

(No Model.)

H. B. PITNER.
REMOVABLE TRUNK GUARD.

No. 548,270.

Patented Oct. 22, 1895.

Fig. 1.

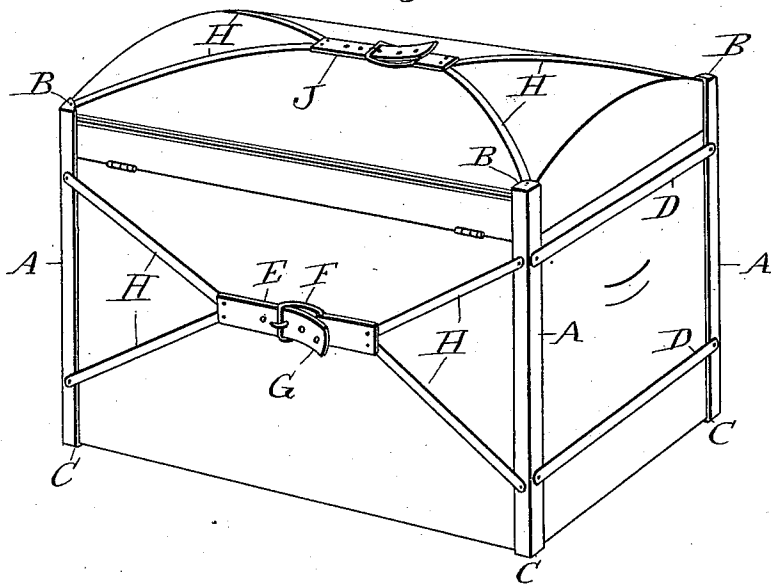


Fig. 2.

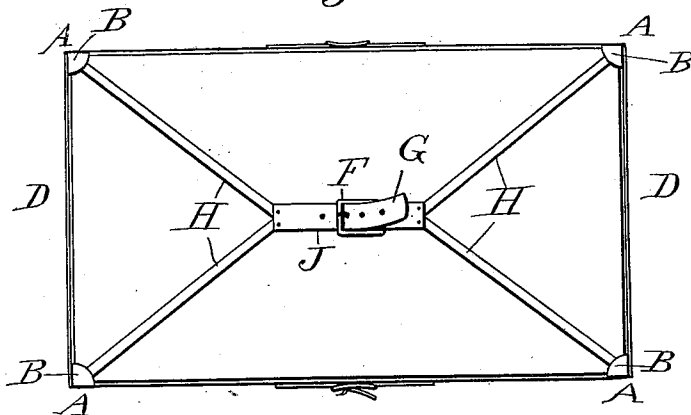
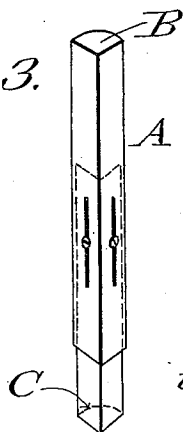


Fig. 3.



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REMOVABLE TRUNK-GUARD.

SPECIFICATION forming part of Letters Patent No. 548,270, dated October 22, 1895.

Application filed February 18, 1895. Serial No. 538,748. (No model.)

To all whom it may concern:

Be it known that I, HENRY B. PITNER, a citizen of the United States, residing at Aurora, in the county of Kane and State of Illinois, have invented certain new and useful Improvements in Removable Trunk-Guards; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention has reference to improvements in removable trunk-guards.

One purpose of my invention is to provide a simple and efficient protection to the angles and corners of the trunk, and the second purpose is to afford a complete method of firmly holding the lid upon the main portion of the trunk and clamping the latter vertically.

I attain the above purposes by a construction one form of which is shown in the accompanying drawings, in which—

Figure 1 is a perspective of a trunk provided with my invention. Fig. 2 is a top view of the same. Fig. 3 is a detail of the metallic corner-guards employed.

Similar letters refer to similar parts throughout the several views.

A A are metallic angular pieces, performing the double function of braces and guards. The guards A are given an angular formation to inclose the corners of the trunk. They extend from the top to the bottom of the latter and are provided, respectively, with a sufficient cap B and base C to respectively extend over the top and bottom of the trunk at the corners thereof a sufficient distance to give said guards an adequate grip on the upper and lower surfaces of the trunk to bind the latter and the lid thereof together, and also to insure said guards against casual displacement.

The guards A are constructed of different lengths to adapt them to trunks of different heights, the intention being that the cap and bases B and C shall respectively be drawn tightly over the top and bottom of the trunk after the lid is in position, and thus clamp

the entire trunk, including the lid, vertically at each corner of the trunk. Thus not only the corners and angles of the trunk are protected against abrasure and contusion, but the entire trunk, including the lid, is clamped together at the corners thereof. Almost invariably the upper surface of the lid is slightly convex from the corners thereof toward the center. Therefore the drawing effect hereinafter mentioned of the tightening-straps has a wedge-like action upon the guards A in forcing the cap and bottom pieces B and C over the upper and lower surfaces of the trunk.

D D are parallel horizontal end straps, lying close to the end of the trunk, at each end of the latter, and suitably attached at their respective ends to the guards A. The straps D are made of variant lengths to adjust the guards A to trunks of different widths, and the straps D may be provided with a buckle and billet to adjust the said straps D to trunks of different widths.

On the front and rear sides of the trunk horizontal main straps E, in length about one-third that of the trunk, and provided with buckle F and billet G. The position of the short straps E is about the center of the front and rear sides of the trunk, respectively, extending lengthwise of the latter. Diagonal brace-straps H are suitably attached at their inner ends to the extremities of the central straps E and respectively extend diagonally therefrom and are attached at their opposite ends to the guards A a short distance from the respective ends of the latter. By tightening the straps E the guards A are drawn firmly over the angles and corners of the trunk.

A central strap J in similar form and location to the straps E is placed in like manner upon the top of the trunk and provided, also, with a tightening-buckle F and billet G. To the extremities of strap J there are also attached diagonal brace-straps H, extending therefrom to the corners of the trunk and there attached to the cap-piece B on the guard A, respectively.

By the use of the adjustable straps E and J on the front and rear sides and on the top of the trunk the guards A are drawn very

tightly over the corners and angles of the trunk. The inclination of the top of the trunk toward the corners thereof, before referred to, gives the guards A a wedge-like clamp on the top and bottom of the trunk.

In the case of very large trunks, by successively tightening each of the straps E, E, and J the guards A can be drawn over the angles and corners of the trunk with great tension.

The main application of my invention is the complete security and protection of the trunk and its contents during transportation. It can be removed from the trunk when not in course of shipment.

The guards A can be cheaply constructed of malleable iron and of form and strength proportionate to the size of the trunk to which they are intended to be applied. They may be made partially or wholly of wood of sufficient strength. These guards can also be

constructed of two parts slotted and provided with transverse set-bolts to vary their lengths, as shown in Fig. 3.

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

The combination, with the angular guards, each having a cap at each end, of two parallel end straps and two diagonal straps secured to each guard, a central strap at the front and rear of the trunk, respectively, engaging with the ends of the diagonal straps, a diagonal strap secured to the top cap of each guard, and a central strap connecting the said top diagonal straps, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

HENRY B. PITNER.

Witnesses:

WILLIAM S. HAYNES,
JAMES A. RAYMOND.