(No Model.)

W. R. SUTLEY.

TRUNK ATTACHMENT.

No. 447,625. Patented Mar. 3, 1891.

Fig. 1.

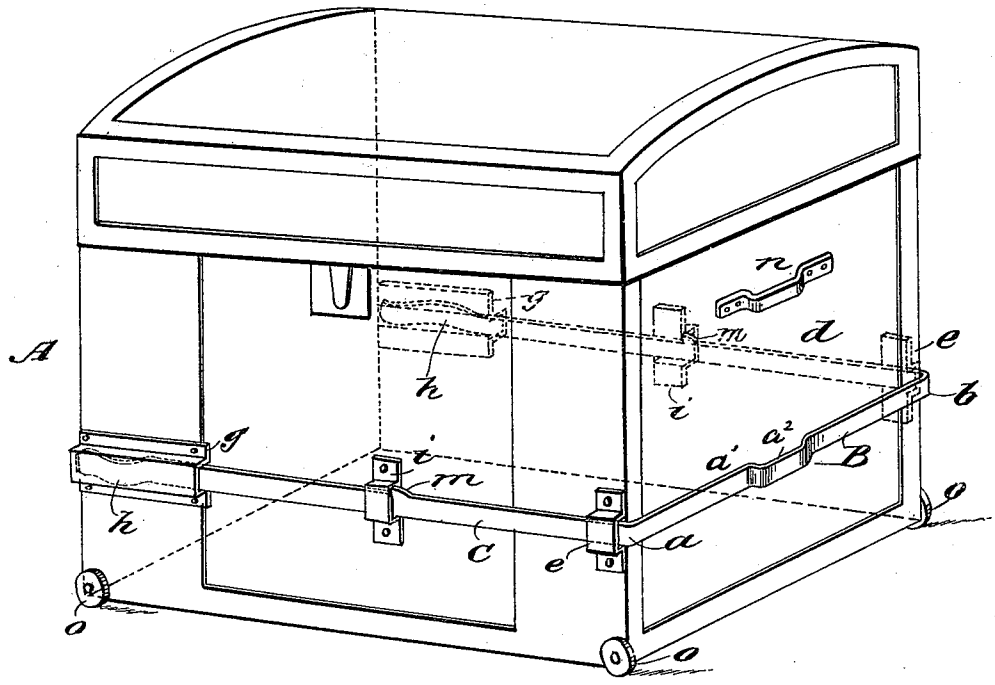
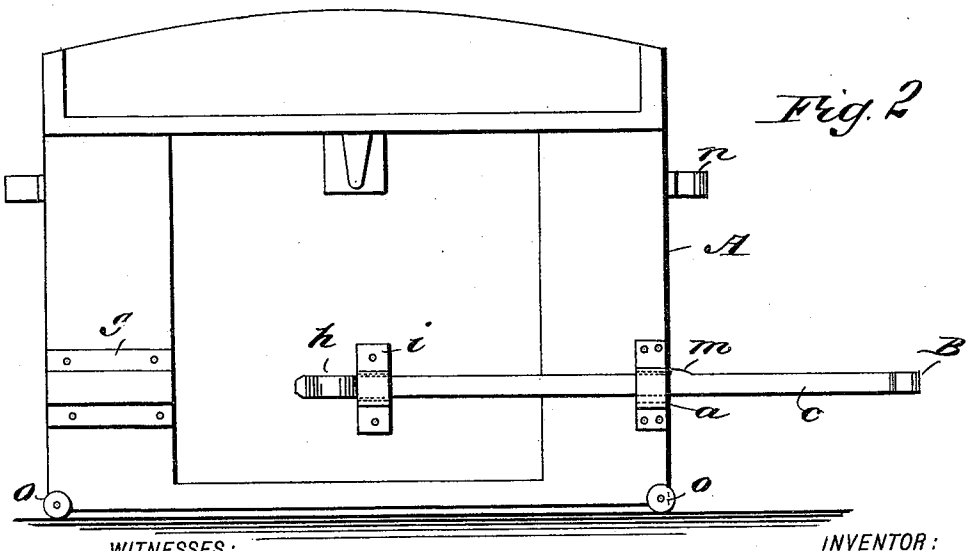


Fig. 2



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UNITED STATES PATENT OFFICE.

WILLIAM R. SUTLEY, OF MITCHELL, SOUTH DAKOTA.

TRUNK ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 447,625, dated March 3, 1891.

Application filed July 8, 1890. Serial No. 358,044. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM R. SUTLEY, of Mitchell, in the county of Davison and State of South Dakota, have invented a new and useful Attachment for Trunks, of which the following is a full, clear, and exact description.

The object of this invention is to provide a simple and convenient attachment for a trunk or box which will facilitate the transfer of such a heavy package from one locality to another.

To this end my invention consists in the provision of an adjustable pair of handle-bars for the trunk or box; and it further consists in the construction and combination of parts, as hereinafter described and claimed.

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

Figure 1 is a perspective elevation of a trunk having the improvement in place and adjusted as it appears when not in service, and Fig. 2 is a side elevation of a trunk with the attachment extended for use.

A represents a trunk whereon the attachment is placed, which consists of a preferably integral U-shaped metallic bar B, that is of such a proportionate length to the dimensions of the trunk that the center member a' between the corners a b will extend across the end of the trunk, and the two parallel limbs c d will loosely embrace the side walls of the trunk, as shown in Fig. 1, the limb d being shown in dotted lines. The member a' is offset in the middle to form a handle a^2. Near the corners a b, upon the opposite sides of the trunk, keeper-loops e are secured at a proper point, vertically considered, to receive the limbs c d and permit them to slide longitudinally on the trunk. At such a point from the lower edges of the trunk A as will retain the limbs c d parallel to said edges the elongated keeper-plates g are secured, these plates being bent from sheet metal or cast into form of such dimensions that the ends of the limbs c d will enter freely the apertures provided by these keeper-plates when they are attached to the side walls of the trunk-body near the end which is opposite to that whereon the keeper-loops e are affixed. The end portions of the limbs c d are bent into wave form, so as to produce slight projecting corrugations h upon the outer faces of the limbs, these wave-like protuberances affording a spring-lock contact for the ends of the limbs c d with the keeper-plates g that will produce sufficient frictional resistance to normally retain the limb ends in engagement with the keeper-plates until the limbs of the handle-bar B are purposely withdrawn. There are two keeper-loops i provided which are similar in form to that of the loops e. The keeper-loops i are secured near the longitudinal center of the trunk-body A, so as to loosely embrace the limbs c d of the handle-bar. Upon the limbs c d projections m are formed on their upper edges, which projections afford locking-shoulders for engagement with the upper edges of the keeper-loops e when the handle-bar B is drawn outwardly into position for use, as represented in Fig. 2, the vertical width of the apertures formed by the keeper-loops e being slightly in excess of the combined breadth of the ears m and limbs c d whereon they are formed, so that the reciprocation of the handle-bar is permitted.

The usual handles n may be provided for the trunk A, and rollers o be secured to revolve on pintles attached to the trunk-body near the four lower corners of the same, or any preferred form of trunk-caster may be substituted which will afford a rolling support to the trunk.

When the device is to be employed for the movement of a trunk or other wheeled chest or box whereon it is placed, the handle-bar B is drawn outwardly until the projecting wave-shaped stops h impinge on the keeper-loops i. The elevation of the handle-bar will in an obvious manner convert the trunk into a two-wheeled truck, so that it may be readily propelled to any desired point on a reasonably level and smooth floor. After the required movement of the piece of baggage has been effected, as stated, the handle-bar can be returned to its normal position, as shown in Fig. 1, and thus be retained until needed for service.

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

The combination, with a trunk or like receptacle having four casters, one on each lower corner of the trunk, of a handle-bar provided with parallel limbs which loosely embrace the sides of the trunk, and spring-stops on the ends of these limbs, keeper-plates that the spring-stops may engage, and keeper-loops that retain the handle-bar limbs in sliding adjustment with the trunk-body, substantially as set forth.

WILLIAM R. SUTLEY.

Witnesses:
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