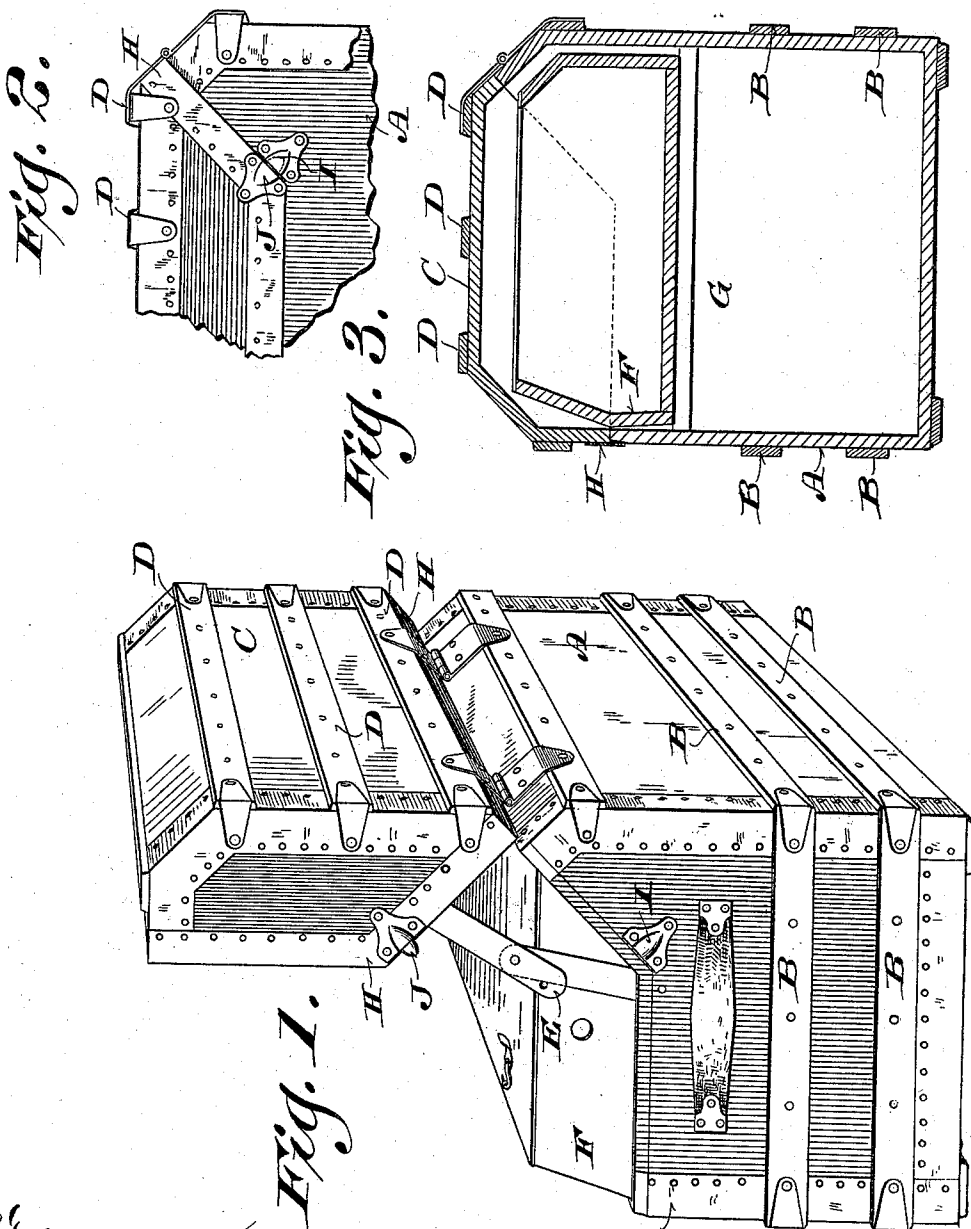


(No Model.)

M. M. SECOR.
TRUNK.

No. 547,458.

Patented Oct. 8, 1895.



Witnesses
Geo W. Louny.
N. E. Oliphant

A. Inventor
Martin M. Secor,
By H. C. Underwood
Attorney

UNITED STATES PATENT OFFICE.

MARTIN M. SECOR, OF RACINE, WISCONSIN.

TRUNK.

SPECIFICATION forming part of Letters Patent No. 547,458, dated October 8, 1895.

Application filed January 20, 1894. Serial No. 497,537. (No model.)

To all whom it may concern:

Be it known that I, MARTIN M. SECOR, a citizen of the United States, and a resident of Racine, in the county of Racine, and in the 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.

My invention has for its object to provide a strong, durable, and economical waterproof trunk having a lifting-section that does not extend beyond the body when the trunk is open, said invention consisting in certain peculiarities of construction and combination of parts hereinafter specified, with reference to the accompanying drawings, and subsequently claimed.

In the drawings, Figure 1 represents a perspective view of an open trunk constructed according to my invention; Fig. 2, an end elevation of a portion of the trunk as it appears when closed, and Fig. 3 a vertical transverse section of said trunk.

Referring by letter to the drawings, A represents the body of my improved trunk, having a vertically-extended rear portion beveled at the top as a result of a peculiar shaping of the ends of said body, each of these ends presenting an irregular upper edge that is horizontal a certain distance from the front, then at an obtuse angle in an upward direction, and thence at an acute angle in a downward direction.

When the trunk is made from wood, as is ordinarily the case, the grain of the body ends is always in a vertical direction, this being one of the essential features of the present invention, even though it appears in a trunk of different structure set forth in my Patent No. 511,808, of January 2, 1894.

The usual corner-ironed braces B are employed on the ends and sides of the trunk-body, and when thus bound there is no liability of said ends to split.

The rear of the lifting-section C is beveled to the same degree as the upper rear portion of the trunk-body to which it is united by single-joint hinges, one leaf of each hinge being fast to the bevel rear corner of said lifting-section and the other leaf to the matching upper rear corner of said trunk-body.

From the foregoing it will be understood

that the trunk is opened by direct hinge movement of the lifting-section and that the latter does not at any time extend beyond the rear of the trunk-body.

As herein shown, the front upper portion of the lifting-section is preferably beveled and in any form of this lifting-section the lower edges of its ends match the horizontal and obtuse angle contour of the upper edges of the ends pertaining to the body. When the lifting-section is made of wood, its ends have the grain thereof in a horizontal direction, and said lifting-section is strengthened by corner-ironed braces D, as is customary in the art.

A toggle-brace E may be employed to connect the trunk-body and lifting-section at one or both ends, this being a common expedient not involved in my invention.

The trunk herein shown is provided with a removable tray F, that rests on cleats G, fast to the inner sides of the body, and one of the distinctive differences between the present trunk and the one set forth in the aforesaid patent is the provision for a tray in a wooden body, having the grain of its ends vertically disposed, this disposition of the grain being common to the body ends of both trunks and a decided improvement in the art of trunk-making.

As one of the advantages of the present trunk, it is to be noticed that the valance H on the lifting-section overlaps the parting line where said section and the body of the trunk are hinged together, whereby I exclude water from the closed trunk. I also provide the ends of the body and lifting-section with interlocking sockets and bolts I J, adjacent to the junction between the horizontal and obtuse angle planes of the opposing edges of said ends outside of the trunk, these interlocking devices serving to take the strain that would otherwise come on the hinges, lock, and catches connecting the trunk-body and lifting-section.

From the foregoing it will be seen that any strain coming against a side or corner of a closed trunk will be met by a resistance of either the body or lifting-section, according to the direction of the pressure, and the grain of the body ends being in an opposite direction to that of the lifting-section ends the lia-

bility of either to split is reduced to a minimum. It is also to be observed that the hinges are out of the way on a trunk of that class in which the lifting-section when raised comes within the vertical plane of the rear wall of the body, so as not to necessitate moving of the trunk from a wall against which it may be placed.

By employment of the intermatching body and lifting-section, constructed as herein set forth, and the connection of their beveled rear corners by single-joint hinges below the top, I provide for a shedding of water and dust from the joint and at the same time guard against breaking of the rear upper body-corner by pressure of said lifting-section when under jar or strain or when lifted up.

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

1. A trunk-body having irregular ends of wood in which the grain is vertically disposed, and a lifting section having wooden ends that match those of the body, the grain in the ends of said lifting section being horizontally disposed, substantially as set forth.

2. A trunk-body having a beveled upper rear corner and the upper edges of its ends irregular in contour, a lifting-section having a beveled rear corner and the lower edges of its ends matched to the opposing edges of the body ends, and single joint hinges each of which has one leaf fast to said corner of the lifting-section and its other leaf fast to the matching corner of the trunk-body.

3. A trunk-body having a beveled upper rear corner and the upper edges of its ends irregular in contour, a lifting-section having a beveled rear corner and the lower edges of its ends matched to the opposing edges of the body-ends, single joint hinges arranged to have one leaf of each fast to said corner of the lifting-section, the other leaf being fast to the matching corner of the trunk-body, and a valance that overlaps the parting line where said lifting section and trunk-body are hinged together.

4. A trunk-body each end of which presents an irregular upper edge that is horizontal a certain distance from the front, then at an obtuse angle in an upward direction and thence at an acute angle in a downward direction, a lifting section having the lower edges of its ends matched to the horizontal and obtuse angle contour of the body ends, its rear being on a bevel matching the rear upper corner of said body, and single joint hinges each of which has one leaf fast to the bevel rear corner of the lifting section and its other leaf fast to the matching corner of the aforesaid body.

In testimony that I claim the foregoing I have hereunto set my hand, at Racine, in the county of Racine and State of Wisconsin, in the presence of two witnesses.

MARTIN M. SECOR.

Witnesses:

PETER BERING NELSON,
WM. SMIEDING, Jr.