

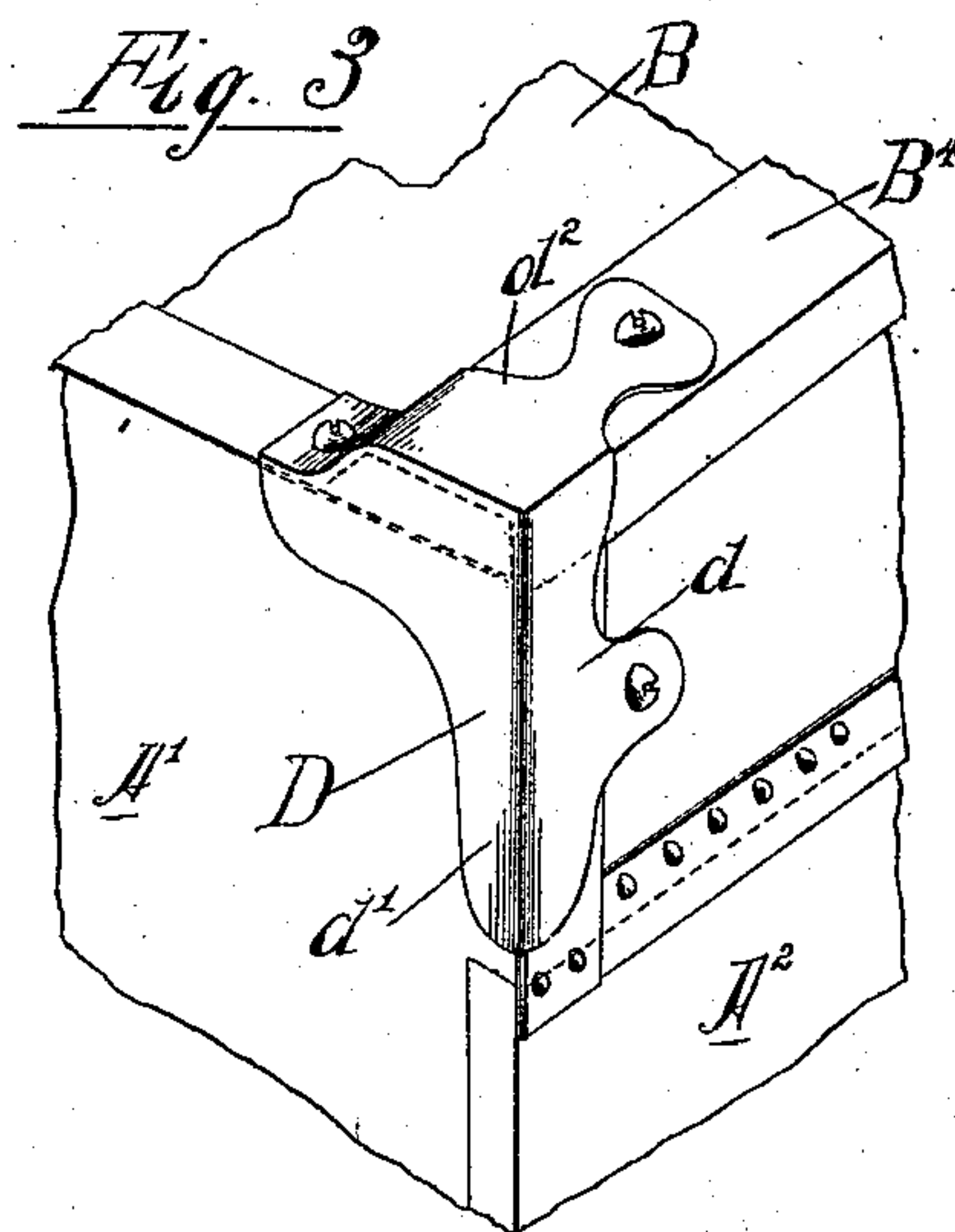
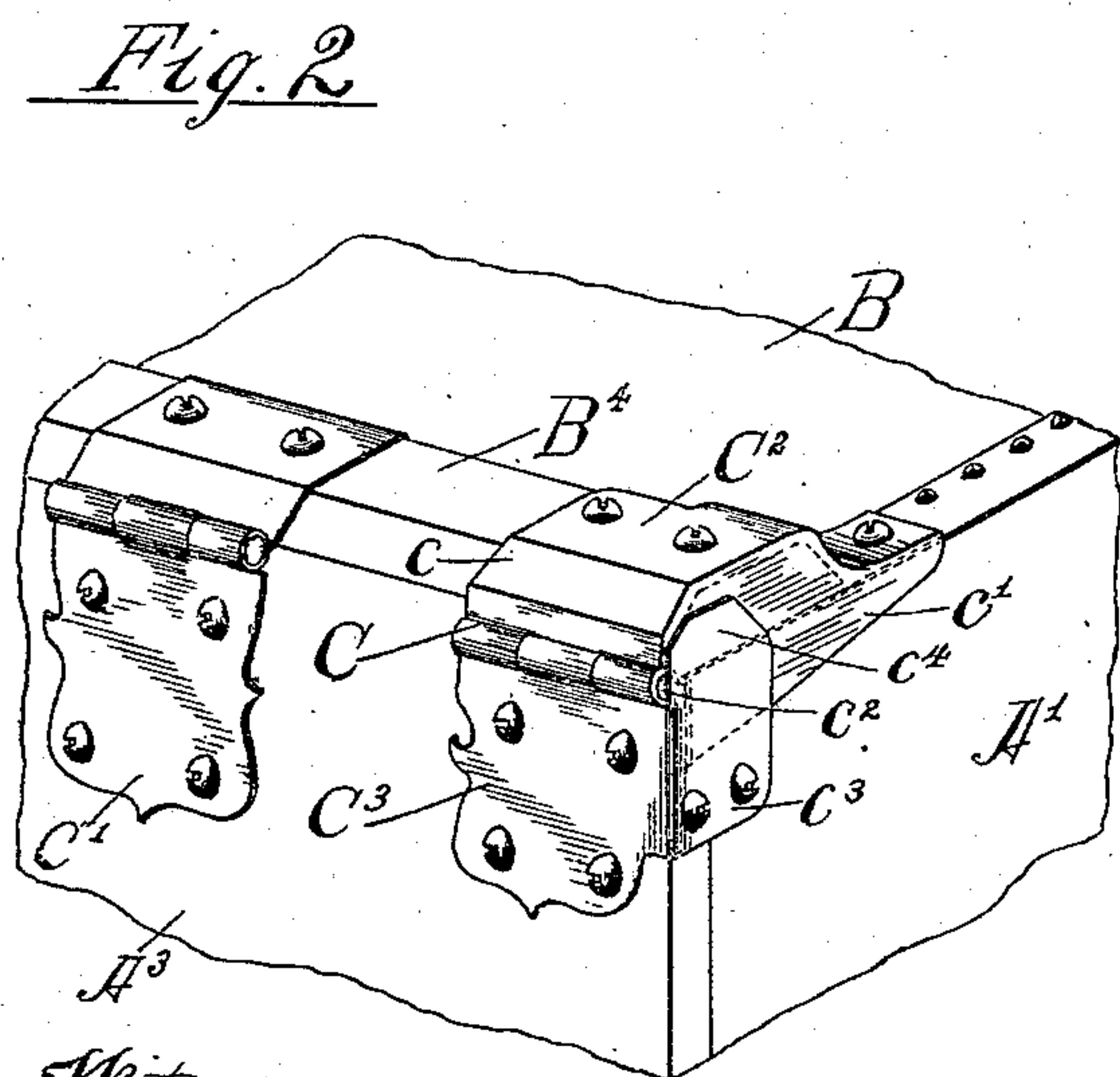
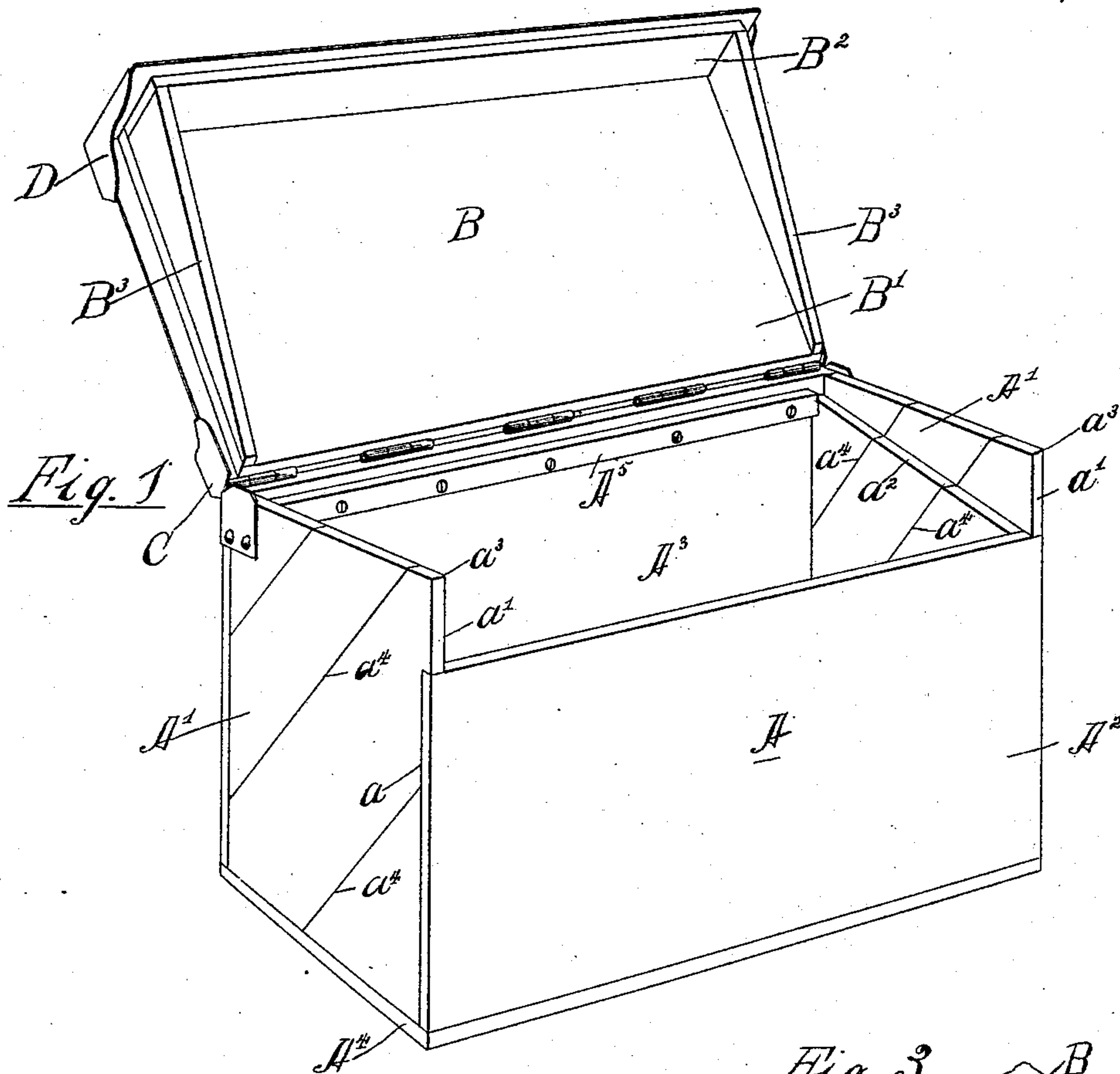
(No Model.)

2 Sheets—Sheet 1.

F. J. PALICA.
TRUNK.

No. 572,714.

Patented Dec. 8, 1896.



Witnesses

Clinton Hamlin
John W. Adams.

Inventor
Frank J. Palica

by Mayton, Poole & Browne
his Attorneys

(No Model.)

2 Sheets—Sheet 2.

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Fig. 4

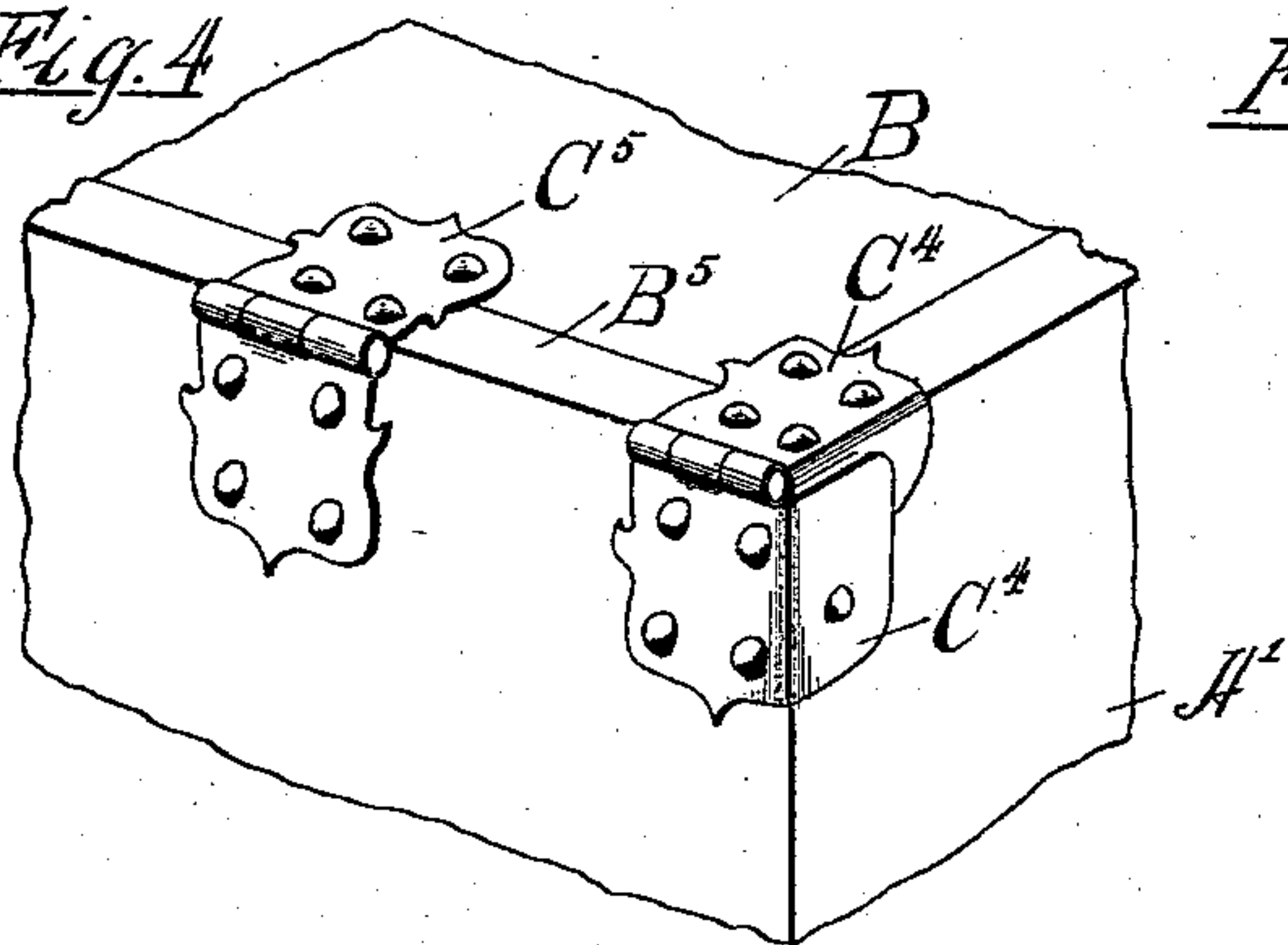


Fig. 5

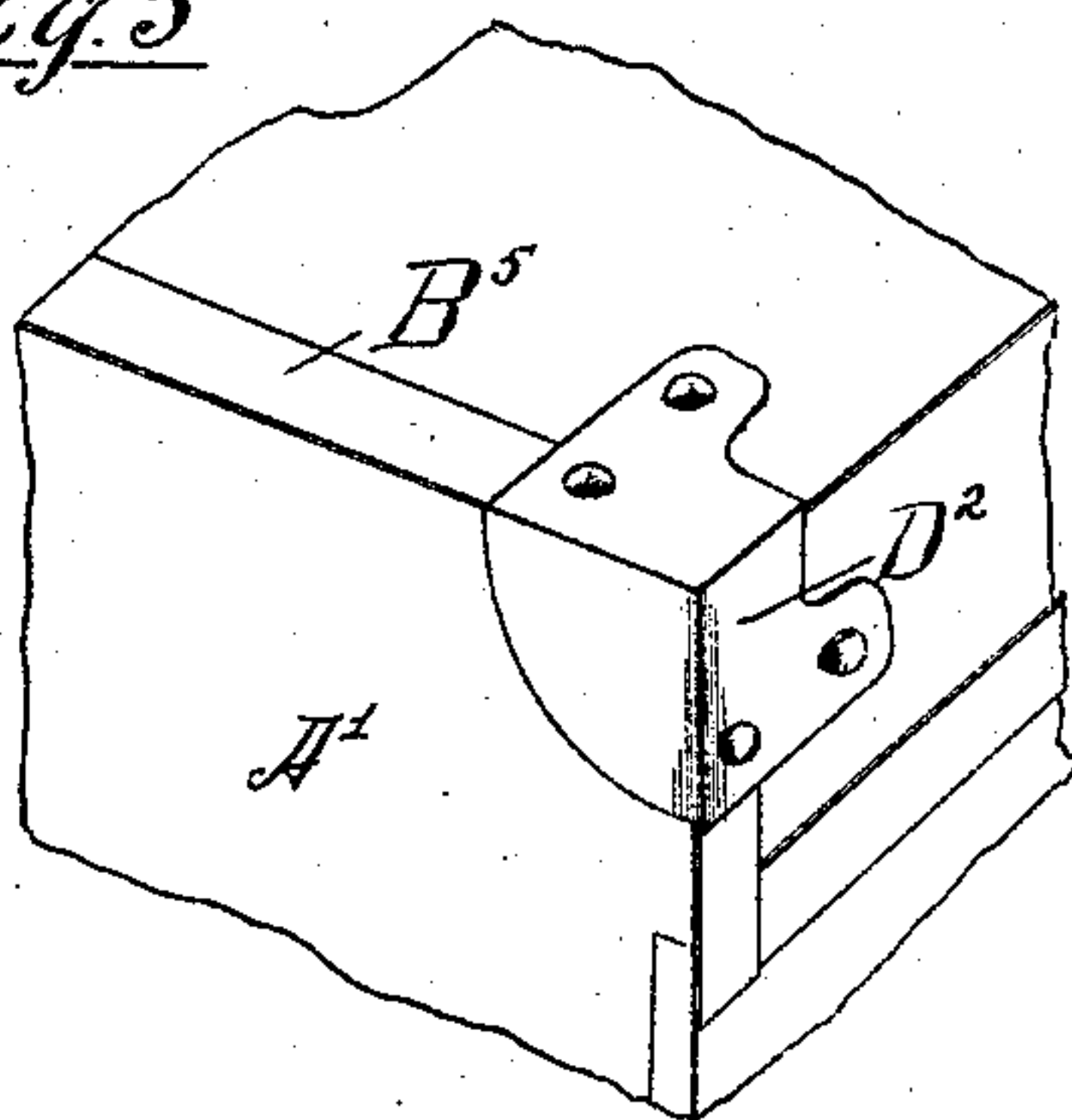


Fig. 6

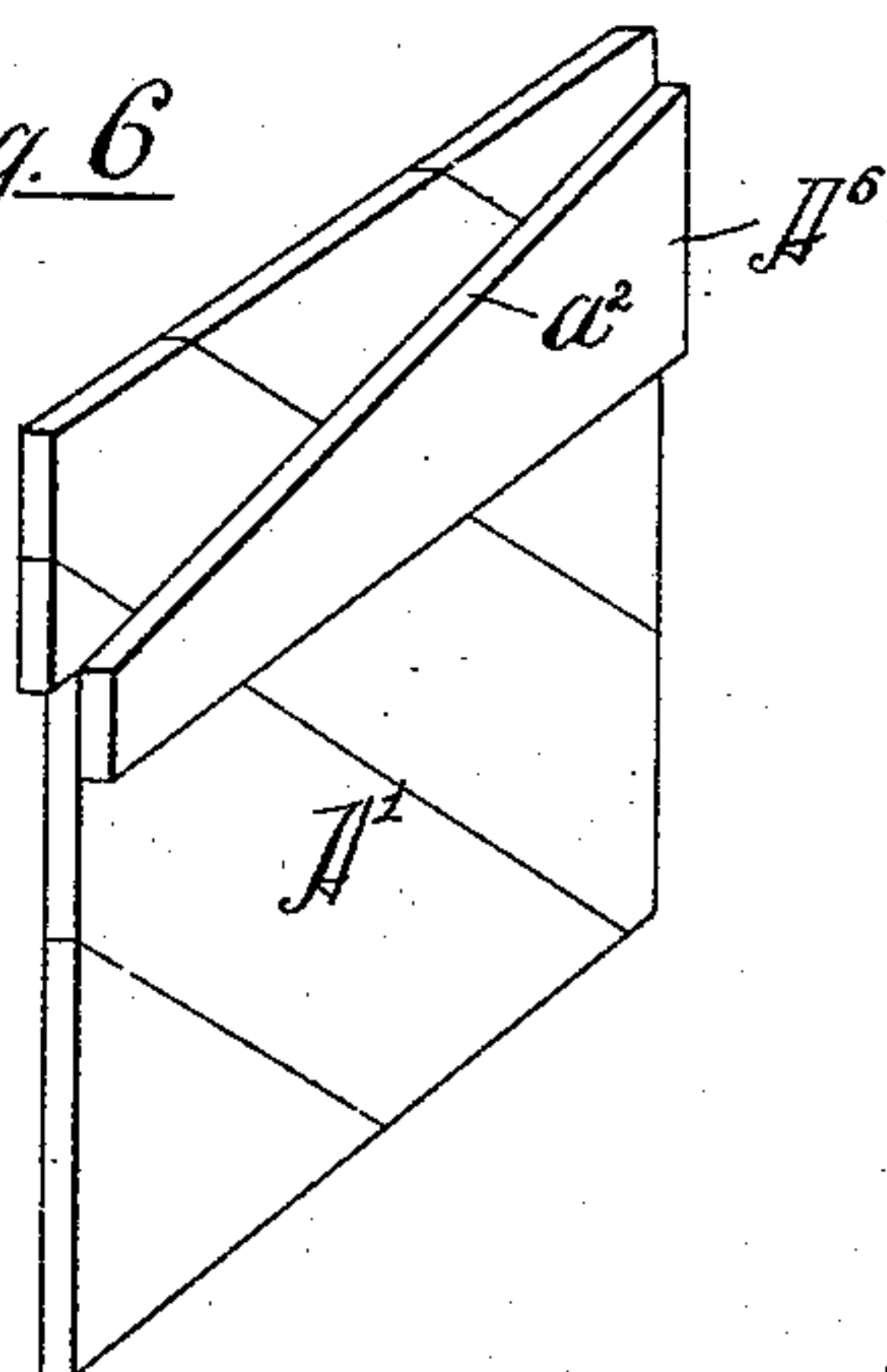


Fig. 7

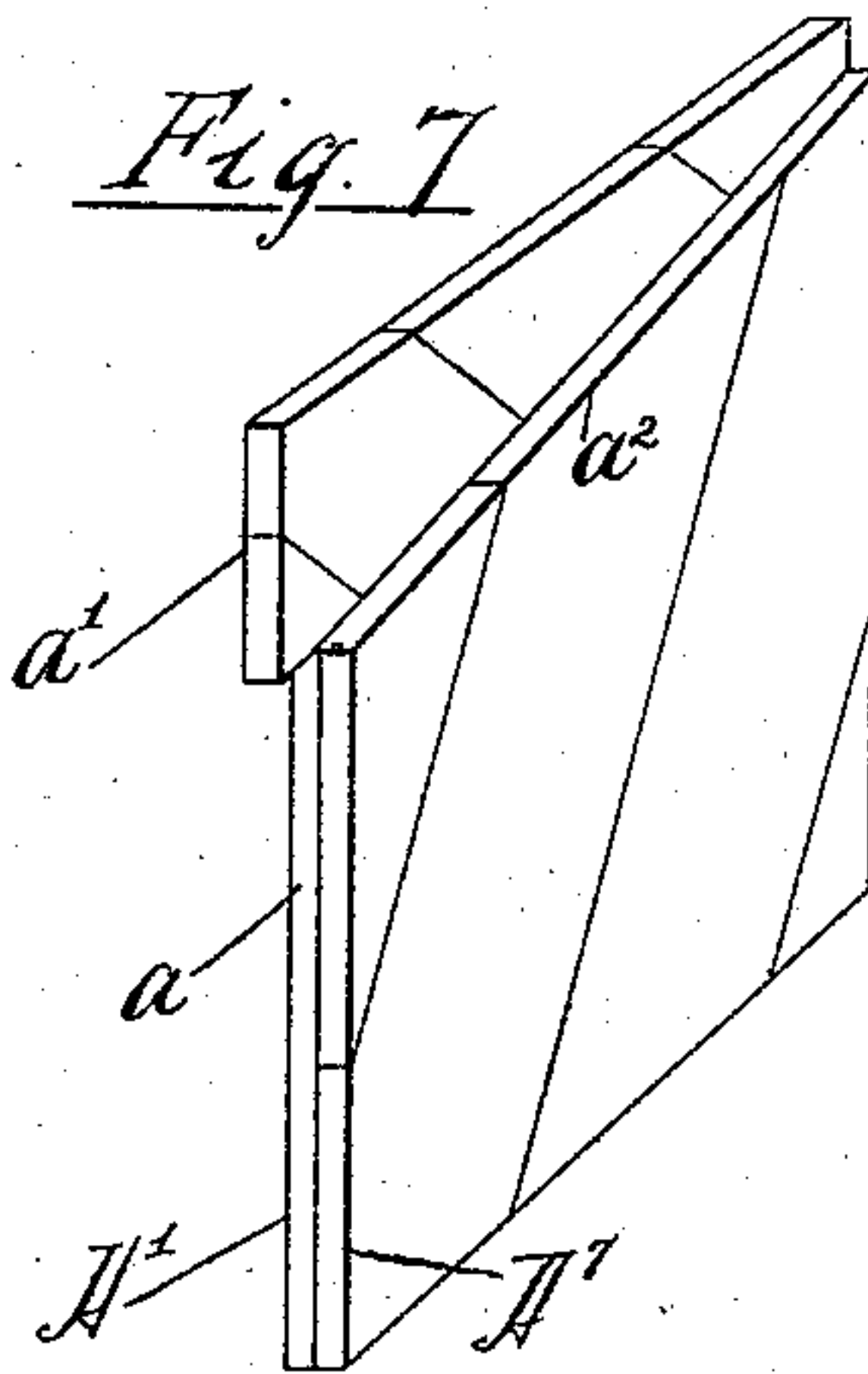
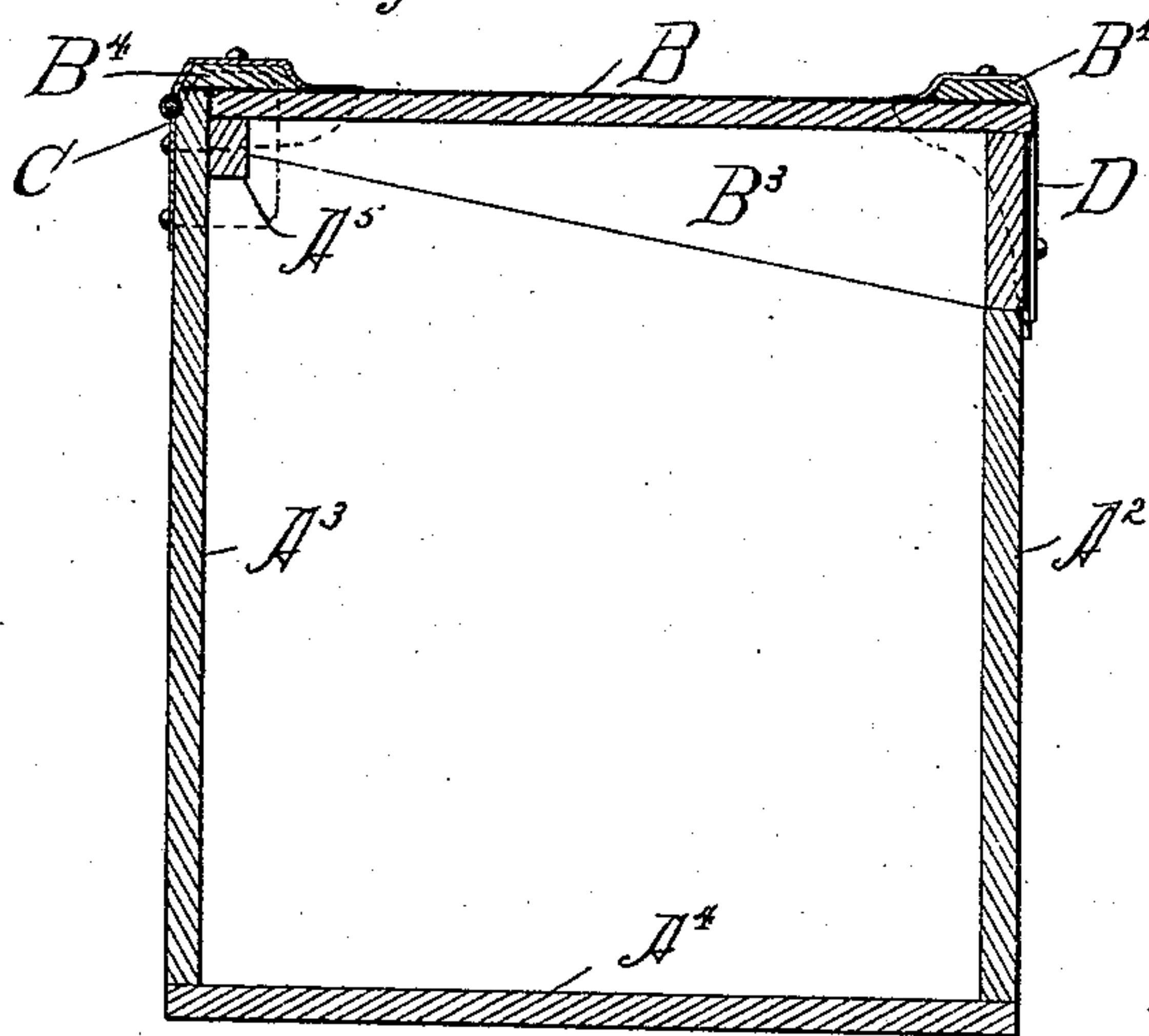


Fig. 8



Witnesses

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UNITED STATES PATENT OFFICE.

FRANK J. PALICA, OF RACINE, WISCONSIN.

TRUNK.

SPECIFICATION forming part of Letters Patent No. 572,714, dated December 8, 1896.

Application filed January 18, 1895. Serial No. 535,316. (No model.)

To all whom it may concern:

Be it known that I, FRANK J. PALICA, of Racine, in the county of Racine and State of Wisconsin, have invented certain new and useful Improvements in Trunks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in that class of travelers' trunks, sample-cases, and like receptacles in which the front wall of the body of the trunk or sample-case is cut down or made of less height than the rear and end walls thereof for the purpose of rendering the receptacle easy of access without reducing its capacity.

The object of the invention is to provide an improved "secure-lid" trunk or sample-case of the character referred to; and it consists in the matters hereinafter set forth, and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a perspective view of a traveler's trunk or sample-case embodying my invention in one form, the usual trimmings other than those relating to the invention being omitted for the sake of clearness of illustration. Fig. 2 is a perspective view of one of the rear upper corners of the trunk, showing the construction of the hinges. Fig. 3 is a similar view of one of the front upper corners, showing the protecting-clip therefor. Figs. 4 and 5 are similar views showing a somewhat modified form of the hinges and front corner protecting-clip as constructed when applied directly to the flat top of the corner instead of being made to embrace the protecting-cleats thereof. Figs. 6 and 7 are perspective views showing two different constructions of the end walls of the trunk, each somewhat modified from the form shown in Fig. 1. Fig. 8 is a vertical transverse section of the trunk.

In said drawings, A designates the lower portion or body of the trunk, and B the hinged lid or cover thereof. The trunk-body A comprises end walls A' A', front and rear walls A² A³, and a bottom wall A⁴, which walls are herein shown as made substantially rectangular in outline and in connection with the

flat-topped lid B herein illustrated form a trunk of rectangular shape in cross-section. The upper edges of the end walls A' A' may, however, be convexly curved or rounded, if so desired, and the top wall B' of the lid correspondingly curved or arched, so as to produce a rounded or turtle-topped trunk.

The top wall B' of the cover fits within and flush with the end and rear walls A' A³ when the trunk is closed, and is thus protected by said walls on all of its edges except in front. At its rear edge the lid is connected by hinges C C' with the rear wall A³, and is preferably additionally supported, when closed, by a horizontal cleat or strip A⁵, which is secured to the inner face of said wall A³.

The front wall A² of the trunk-body is made considerably lower than its end and side walls to permit easy access thereto, and the lid B is provided at its front edge with a depending front strip or wall B², which when the lid is dropped forms a continuation of the front body-wall A² and rests upon the latter, so as to thereby support the front side of the lid. The lower front edges *a* of the end walls A' A' are rabbeted back the entire height of the front wall A² to receive the overlapping ends of the latter, and the depending front wall B² of the lid fits between the projecting upper edges *a' a'* of the side walls A' A' above the lower rabbeted portions *a a* thereof and supports the upper front corners of said side walls against inward pressure.

The ends of the lid B are supported by means of depending end walls or strips or cleats B³, which, as herein shown, have inclined lower edges rising from the front toward their rear ends and adapted to rest upon inclined ledges *a² a²*, provided on the inner faces of the end walls A' A'. At their front ends said strips B³ are in this instance made of the same depth as the front lid-wall B² and are rigidly secured thereto, so as to serve as braces for the same. From their juncture with the front lid-wall B² the end strips B³ taper almost to a point at the rear edge of the lid. The ledges *a² a²* in this case incline upwardly from the upper edge of the front wall A² of the trunk-body approximately to the level of the cleat A⁵, which supports the rear edge of the lid B. Obviously, however, the inclination of the ledges *a²* and end strips B³

may be made greater or less without materially changing the construction. The outer faces of the end strips B^3 are adapted to rest in contact with the upper inner faces of the side walls $A' A'$ throughout their entire length when the trunk is closed, and together with the top wall B' and the front wall B^2 of the lid form a rigid backing, by which inward pressure on the ends of the trunk will be strongly resisted. The lid of the trunk is, moreover, inclosed and protected from direct blows upon all sides except in front.

As shown in Figs. 1 and 8, the ledges $a^2 a^2$ are formed by suitably rabbeting the inner upper faces of the end walls $A' A'$, which are each made of a single piece or a single thickness formed by gluing or otherwise securing several pieces together edgewise of each other. In this case the wood is as a further improvement so arranged that its grain is inclined diagonally upward and forward or in the direction of the upper front corners $a^3 a^3$ of the end walls, as indicated by the inclined lines $a^4 a^4$, which corners are obviously entirely unsupported when the lid B is raised. With the grain thus arranged it will be evident that liability of the corners being broken by blows or pressure received upon said unsupported front corners will be much less than if the grain were arranged either vertically or horizontally, as usual, or on an opposite inclination, *i. e.*, upwardly and forwardly; and since the resistance of wood to breaking across the grain is much greater than its resistance to splitting the likelihood of the corner portions being split off is greatly decreased. Obviously, however, said ledges $a^2 a^2$ may be otherwise provided than in the manner above described. For example, in Fig. 6 they are formed by the upper edges of separate cleats A^6 , which are secured to the inner face of the end walls $A' A'$. Another practicable construction is that shown in Fig. 7, in which each end wall is made of two layers or thicknesses of wood, the inner layers A^7 being cut off at the proper height and angle to form said ledges $a^2 a^2$. By reversing the grain of the two layers of wood a wall thus constructed will obviously be of great strength and offer great resistance to splitting, the grain of the outer layer being in this case preferably inclined upwardly and forwardly to afford stronger front upper corners $a^3 a^3$, as in the construction shown in Figs. 1 and 8 and hereinbefore explained. Said upper front corners $a^3 a^3$ of the end walls are herein shown as inclosed and protected when the trunk is closed by metallic corner-pieces D , which are permanently secured to the front corners of the lid B . Said corner-pieces are composed of front, side, and top flanges d , d' , and d^2 , respectively, of which the front and top flanges d and d^2 are fastened to the lid in such manner as to support the side flange at a distance from the end of the lid equal to the thickness of said corners a^3 of the end walls. A socket is thus formed between said side

flanges d' and the end strips B^3 of the lid into which the corners a^3 project when the lid is dropped, said corners being then obviously completely incased by the corner-pieces and thereby protected from direct blows.

As shown in Figs. 1, 2, 3, and 8, the lid or cover B is provided on its top wall B' with strengthening-cleats B^4 of familiar form, which extend along the front and rear edges of the lid and project beyond the ends thereof a distance equal to the width of the upper portion of the end walls $A' A'$. The upper portions of the corner-pieces D are in such case made of suitable shape to inclose the ends of the front cleat, and a solid wooden corner is thus provided within each of said corner-pieces by which any pressure or blow tending to distort or break them will be strongly resisted, even though the corner be raised at the time.

The hinges C at the rear upper corners of the trunk are herein shown as composed of an upper section C^2 , having top and side flanges c and c' , and a lower section C^3 , which is connected with the upper section by the usual pivot-joint c^2 . Like the front corner-pieces D the upper section C^2 of the hinge is secured to the corner of the lid in such manner that its side flange c' is supported at a distance from the end of the lid and thereby forms a socket between said flange and end of the lid to receive the adjacent upper edge of the end wall A' . The lower section C^3 of the hinge is also shown as provided with a side flange c^3 , which overlaps the side flange c' of the upper section when the hinge is closed, but which is at the same time secured to the end of the trunk-body at its lower edge and below the lowermost position of the edge of said flange c' . An upwardly-projecting lip c^4 at the upper edge of said flange c^3 serves to overlap the upper flange c' even when the lid is raised to a vertical position and thereby prevents said flanges from becoming relatively displaced and interfering with each other when the lid is closed. In the case of the hinges C' , which are applied between the end hinges C , the side flanges are of course omitted.

In the construction shown in Figs. 1, 2, and 8 the upper sections of the hinges are made of proper form to embrace the rear strengthening-cleat B^4 of the lid, and the ends of the latter project into and fill the upper corners of the end hinges C in the same manner that the ends of the front cleat B^4 project into the front corner-pieces D .

In Figs. 4 and 5 I have shown a construction in which the cleats B^4 are omitted and in which hinges C^4 and C^5 and front corner-pieces D^2 are provided with flat upper flanges applied directly to the top wall of the cover. The essential features of the corner-pieces and hinges remain the same in both cases, however, and the intermediate flat top hinges C^5 may obviously be used as well in connection with said strengthening-cleats B^4 by applying the said cleats over the upper flanges

of the hinges. A valance B⁵, of the usual sheet-metal construction, is also herein shown as applied to the lid B in position to overlap all the joints formed between the latter and the front, rear, and end walls of the trunk-body, said valance being so thin as to enable it to be inserted beneath the several hinges, corner-pieces, and cleats without interfering therewith. Preferably said valance completely covers the upper edges of the end and rear walls and is flush with the outer faces of said walls at its outer edge when the lid is closed.

In a secure-lid trunk constructed as herein set forth the upper part of the trunk, including the lid, is so braced and supported in every direction as to be practically as strong and capable of withstanding blows and pressure as the bottom part, at which the walls are rigidly and permanently connected with each other. The lid is sustained so as to withstand a crushing strain on its top by resting on the top edge of the front wall and on the strip A⁵ and ledges a² a². Said strip A⁵, however, while desirable, is not strictly necessary, as pressure or blows tending to force or break inwardly the rear part of the lid will usually come on and be resisted by the upper edge of the rear wall, within which the lids fit. Blows coming on the rear corners at the top of the body are taken by the solidly-connected corners of the side and end walls, which are additionally braced by the top of the lid, which fits between them. Blows coming on the upper front corners cannot force inwardly the projecting corners a³ a³, because the same are supported by contact with the outer surface of the lid, which latter, by reason of being inserted within the upper parts of the rear and end walls, is capable of withstanding backward or endwise pressure without liability of being displaced or becoming forced from the trunk. The corner-pieces, arranged to form sockets, as described, have the important advantage of distributing the force of blows or pressure to the several parts embraced or covered by them, thus greatly increasing the capacity of resistance of the trunk as a whole. This is also true of the corner-hinges arranged to overlap or embrace the ends of the trunk-body, as described. By the construction set forth, therefore, the trunk is made to possess great strength and durability, while at the same time it is rendered exceedingly accessible and convenient for use by reason of the relatively low front wall, which enables its interior to be easily reached in packing or unpacking the same. Furthermore, inasmuch as the lid does not project back of the trunk-body when lifted the trunk can be opened when close to a wall, so that drawing out the trunk in order to open it is not necessary. With all these advantages all the space within the trunk is fully accessible and useful, so that none is wasted.

In its features of construction other than those particularly referred to the trunk or

sample-case embodying the several features constituting my invention may be made as found convenient or desirable. Ordinarily the body and lid of the trunk will be provided with a cloth or other covering and will have locks, strengthening-cleats, and trimmings, such as are ordinarily applied to structures of this character.

I claim as my invention—

1. A trunk-body, the front wall of which is lower than its end and rear walls, combined with a hinged lid having a top wall fitting within the upper margins of the rear and end walls of the body and provided with a depending front wall which fits between the end walls of the body and rests upon the upper edge of the front wall of the body and with end strips which enter within and are in contact with said end walls of the body, substantially as described.

2. A trunk-body, the front wall of which is lower than its end and rear walls, and which is provided with ledges on the inner faces of its end walls, combined with a hinged lid having a top wall which enters and fits between the upper margins of the end walls, and provided with a depending front wall which rests on the top of the front wall of the body and also with end strips which enter within the upper parts of the end walls of the body and rest on the said ledges, substantially as described.

3. A trunk-body, the front wall of which is lower than its end walls, and which is provided with inclined ledges on the inner faces of said end walls, combined with a hinged lid having a top wall which enters and fits between the upper margins of the end walls, and provided with a depending front wall and also with end strips which enter within the upper parts of the end walls and are inclined on their lower edges to fit the said inclined ledges, substantially as described.

4. A trunk-body, the front wall of which is lower than the end and rear walls, and which is provided with ledges on the inner faces of its end walls, combined with a hinged lid provided with a top wall which fits within the margins of the end and rear walls, and having a depending front wall which rests on the front wall of the body, and end strips which rest on the said ledges of the body, substantially as described.

5. A trunk-body, the front wall of which is lower than the end and rear walls, and which is provided with inclined ledges on the inner faces of its end walls, combined with a hinged lid provided with a top wall which fits within the upper margins of the end and rear walls, and having a depending front wall which rests on the front wall of the body, and end strips which are inclined on their lower edges to fit against the said inclined ledges of the body, substantially as described.

6. A trunk-body, the front wall of which is lower than the end and rear walls, and which is provided with inclined ledges on the inner

faces of its end walls, combined with a hinged lid provided with a top wall which fits within the upper margins of the end and rear walls and having a depending front wall which fits within the end walls and rests on the front wall of the body, and end strips which are attached at their front ends to the front wall of said lid and are inclined on their lower edges to fit against the said inclined ledges of the body, substantially as described.

7. A trunk-body, the front wall of which is lower than its end and rear walls, combined with a hinged lid which is of the full length of the space, and enters between the end walls of the body and is provided with a depending front wall which fits between the end walls and rests on the front wall of the body, said lid having corner-pieces secured to the top and front walls with their outer walls at a distance from the outer faces of the lid so as to form sockets to receive the front corners of the end walls of the body, substantially as described.

8. A trunk-body, the front wall of which is lower than its end and rear walls, and which is provided with ledges on the inner faces of its end walls, combined with a hinged lid having a depending front wall which rests on the front wall of the body and provided with end strips which enter within the end walls of the body and rest on said ledges, said lid having corner-pieces secured to the lid with their end walls at a distance from the outer faces of the lid so as to form sockets to receive the corners of the ends of the body, substantially as described.

9. A trunk-body, the front wall of which is lower than its end and rear walls, and which is provided with ledges on the inner faces of its end walls, combined with a hinged lid having a top wall which fits within the end walls of the body, and a depending front wall which fits between the said end walls and rests on the front walls of the body, and provided with end strips which rest on said ledges and also with corner-pieces which form sockets to receive the corners of said end pieces of the body, substantially as described.

10. A trunk-body, the front wall of which is lower than its end and rear walls, combined with a hinged lid having a top wall which fits within the end walls of the body, and a front wall which fits between the said end walls and rests on the front wall of the body and having also end pieces which enter within the end walls of the body and are attached to the said front wall of the lid, and metal corner-pieces comprising side, front and top flanges, of which the front and top flanges are secured to the top and front walls of the lid with the side flanges at a distance from the lid to form sockets for the ends of the body, substantially as described.

11. A trunk provided with a lid fitting between its end walls, said lid being provided with metal valance-strips attached to the ends of the lid and extending over the top edges of

the end walls, and corner-hinges, each comprising a lower section which is secured to the outer face of the rear wall, and an upper section having top and side flanges, of which the top flange is secured to the top of the lid and to the rear end of the valance-strip and projects from the end of the lid to support the side flange at a distance therefrom equal to the thickness of the end wall of the body thereby forming a socket to receive the adjacent upper edge of the end wall, substantially as described.

12. A trunk provided with a lid fitting between its end walls, and corner-flanges each comprising an upper section having top and side flanges of which the top flange is secured to the top of the lid and supports the side flanges at a distance from the end of the lid, thereby forming a socket to receive the adjacent upper edge of the end wall of the body, and a lower section pivotally connected with the upper section and provided with a rear flange secured to the rear wall of the body and with a side flange secured at its lower edge to the end wall of the body and adapted to overlap and protect the side flange of the upper section, substantially as described.

13. A trunk-body, the front wall of which is lower than its end and rear walls, and is provided with a hinged lid having a top wall which enters and fits between the upper margins of the end walls and is provided with a depending front wall which rests on the top of the front wall of the body, and also with end strips which enter within the upper parts of the end walls of the body and rest on the said ledges, said end walls of the body being made of wood, the grain of which extends at an upward inclination toward the upper front corners of the walls, substantially as described.

14. A trunk-body, the front wall of which is lower than its end and rear walls and which is provided with ledges on the inner faces of its end walls, formed by rabbeting the upper parts of the same, combined with a hinged lid having a top wall which enters and fits between the upper margins of the end walls and is provided with a depending front wall which rests on the top of the front wall of the body, and also with end strips which enter within the upper parts of the end walls of the body and rest on the said ledges, said end walls being made of wood, the grain of which extends at an upward inclination toward the upper front corners of said end walls, substantially as described.

15. A trunk-body having a front wall of less height than its end and rear walls, combined with a hinged lid provided with a top wall adapted to fit within the end and rear walls of the body, and with a depending front wall adapted to fit between the end walls of the body and rest upon the front wall thereof, said lid being also provided with end strips adapted to enter within the end walls of the body, and attached at their ends to the front

5 wall of the lid, and strengthening-cleats applied to the lid and extending at their ends past the ends of the lid to the outer surface of the end walls of the trunk-body, substantially as described.

10 16. A trunk-body having a front wall of less height than its end and rear walls, and a hinged lid having a top wall which fits within the end and rear wall of the body and provided with a depending front wall adapted to fit between the end walls of the body and rest upon the front wall thereof, and also provided with end strips attached at their front ends to the front wall of the lid, and adapted to enter within the end walls of the body, and metal strips applied to the edges of the lid and projecting beyond the same to overlap the end and rear walls of the body, substantially as described.

20 17. A trunk-body having a front wall of less height than its end and rear walls, combined with a hinged lid having a top wall which fits

within the end and rear walls of the body and provided with a depending front wall adapted to fit between the end walls of the body and to rest upon the front wall thereof, and also provided with end strips attached at their front ends to the front wall of the lid and adapted to enter within the end walls of the body, a strengthening-cleat secured to the front of the lid and extending past the ends of the same to the outer faces of the ends of the body, and corner-pieces applied over the ends of the cleat and forming sockets to receive the upper front corners of the end walls of the trunk-body, substantially as described.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

FRANK J. PALICA.

Witnesses:

ANDREW DIETRICH,
CHAS. M. DIETRICH.