(Model.)

J. W. PATTERSON.

TRUNK FRAME.

No. 261,753. Patented July 25, 1882.

Fig. 1

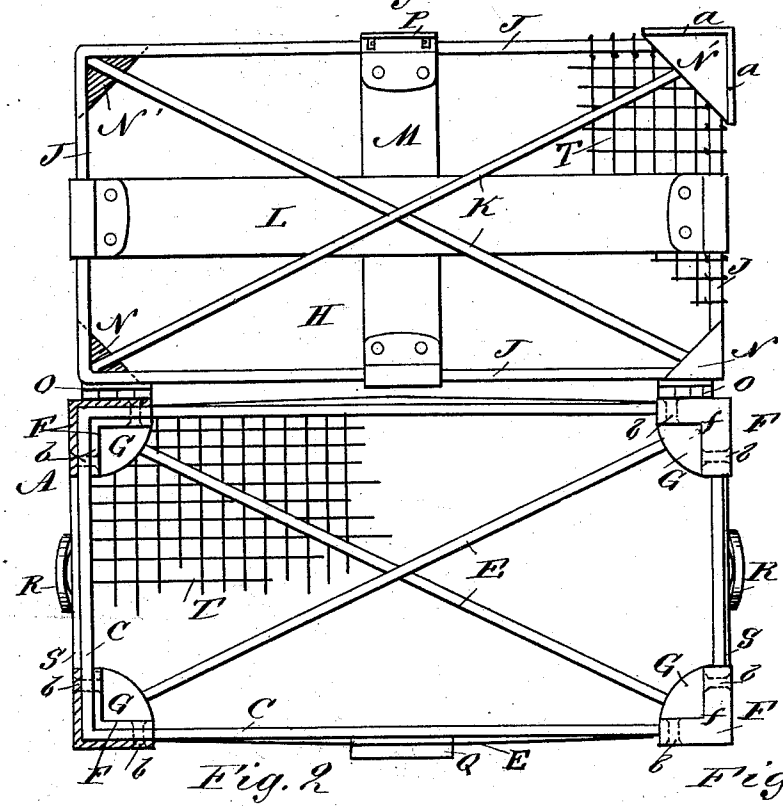


Fig. 2

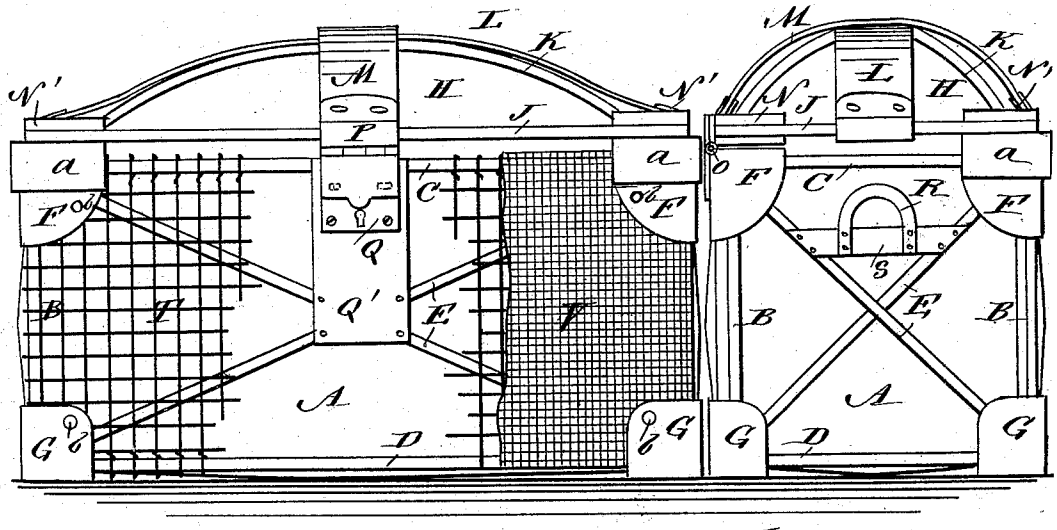


Fig. 3

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UNITED STATES PATENT OFFICE.

JAMES W. PATTERSON, OF PHILADELPHIA, PENNSYLVANIA.

TRUNK-FRAME.

SPECIFICATION forming part of Letters Patent No. 261,753, dated July 25, 1882.

Application filed January 5, 1882. (Model.)

To all whom it may concern:

Be it known that I, JAMES W. PATTERSON, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and Improved Trunk-Frame, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved trunk-frame combining lightness and durability.

The invention consists in a trunk-frame and lid constructed of metal bars or rods connected by diagonal rods and held together by corner pieces or blocks, which frame and lid are covered with a layer of wire-netting attached to the bars and rods, which netting is covered with an external layer of canvas, oil-cloth, or other water-proof material.

The invention also consists in certain other novel details of construction, as will be fully described hereinafter.

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

Figure 1 is a plan view of my improved trunk-frame, showing the lid opened and with parts in section and parts of the netting removed. Fig. 2 is a longitudinal elevation of the same, showing the lid closed and parts of the netting and canvas or other external covering removed. Fig. 3 is an end elevation of the same, showing the lid closed and the netting and external covering entirely removed.

The trunk-frame A is constructed with vertical steel corner rods or bars B, united by top and bottom bars or rods, C and D, and by crossed diagonal brace-rods E, of steel, on the bottom, ends, and sides. However, but a single diagonal or brace may be provided in each field. The ends of the corner rods or bars B, the top and bottom rods or bars, C and D, and the diagonals E are secured in top and bottom corner blocks or pieces, F and G, made of malleable iron or brass, and firmly holding the ends of the several rods or bars by means of rivets or screws *b*. As shown, the corner-blocks F are in two parts—an inner angular plate with its upper edge flush with the top of the frame, and an outer angular plate having an upper flange, *f*, extending inward over the edge of the frame to the inner face of the inner angular plate. The lower corner-blocks, G, are also formed with inner and outer plates in the same vertical plane with the angle-plates of blocks F, the inner plates of blocks G having horizontal flanges, partly shown in Fig. 1. The corner-pieces N N′ are also constructed with double plates, as clearly shown in the drawings. The double plates of the blocks F G N N′ inclose and firmly hold the corners of the trunk-frame together.

I do not limit myself to the special construction of corner-blocks herein shown and described, as any other suitable strengthening plates or blocks may be employed.

The lid H is formed of a frame, J, made of steel bars or rods and braced by curved crossed diagonals K, made of steel bars or rods, and by a curved longitudinal strap, L, and a curved transverse strap, M, attached firmly by rivets or other suitable means to the said frame J. The corners of the lid are provided with corner-blocks N and N′, of which the latter, on the front of the lid, are provided with downwardly-projecting flanges *a*, overlapping the upper front corner-blocks, F, of the trunk-frame. The rear corner-blocks, N, of the lid and the upper rear corner-blocks, G, of the frame-body are provided with hinge-lugs united by pintles, thus forming the hinges O. The hasp P is pivoted to the front end of the transverse strap M of the lid, and the lock Q is attached to a vertical plate, Q′, attached to the upper longitudinal bar or rod, C, and the crossed diagonals E on the front of the trunk-frame body.

The handles R are attached to transverse pieces S, connecting the diagonals E at the ends of the trunk-frame. The trunk-frame sections, both body and lid, are covered with steel or iron wire-netting T, secured to the ends and top and bottom bars, and this layer of wire-netting is covered with a layer, V, of canvas, oil-cloth, or other suitable water-proof material.

This trunk-frame is very light and durable, and is not so apt to be damaged by rough handling as the wooden frames usually employed.

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

1. A trunk-frame made substantially as herein shown and described, and consisting of

a frame made of metal bars or rods covered with wire-netting, as set forth.

2. The combination, with a trunk-frame made of metal bars or rods, of a covering-layer of wire-netting attached to these rods or bars and of an external layer of water-proof material, substantially as herein shown and described, and for the purpose set forth.

3. In a trunk-frame, the combination, with the end bars, B, top and bottom bars, C D, and diagonals E, of the corner blocks or pieces F and G, substantially as herein shown and described, and for the purpose set forth.

4. In a trunk cover or lid, the combination, with the frame J, of the curved crossed diagonals K, the covered longitudinal metal strap L, the transverse metal strap M, and the corner blocks or pieces N N′, substantially as herein shown and described, and for the purpose set forth.

5. In a trunk-frame, the combination, with the body A, constructed of end bars, B, top and bottom bars, C D, and diagonals E, and corner blocks or pieces F G, of the lid H, constructed with a frame, J, united by diagonals K, longitudinal and transverse metal straps L and M, and corner-blocks N N′, the latter, at the front of the lid, being provided with flanges *a*, overlapping the front upper corner-blocks, F, of the frame-body, substantially as herein shown and described, and for the purpose set forth.

6. In a trunk-frame, the combination, with the end bars, B, the top and bottom bars, C D, and the diagonals E, of the metal plate Q′, uniting the diagonals and the top bar, C, at the front of the trunk, and adapted to hold the lock Q, substantially as herein shown and described, and for the purpose set forth.

7. In a trunk-frame, the combination, with the end bars, B, the top and bottom bars, C D, and the diagonals E, of the plates S, uniting the diagonals at the ends of the trunk-frame, and adapted to hold the handles R, substantially as herein shown and described, and for the purpose set forth.

JAMES WRIGHT PATTERSON.

Witnesses:

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I. JAMES WELCH.