

E. WILSON.
TRUNK.

Patented May 6, 1884.

Fig. 1. A schematic diagram of a rectangular frame with a central horizontal bar. The frame is labeled B (top), C (bottom), and A' (center). The bar is labeled A. The frame has a thick outer wall and a thinner inner wall. The bar is connected to the frame by two large, shaded, cylindrical components. Various points are labeled with letters: b, e, d, a, c, c'.

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TRUNK.

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To all whom it may concern:

Be it known that I, EDWIN WILSON, of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Trunks, of which the following is a full, clear, and exact description.

This invention relates to means of uniting the top and body of a trunk; and it consists in a double valance, the one half or section of which is secured to the top of the trunk and the other half to the body thereof, said two valance-sections being united by a hinge arranged to extend the whole length of the trunk, and being constructed so that when the trunk is closed the two valances or valance-sections enter one within the other; and it also consists in a special construction of the hinge, whereby the same is kept from exposure beyond the exterior surface of the double valance; and in further peculiarities of construction as regards the double valance, substantially as hereinafter described. By means of this double valance and hinge combined I dispense with the ordinary hinge and single valance applied to the top of the trunk, and make the valance also serve the purpose of an inside frame, and stiffen or strengthen the trunk without the usual clamps or outside locks or bolts, which are liable to be ripped off by exposure, and the trunk is more securely bound and restrained from being racked or twisted when exposed to rough usage in being transported as baggage, or otherwise subjected to rough treatment.

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 represents a perspective view of my improved hinged double trunk-valance when open. Fig. 2 is a longitudinal vertical section of the same closed and as applied to the top and body (in part) of a trunk; and Figs. 3 and 4, transverse vertical sections thereof in different planes, Fig. 4 also showing an extended grooved construction of the double valance on its exterior.

A is the upper valance or section of the double valance, which is secured to the top B of the trunk, and A' the lower valance or section, which is secured to the body C of the trunk. These valances A A' may be made of

malleable cast-iron, or any other suitable material, and are each constructed to form a complete frame in itself extending along the front, back, and ends of the trunk, and are formed, respectively, with upper and lower marginal extensions, *b b*, on their exterior and flush with their outsides, to receive within them the bottom marginal portion of the top B and upper marginal portion of the body C, the valances A A' thus acting as sockets for said portions of the top and body of the trunk, which trunk portions may be secured to the ribs or extensions *b b* by rivets or otherwise. These frames or valances A A' also project within the top and body of the trunk on its sides and ends, and are constructed to enter one within the other on and along its front and ends, the upper valance, A, at such parts being made to form a curvilinearly or other shaped tongue or tongues, *c*, and the lower valance, A', a correspondingly-shaped groove or grooves, *c'*, so that the valances will readily enter one within the other and keep the trunk from being racked or twisted laterally. The rear meeting portions of the valances A A' are united throughout the whole length of the trunk by a single hinge, said hinge being a part of the valances and being composed of hinge-sections D D', arranged to project or lie within the valances, so as not to protrude on the exterior of the trunk, the sections D being part of the upper valance and the sections D' part of the lower valance, and both sets of sections being united by a single hinge-pin, *d*. This construction of the hinge gives great steadiness and security, and dispenses with a separate hinge or hinges distinct from the valances. If desired, the groove *c*, running along the back and formed by the construction of the hinge, may be repeated, for the purpose of symmetry, along the front of the upper valance, as shown in Fig. 4, also along the ends thereof.

The lock E on the inside of the trunk may be a double-bolted one, and its bolts *f f* be arranged to work within and through the ends of a longitudinal bolt-guide, *g*, in the groove *c'* of the valance A', for engagement with holes *h* in the ends of a recess, *i*, in the upper valance, within which the bolt-guide *g* enters when the trunk is closed. There may, if desired, be more than one lock, and the same

may be of any suitable construction. No hasp or other portion or portions of the lock need to present an outside exposure, and the usual outside clamps and bolts are dispensed with.

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

1. A double trunk-valance composed of upper and lower rectangular sections or frames, 10 hinged together in the rear by integral hinge-sections which are entirely under cover of the valances, and vertical flanges around said valance-section to receive the top and body of the trunk within them, substantially as specified.

15 2. The upper and lower trunk valances or frames, A A', hinged together in the rear, and constructed with tongues and grooves c c', arranged to enter one within the other, and the hinge connecting the valances being wholly 20 under cover by them, essentially as described.

3. The upper and lower trunk valances or frames, A A', having marginal outer vertical ribs or extensions, b b, arranged to receive the top and body of the trunk within them, and 25 united in their rear by a single hinge, D D', formed integral with the said valances and ar-

ranged to extend the whole length of the trunk, under cover of the valances and forming part of the same, substantially as specified.

4. The upper and lower trunk valances or 30 frames, A A', constructed with ribs b b, to form sockets for reception of the top and body of the trunk within them, and provided with tongues and grooves c c', arranged to enter within each other, and with a hinge, D D', and 35 hinge-bolt d under cover of the valances, and arranged to extend the whole length of the trunk, essentially as described.

5. The combination, with the hinged upper and lower trunk-valances, A A', constructed 40 with tongues and grooves c c', arranged to enter one within the other, of the bolt-guide g, arranged within the front groove, c', in the lower valance, for operation in connection with a recess, i, in the front tongue, c, of the upper 45 valance having a bolt hole or holes, h, in its end wall or walls, substantially as specified.

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Witnesses:

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