

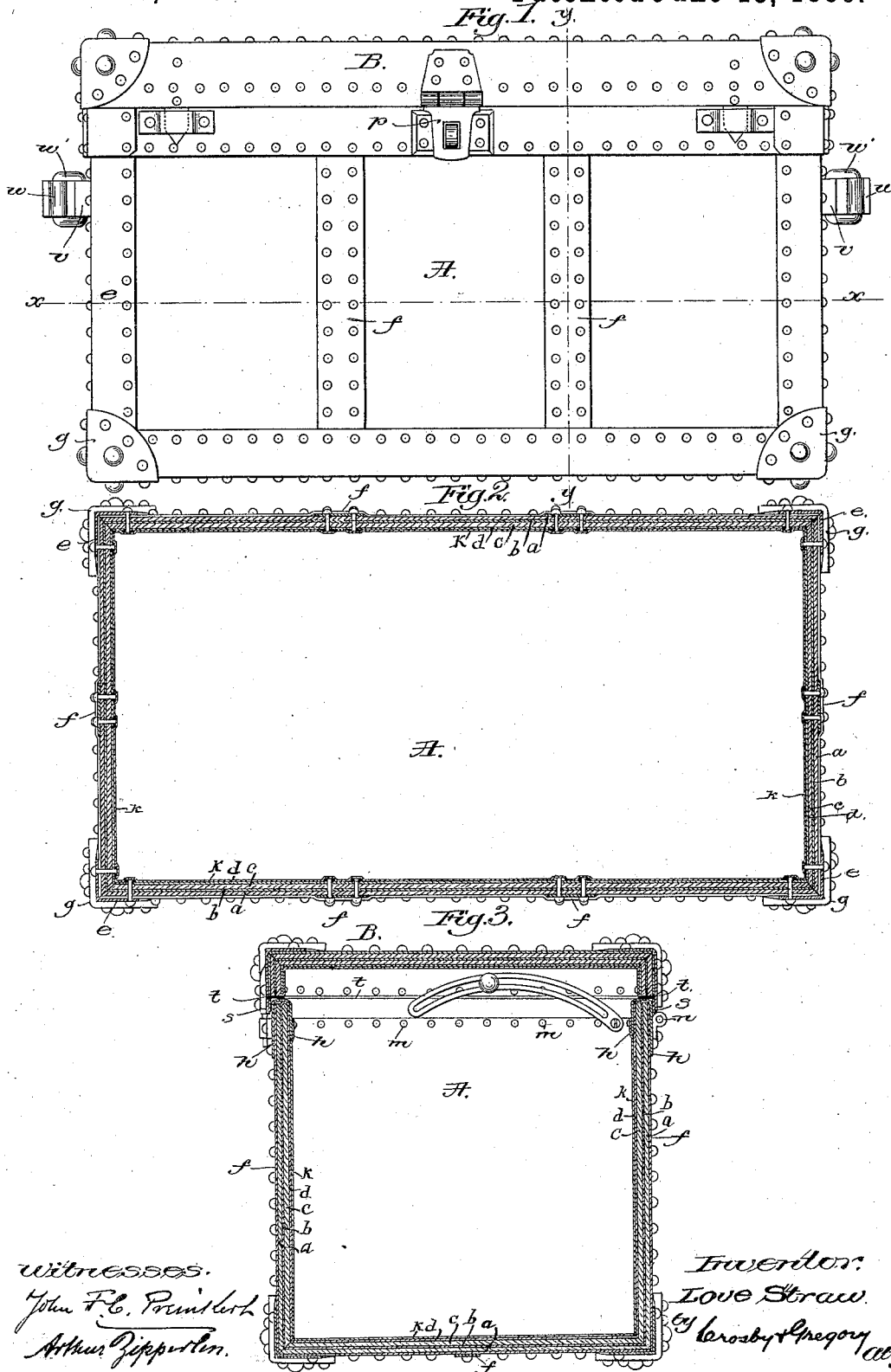
(No Model.)

L. STRAW.

TRUNK.

No. 343,971.

Patented June 15, 1886.



UNITED STATES PATENT OFFICE.

LOVE STRAW, OF CAMBRIDGE, ASSIGNOR OF ONE-HALF TO JOSIAH CUMMINGS, OF BOSTON, MASSACHUSETTS.

TRUNK.

SPECIFICATION forming part of Letters Patent No. 343,971, dated June 15, 1886.

Application filed February 8, 1886. Serial No. 191,157. (No model.)

To all whom it may concern:

Be it known that I, LOVE STRAW, of Cambridge, county of Middlesex, and State of Massachusetts, have invented an Improvement in Trunks, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention has for its object the production of a trunk, box, or case more particularly adapted for use in transatlantic voyages and by express companies in the shipment of express matter. In the production of a trunk best adapted for such uses, among others it is necessary that it should combine lightness and compactness of structure with great strength and ability to withstand rough handling and usage. In this my invention the trunk is made substantially water and fire proof, and in its construction it combines all the necessary elements which go to make up a trunk best fitted for the purposes intended.

The invention consists, primarily, of a trunk having a sectional body, the sides, ends, and preferably the bottom of which compose the sections, and each of said sections consisting of an outer plate or facing of sheet-steel, a central layer of wood, veneer, or other tough material, such as paper or leather board and the like, and, lastly, an inner facing of duck cloth or other textile material cemented or glued to the central layer, the said composite sections being joined to one another with angle-irons and re-enforced with corner-irons and strengthening-strips, the trunk so formed combining the greatest lightness with maximum strength, and, further, the sheet-steel employed does not yield to knocks so as to become indented or jammed, as with other trunk-covering material heretofore employed.

My invention further consists of a sectional trunk the sides, ends, and preferably the bottom composing the sections, and each of said sections consisting of an outer plate or facing of sheet-steel, next a layer of textile material to serve as a non-conductor or deadener of sound, next a layer of wood, veneer, or other tough material, as leather or paper board, and, lastly, an inner facing or layer of textile material preferably cemented to the layer of

wood, the said composite sections being joined to one another by means of angle-pieces and re-enforced by corner-irons and strengthening-strips, all riveted together in the manner substantially as hereinafter set forth.

Figure 1 shows in front elevation a trunk embodying my invention; Fig. 2, a longitudinal section thereof on line *x x*, Fig. 1; and Fig. 3, a transverse vertical section on line *y y* of said Fig. 1.

The body A of my improved trunk is made up of sections, the sides, ends, and preferably the bottom of which composing each a section thereof. Each of these sections consists, first, of an outer facing or plate of sheet-steel, *a*; next a layer of textile material, *b*, to serve as a non-conductor or deadener of sound; next a layer of wood, veneer, or other tough material, *c*—such as, for instance, paper and leather board; next an inner facing or covering of textile material, *d*, preferably cemented or glued to the wood layer. These sections so composed are brought together with their edges abutting or joining each other, whereupon said sides, ends, and bottom are connected to each other by the angle pieces or irons *e*, which are riveted to said sides, ends, and bottom, the said rivets passing through the various layers making up the composite sections, as shown in Fig. 2. The sections are re-enforced with the strengthening-strips *f*, riveted thereon, as well as by the corner-irons *g*, the rivets of which, as shown in Fig. 2, pass through the angle-pieces *e* and thence through the composite sections. After being so put together the top edges of the sides and ends of the trunk receive the U-shaped laps or edge protectors, *h*, which are secured to said sides and ends with rivets in usual manner.

If desired, a lining, *k*, of cloth or other suitable material, may be secured to the inside of the trunk or case by cement or, as in the present instance, by tacks or nails *m*, which are driven through the cloth and wood layers *c d* and clinched, if desired, against the sheet-steel *a*.

The trunk or case is provided with a top or cover, B, hinged to the body by the hinges *n*, and provided with the lock-hasps *p*, the said top or cover being preferably constructed in

the same manner as the body of the trunk. The angle-pieces *s* of the top or cover *B* project outside and below the composite sections of said top, so that when closed down upon the body *A* the said projecting portions of the angle-pieces pass below and outside the upper edges of said body in usual manner.

The edges of the top or cover are provided with an india-rubber or other elastic packing-strip, *t*, which, when the lid is shut down, engages the edges of the body *A* to provide a water-tight joint.

The trunk is provided with handles consisting of a strap, *w*, having a link, *w'*, at each end, the said strap engaging sheet-metal loops *v* fastened to the body *A*. These loops are of sufficient size to permit play of the links therein, so that when desired the strap and links may be pressed flat against the body *A* between said loops, so as not to project when it is desired to store said trunk, the links in such case being adjacent the outermost walls of the loops.

I claim—

1. A trunk having a sectional body the sides, ends, and bottom of which each constitute independently-constructed sections consisting of an outer plate or facing of sheet-steel, a layer of wood or other tough material, as specified, and lastly an inner facing of textile material, *b*, the said sections being joined to one another with angle-pieces and re-enforced

with strengthening-strips and corner-irons, substantially as and for the purpose specified.

2. A trunk having a sectional body the sides, ends, and bottom of which each constitute a section consisting of an outer plate or facing of sheet-steel, next a layer of textile material, *b*, next a layer of wood or some other tough material, as specified, and lastly an inner facing or layer of textile material, *d*, the said sections joined to one another with angle-irons, and re-enforced with strengthening-strips and corner irons, the whole riveted together, as and for the purpose described.

3. A trunk having a sectional body, as specified, the independently-constructed sections of which are composed of layers of sheet-steel, wood, and textile material, all arranged as specified, and said sections united with angle-pieces and re-enforced with strengthening-strips and corner-pieces, and a lid or top provided with an india-rubber packing on its edge to engage the upper edge of the trunk-body, as and for the purpose specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

LOVE STRAW.

Witnesses:

J. H. CHURCHILL,
F. CUTTER.