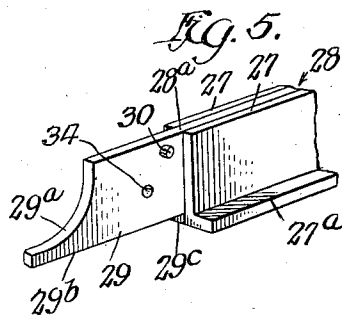
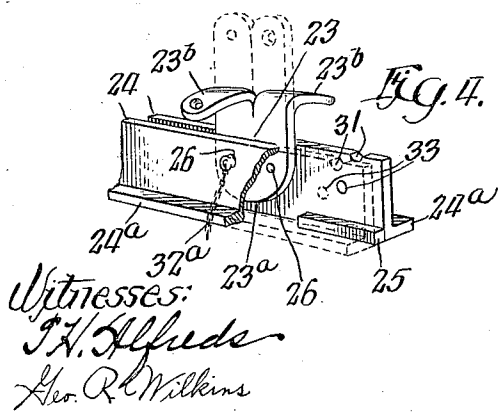
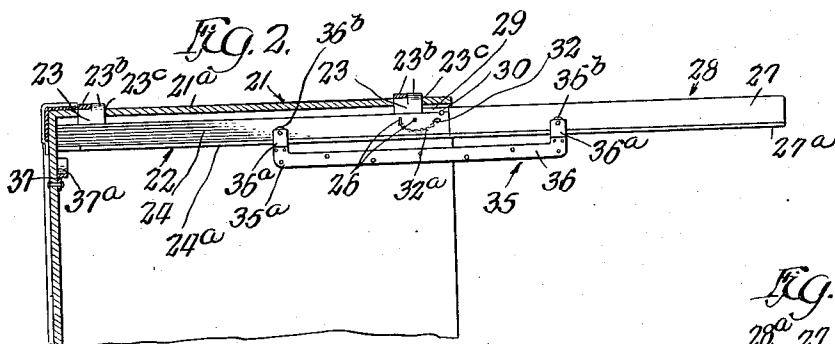
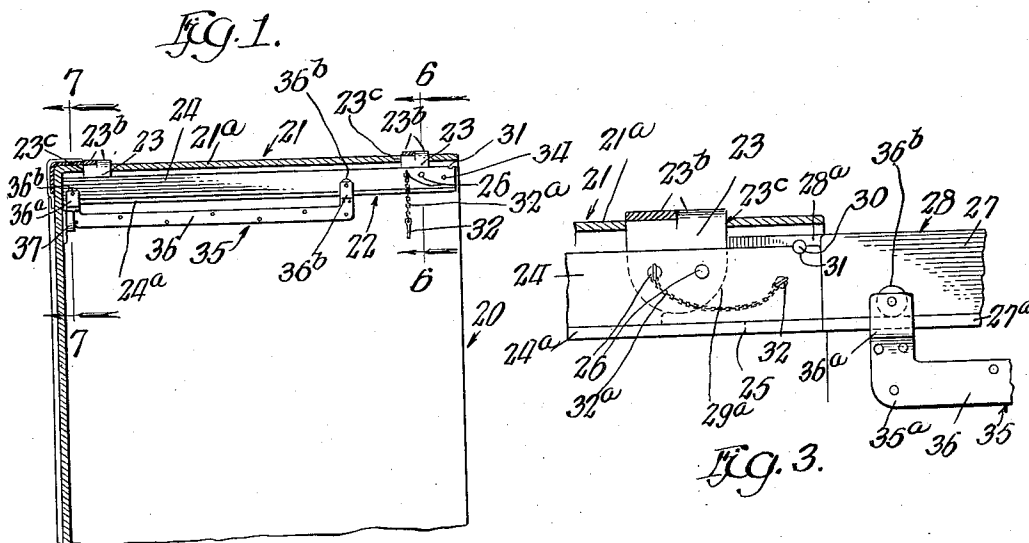


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SUSPENSION FIXTURE DEVICE FOR WARDROBE TRUNKS.  
APPLICATION FILED AUG. 3, 1910.

Patented Jan. 23, 1912.

2 SHEETS—SHEET 1.

1,015,547.



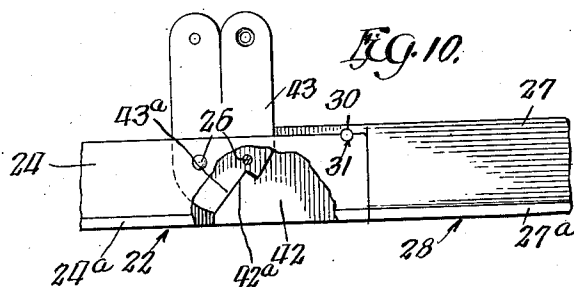
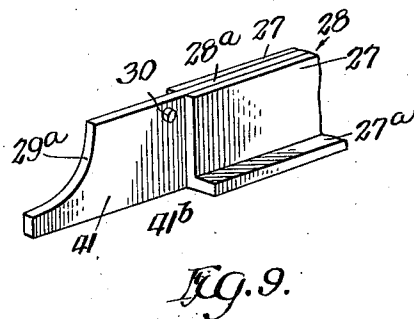
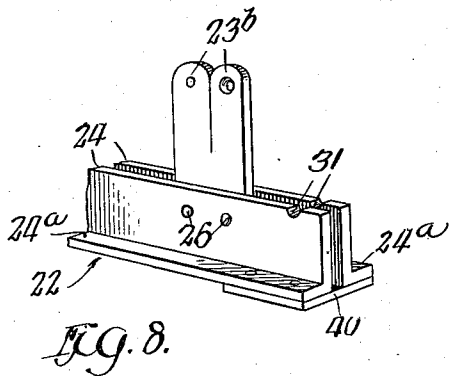
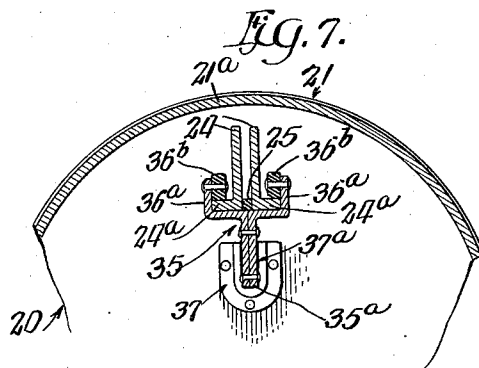
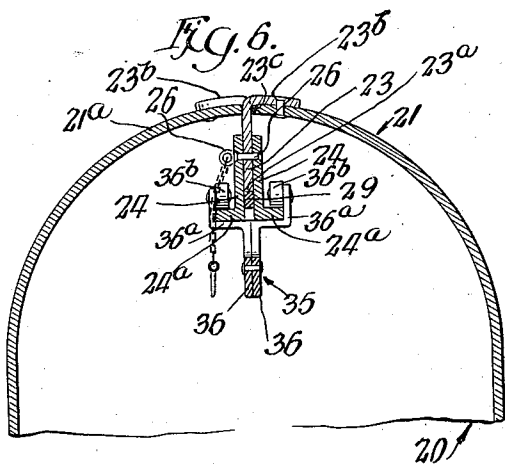
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by *Pool & Brown* Attys

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2 SHEETS—SHEET 2.



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# UNITED STATES PATENT OFFICE.

GEORGE DORN, OF CHICAGO, ILLINOIS, ASSIGNOR TO CHAS. T. WILT, OF CHICAGO, ILLINOIS, A FIRM.

## SUSPENSION-FIXTURE DEVICE FOR WARDROBE-TRUNKS.

1,015,547.

Specification of Letters Patent.

Patented Jan. 23, 1912.

Application filed August 3, 1910. Serial No. 575,215.

*To all whom it may concern:*

Be it known that I, GEORGE DORN, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Suspension-Fixture Devices for Wardrobe-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 wardrobe trunks or other compartments wherein garments are adapted to be contained in a suspended position, and to suspending fixture devices so used with respect to such compartments as to permit the suspending devices with the garments hanging thereon, to be withdrawn from the compartment and to be properly supported when in this position.

The invention relates further to certain details of construction adapted to these and similar fixtures and the invention consists of the matters hereinafter set forth and more particularly pointed out in the appended claims.

The construction herein shown is generally for the same purpose as that set forth in U. S. Letters Patent No. 880,058, granted February 25th, 1908, and embraces, among others, features of construction which may be used in connection with the devices shown therein.

The fixture device is herein shown as applied to a trunk of that type known as a "wardrobe trunk" but may be applied to other compartments for containing articles of clothing and the like or to other suspending and supporting devices.

In the drawings:—Figure 1 is a vertical central section of that end of the trunk to which the fixture device is attached. Fig. 2 is a similar section showing the suspension device or carriage partially withdrawn from the trunk. Fig. 3 is a detail enlarged elevation showing the joint of the fixed rail and the extension rail, when the latter is connected to the former. Fig. 4 is a perspective view of the outer end of the fixed rail, part of the same being broken away to better show the construction. Fig. 5 is a perspective view of the inner end of the extension rail. Fig. 6 is a vertical section through

Fig. 1 on the line 6—6 thereof. Fig. 7 is a vertical section through Fig. 1 on the line 7—7 thereof. Fig. 8 is a perspective view of a modified form of the outer end of the fixed rail. Fig. 9 is a perspective view of a modified form of the inner end of the extension rail. Fig. 10 is a detail side elevation showing the joint of the fixed rail and extension rail when locked together, the construction being slightly modified from that shown in the rest of the figures.

20 indicates the main body of the trunk which is intended to be provided with a lid in the usual manner and substantially as described in said Patent, No. 880,058. (Said lid is omitted in the drawings attached hereto.) The upper end of the trunk, in the present instance, is of rounded form, being curved transversely in a plane parallel to the lid. 21 indicates said rounded end. The fixed rail of the suspension device contained within the trunk is rigidly supported from the curved or arched wall 21<sup>a</sup> which forms the rounded upper end of the trunk.

Several advantages result from making the one end of the trunk to which the suspension fixture device is connected rounded or curved. In the first place, this prevents those handling the trunk from setting it on its upper end which contains the suspending devices and from which the articles of clothing and the like are suspended, thereby avoiding liability of the clothing falling down and being wadded in the top of the inverted trunk. In the second place, the form of the upper end produces a saving in weight of material used in the trunk body, which is an important consideration in this kind of trunk and provides in addition an exceedingly strong and durable top wall construction to resist the jars and blows to which it is subjected during its handling by baggage men. Another advantage is that, by reason of the arched construction, a rigid and efficient support is offered for the suspension device which, by reason of the weight of the clothing carried thereon, produces considerable strain on that end of the trunk when the trunk is subjected to sudden jars, as when thrown out from a baggage car.

The suspension device illustrated herein is of simple and economical construction and includes an extension rail which is adapted to be removably connected to the fixed suspending rail secured within the rounded end

of the trunk, and to be removed and packed in the trunk when not in use.

Referring now particularly to Figs. 1 to 7, inclusive, 22 indicates a fixed rail arranged horizontally in the top of the trunk and rigidly connected thereto by means of suspension plates 23, 23 located at each end of the rail. Said rail consists of flanged bars 24, 24 arranged edgewise back to back and spaced apart to receive the suspension plates 23 and having their flanges 24<sup>a</sup>, 24<sup>a</sup> turned oppositely to form horizontal tracks on each side of the rail. Spacing blocks 25, 25 are preferably located at each end of the rail near the lower edges of the bars 24 in order to maintain the tracks 24<sup>a</sup>, 24<sup>a</sup> at a uniform distance apart.

The suspension plates 23, 23 each comprises, in their preferred form, a plate stamped from a sheet of metal and having a lower rounded edge 23<sup>a</sup>. Said plate is split vertically toward its upper end above the upper margins of the bars 24 to form straps 23<sup>b</sup>, 23<sup>b</sup> which are adapted to be inserted through slots 23<sup>c</sup> in the rounded wall 21<sup>a</sup> of the trunk and to be then bent downward in opposite directions against the outer surface of said rounded wall, in which position they are riveted, as indicated clearly in Fig. 6. Rivets 26, 26 secure the suspension plates to the rail and also rigidly connect the parts of the rail together.

28 is the extension rail. Said extension rail comprises two flanged bars 27, 27 of the same cross-section as those forming the fixed rail, arranged back to back and separated by an intermediate flat bar 28<sup>a</sup> which projects at its inner end beyond the bars 27 to form a lever member 29. The bars 27, 27 have flanges 27<sup>a</sup>, 27<sup>a</sup>. The flat bar 28<sup>a</sup> is of the same thickness as the suspension plates 23 and the spacing blocks 25, and the bars 27 and their flanges 27<sup>a</sup> are adapted to form prolongations of the bars 24 and of their flanges 24<sup>a</sup>. The lever member 29 has a concave end 29<sup>a</sup> adapted to engage under the rounded end 23<sup>a</sup> of the suspension plate 23 (see Fig. 3). It is cut away at its lower margin to leave a shoulder 29<sup>b</sup> which is adapted to engage against the end of the spacing block 25 at the outer end of the fixed rail. The lower margin 29<sup>b</sup> of the lever member 29 rests on top of said spacing block when in locked position, and the inner ends of the bars 27 and of their flanges 27<sup>a</sup> abut against the outer ends of the bars 24 and of their flanges 24<sup>a</sup>. A rigid support for the extension rail is thus formed.

To lock the extension rail against withdrawal from its engagement with the fixed rail, laterally projecting pins 30, 30 are located near the upper margin of the lever member 29, which pins are adapted to engage in oppositely disposed notches 31, 31 formed in the upper margins of the bars 24

of the fixed rail near their outer ends. It will be apparent that with this construction, after the extension rail is locked in horizontal position, it cannot be withdrawn longitudinally without first lifting it in order to disengage the pins 30 from the notches 31. To more securely lock the extension rail against withdrawal, I prefer to provide in addition an auxiliary locking pin 32 which is adapted to engage within apertures 33, 33 in the bars 24 of the fixed rail and in an aperture 34 in the lever member 29 which apertures are adapted to be in line for the insertion of the pin when the lever member is in locked position. Said pin is preferably connected by a chain 32<sup>a</sup> to one of the rivets 26 to prevent it from being lost.

35 is the carriage which is adapted to be supported, and to travel on the fixed rail and its extension. This consists of two flat bars 36, 36 riveted together throughout their length and provided at their ends with upright angular extensions 36<sup>a</sup> to which are rotatively connected rollers 36<sup>b</sup> which are adapted to roll on the flanges 24<sup>a</sup> and 27<sup>a</sup> of the fixed and extension rails. The carriage is adapted to support the hangers for the clothes in the usual manner and by means of the rolling engagement of the rollers 36<sup>b</sup> with the tracks comprising the flanges 24<sup>a</sup>, 27<sup>a</sup>, it is adapted to be withdrawn from the trunk into a position outside of the trunk, where it is supported on the extension rail.

In order to efficiently support the carriage within the trunk when the trunk is in transit and to prevent the heavy shocks which occur in handling the trunk from breaking the rollers from the carriage under the weight of the clothing carried by the hangers, I provide a casting 37 which is adapted to support the end of the carriage when the same is pushed into the trunk. Said casting is riveted to the rear wall of the trunk so as to be rigidly connected thereto. It is provided on its front face with an upwardly opening notch or socket 37<sup>a</sup> which is shaped to receive the inner end 35<sup>a</sup> of the carriage. The bottom of the socket is at such an elevation with reference to the level of the inner ends of the fixed rail that when the end of the carriage is pushed into said socket, the strain on the rollers will be relieved and the inner end of the carriage will be entirely supported by said casting. It will also be prevented from swinging.

In Figs. 8 and 9 is shown a slightly modified form of the construction of the fixed rail and its extension. The flanged bars 24, 24 of the fixed rail are spaced apart as before by the suspension plates 23, but the spacing blocks 25 are in this case omitted, said plates being braced apart by means of bridge-plates 40, which are riveted to the under surfaces of the flanges 24<sup>a</sup>, 24<sup>a</sup>, and

maintain the plates in proper spaced relation. The extension rail is constructed substantially as before and comprises the flanged bars 27, 27 and the intermediate flat bar 28, but the lever member 41 is of the same depth as the bars 27, 27 and its lower margin 41<sup>b</sup> rests when in locking position on top of the bridge plate 40. The ends of the flanged bars of the fixed and extension rails abut against each other as before. The auxiliary locking pin 32 is in this case omitted.

In Fig. 10 is shown still another modification. In this case the lever member 42 of the extension rail is provided with an irregular generally inclined forward edge 42<sup>a</sup> and the suspension plate 43 is provided with a corresponding irregular edge 43<sup>a</sup> at the forward side of its lower end which is adapted to be engaged thereby. The other parts are as before, except that the suspension plates, and the rivets through them, are alone relied upon to maintain the flanged bars of the fixed rail in spaced relation, there being neither the spacing block nor the bridge plates used in this case.

From these illustrations of modifications showing several embodiments of my invention, it is apparent that the mechanical details herein shown and described may be changed in several ways without departing from the spirit of the invention, and I do not wish to be limited to said details except in so far as pointed out in the appended claims.

I claim as my invention:—

1. A trunk or compartment having an end wall, a suspension device within said trunk and secured to said end wall, said suspension device including a fixed rail and suspension plates rigidly connected to said fixed rail, said suspension plates having straps which project through slots in the end wall of said trunk and are bent in opposite direction down against the outer surface of said end wall and secured thereto.

2. A suspension fixture device for a trunk or compartment, embracing a fixed rail comprising flanged bars arranged back to back with their flanges oppositely disposed to form tracks on opposite sides of said rail, means for rigidly securing said fixed rail to the upper wall of said trunk or compartment, means for spacing said flanged bars and for rigidly securing them together in said spaced relation, an extension rail adapted to abut against the end of, and form a prolongation of said fixed rail, said extension rail comprising flanged bars arranged back to back with their flanges turned in opposite directions to form tracks on opposite sides of said extension rail, and a spacing bar separating said flanged bars, said spacing bar projecting beyond the inner end of said extension rail to form a

lever member adapted to engage within the space between the flanged bars forming said fixed rail, and a rigid part carried by said fixed rail under which said lever member is adapted to engage.

3. A suspension fixture device for a trunk or compartment, embracing a fixed rail comprising flanged bars arranged back to back with their flanges oppositely disposed to form tracks on opposite sides of said rail, means for rigidly securing said fixed rail to the upper wall of said trunk or compartment, means for spacing said flanged bars and for rigidly securing them in said spaced relation, an extension rail adapted to abut against the end of, and form a prolongation of said fixed rail, said extension rail comprising flanged bars arranged back to back with their flanges turned in opposite directions to form tracks on opposite sides of said extension rail, and a spacing bar separating said flanged bars, said spacing bar projecting beyond the inner end of said extension rail to form a lever member adapted to engage within the space between the flanged bars forming said fixed rail, upper and lower rigid parts carried by said fixed rail between which said lever member is adapted to engage, and interlocking parts carried by said lever member and said fixed rail adapted to prevent said extension rail from being withdrawn longitudinally from said fixed rail.

4. A suspension fixture device for a trunk or compartment embracing a fixed rail comprising flanged bars arranged back to back with their flanges oppositely disposed to form tracks on opposite sides of said rail, means for rigidly securing said fixed rail to the upper wall of said trunk or compartment including a suspension plate located near the forward end of said fixed rail having its lower end secured between the flanged bars comprising said fixed rail, means for rigidly securing said flanged bars in spaced relation, an extension rail adapted to abut against the end of, and to form a prolongation of said fixed rail, said extension rail comprising flanged bars arranged back to back with their flanges turned in opposite directions to form tracks on opposite sides of said extension rail, and a spacing bar projecting beyond the inner end of said extension rail to form a lever member adapted to engage within the space between the flanged bars forming said fixed rail and to engage under the lower end of said suspension plate, and interlocking parts carried by said lever member and said fixed rail adapted to prevent said extension rail from being withdrawn longitudinally from said fixed rail.

5. A suspension fixture device for a trunk or compartment embracing a fixed rail comprising flanged bars arranged back to back

with their flanges oppositely disposed to form tracks on opposite sides of said rail, means for rigidly securing said fixed rail to the upper wall of said trunk or compartment, including a suspension plate located 5 near the forward end of said fixed rail having its lower end secured between the flanged bars comprising said fixed rail, means for rigidly securing said flanged bars in spaced relation, an extension rail adapted to abut against the end of, and to form 10 a prolongation of said fixed rail, said extension rail comprising flanged bars arranged back to back with their flanges turned in opposite directions to form tracks 15 on opposite sides of said extension rail, and a spacing bar separating said flanged bars, said spacing bar projecting beyond the inner end of said extension rail to form a

lever member adapted to engage within the 20 space between the flanged bars forming said fixed rail, the lower end of said suspension plate and the inner end of said lever member being provided with joint forming, engaging edges, and interlocking parts carried by said lever member and said fixed 25 rail adapted to prevent said extension rail from being withdrawn longitudinally from said fixed rail.

In testimony, that I, claim the foregoing 30 as my invention I affix my signature in the presence of two witnesses, this 22nd day of July A. D. 1910.

GEORGE DORN.

Witnesses:

T. H. ALFREDS,  
G. R. WILKINS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."