse partitions *g*, are preferably provided for the boxes D, D', E, E', and a sliding cover *g'*, for each pair of said boxes which covers are adapted to fit in the grooved sides 40 of the boxes D', E', and serve to close the adjacent sides of each pair of boxes when these are in a folded condition, a handle *g''*, being attached to each cover to facilitate its sliding movement.

50 There is a gum, or other slightly yielding water-proof joint strip *h*, secured along each edge of the bottom wall A, on its upper side, to receive the lower ends of the boxes B, C, D, D', E, E', providing an elastic cushion between the bottom wall and said boxes, which 55 will prevent the entrance of dust and water, similar gum joints *i*, being placed between the adjacent side edges of the boxes D, D' and E, E', to seal the crevices between these 60 parts when folded together and like joint strips may, if preferred, be introduced between the nearest walls of the inner boxes D', E', for a like purpose, other joint strips *i'* of elastic water-proof substance being affixed to 65 the inner edges of the boxes B, C, that have close contact with the end walls of the boxes D, D', E, E', when the parts of the trunk are

adjusted to close it. When the boxes named, are in an upright position the spring clasp *k* shown in Figs. 2 and 3, on the box D', is interlocked with a complementary plate (not 70 shown) on the box E', which will retain these parts in closed adjustment, any preferred form for the locking clasp being used.

On the sides of the boxes D and E, that 75 are outermost, when these receptacles are in an upright position, the overhanging strips *j*, are affixed, which strips will cover the joints between the boxes C, D, B, and B, E, C, when these parts are upwardly folded to 80 close the trunk, as represented in Figs. 1 and 8.

The lid A' provided for the lighter style of trunk shown in Figs. 1 and 2, is made of any preferred material, and is furnished with a 85 depending flange *m*, that is preferably formed of metal, the lid being proportioned in area so that said flange will closely embrace the upper ends and outer surfaces of the boxes B, C, D, E, when these parts are adjusted to 90 close the trunk.

The lid A' is strongly hinged to the outer upper edge of the rear box C, which hinges *e* lap on the lid as indicated in Figs. 1 and 8. A gum joint strip *m'* is secured on the inner 95 surface of the lid A', extending around near the flange *m*, which strip is intended to seal the joint between the lid and the upper ends of the boxes engaged by said lid when the latter is shut. 100

In the lighter style of trunk, spring hasps *m''*, of any approved construction, are provided, which are attached to the flange *m*, and engage a locking plate or other equivalent device (not shown), so as to aid the lock 105 *m''*, in holding the lid in closed adjustment, and the usual trunk straps *n*, are also furnished for a like purpose.

In the heavy stronger trunk shown in Figs. 8 to 14, inclusive, there are brace bars *o*, provided, to stiffen the connection between the 110 boxes D, D', E, E', when they are folded together as shown in Figs. 11 and 12, these parts consisting of two pairs of similar flat bars of metal, that have their lower ends sloped to 115 adapt them to form an acute angular terminal when they are joined and the bodies of the pair of bars are divergently arranged, the pointed lower ends being inserted into pockets *o'*, formed in the bottom wall A, of the 120 trunk, which wall can be made of wood, or sheet metal, as may be preferred. The bars *o*, are removably secured to the engaged walls of the boxes D, D', E, E', by a staple and hook connection *p*, for each box on each end wall 125 of the same, whereby the two pairs of brace bars *o*, are disposed in a manner that will retain the boxes named in a closely bound condition until the bars are displaced by a proper manipulation of parts. 130

At each corner of the trunk represented in Figs. 8 to 14, there are metal corner pieces *r*, provided, which are right angular in cross section, and each has a hinged connection

formed between its lower end, and the guard rail *b*, the latter being suitably shaped at the corners to permit such a jointed connection to be produced, as is represented in Fig. 9, at 5 *r'*. At the upper ends of the corner pieces *r*, buffer holders *r*² are hinged, the construction of which parts is clearly shown in Figs. 13 and 14, each comprising a metal piece of elongated rectangular form, having a recess 10 produced in the upper surface for the reception and retention of a gum buffer block *r*³, that projects above its holder, so as to receive the impact of a forcible contact with a floor or an imposed heavy article when the trunk is 15 in service. The holders *r*², are further provided with means for the reception of the ends of securing straps *s*, that are extended in pairs diagonally across the lid of the trunk and buckled together as shown in Fig. 8; 20 these straps taking the place of the straps *n*, shown in Fig. 1, serve to bind the angle iron corner pieces *r*, closely upon the upright corners of the heavy trunk and stiffen the entire structure against bursting strains.

25 If desired, additional security may be provided for the heavy trunk, by furnishing the end flaps of the holders *r*², with the staples *r*⁴, shown in Fig. 13, which may be engaged with stationary locking devices (not shown) that 30 may be affixed to the trunk lid and adapted to receive the staples and be locked thereto.

Preferably the gum joint piece *h*, on the bottom *A*, is given a sloping form on opposite sides, as indicated in Fig. 10, and is retained 35 in place near each edge of the rectangular bottom by the angle strips *h'* that are secured to the bottom wall, and clamp the joint piece thereon.

To protect the guard rail *b*, gum buffers *v* 40 are preferably located on the lower surface of the bottom wall *A*, these blocks being held in place by the keeper plates *v'*, that are secured to the wall *A*, as shown in Fig. 13, so that the entire weight of the trunk and its 45 contents will be sustained by the buffers *v*, which will absorb percussive shocks which are received by their projecting lower portions.

The handles *w*, of ordinary form are provided for each style of trunk, and are secured at opposite points on the end walls of the trunk body near the transverse center as usual, the outer boxes *D*, *E*, representing such 50 parts of the trunk.

55 It is claimed for this device, that great convenience is afforded for the packing of goods of various descriptions, and also for removal of the same from any of the compartments or boxes composing the trunk, and as these boxes 60 are all tightly sealed from the intrusion of dust or water, fabrics of the most delicate nature can be safely transported in either form of the improvement.

Having thus fully described my invention, 65 I claim as new and desire to secure by Letters Patent—

1. In a trunk, the combination with a bottom piece, of series of rectangular boxes hinged thereto by their outer edges at lower ends, and a lid adapted to bind the tops of the 70 boxes together, substantially as described.

2. In a trunk, the combination with a bottom piece, of boxes hinged thereto by their lower ends, and adapted to fold outwardly or stand upright on said bottom, and a hinged 75 lid adapted to bind the tops of the boxes together, substantially as described.

3. In a trunk, the combination with a rectangular bottom piece, of two boxes hinged to opposite edges of the bottom piece, intervening boxes also hinged to edges of the bottom piece, and a lid hinged to one box and adapted to bind the tops of all the boxes together, substantially as described. 80

4. In a trunk, the combination with a rectangular bottom piece, of a marginally secured substantially rectangular guard rail, boxes hinged by lower ends upon said rail, and a hinged lid adapted to bind the tops of all the boxes together, substantially as set forth. 85 90

5. In a trunk, the combination with a rectangular bottom piece, a substantially rectangular guard rail secured thereto and projected at the edge of said bottom piece, and two boxes approximating in width the length of 95 two opposite sides and hinged thereto so as to be adapted to stand upright on the bottom piece, or receive an outward folding adjustment of two pairs of folding boxes hinged by one edge of one box of a pair to other parts 100 of the guard rail, and a hinged lid, substantially as described.

6. In a trunk, the combination with a bottom piece, a guard rail thereon at its edge, and boxes hinged thereto so as to fold outwardly 105 or stand upright, of elastic joint strips between the boxes, an elastic joint strip between the bottom piece and boxes, and a hinged lid adapted to bind the tops of all the boxes together, substantially as described. 110

7. In a trunk, the combination with a rectangular bottom piece, and a guard rail secured by transverse plates thereon and conforming to the edge of the bottom so as to project therefrom, of a plurality of boxes hinged to 115 the guard rail and adapted to stand on the bottom or fold outwardly, a lid hinged to one box and binding all together when shut, and means to secure the lid in closed adjustment, substantially as described. 120

8. In a trunk, the combination with a rectangular bottom piece, a guard rail secured thereon and conforming with the margin of the bottom piece, and two spaced boxes substantially equal in width with the length of 125 opposite sides of the bottom and loosely jointed to the guard rail, of two pairs of folding boxes hinged to opposite parts of the guard rail and adapted to stand between the other boxes, joint strips intervening the folded 130 boxes and spaced boxes, a joint strip between all the boxes and the bottom piece, a hinged

lid, a joint piece between the lid and all the boxes, and means to secure the lid in closed adjustment, substantially as described.

9. In a trunk, the combination, with a rectangular bottom piece, a guard rail thereon, two parallel and spaced boxes hinged by lower ends to the rail, two pairs of folding boxes hinged to the rail and intervening the spaced boxes, and a hinged lid adapted to bind the tops of all the boxes together, of hinged angular corner pieces, and adjustable straps extending diagonally on the lid from said corner pieces, substantially as described.

10. In a trunk, the combination, with a rectangular bottom piece, a guard rail thereon, two opposite spaced boxes hinged to said rail, and two pairs of folded boxes intervening the

spaced boxes and also hinged to the rail, angular corner pieces hinged by lower ends to the corners of the guard rail, buffer holders hinged to upper ends of the angular corner pieces, elastic buffer blocks therein, and adjustable straps extended from the holders, of removable brace bars on the folded boxes, a hinged lid adapted to bind the tops of all the boxes together, elastic joint strips between the boxes, a joint strip between the lid and boxes, a joint strip between the boxes and bottom piece, and elastic buffers on said bottom piece, substantially as described.

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Witnesses:

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JOHN DOMER.