J. J. COWELL.

TRUNK-ROLLER.

No. 186,990 Patented Feb. 6, 1877.

Fig. 1.

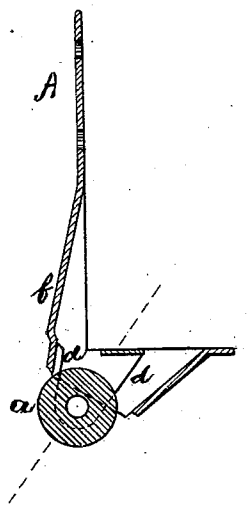


Fig. 2.

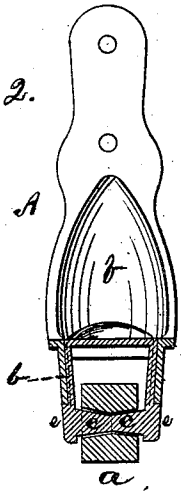


Fig. 3.

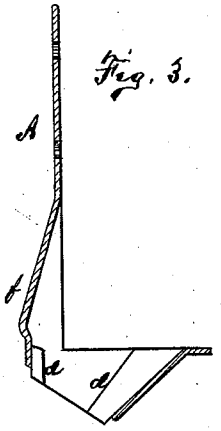
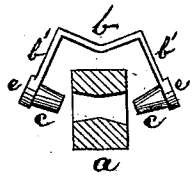


Fig. 4.



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UNITED STATES PATENT OFFICE

JOHN J. COWELL, OF NEWARK, NEW JERSEY.

IMPROVEMENT IN TRUNK-ROLLERS.

Specification forming part of Letters Patent No. **186,990**, dated February 6, 1877; application filed August 16, 1876.

To all whom it may concern:

Be it known that I, JOHN J. COWELL, of the city of Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Trunk-Rollers; and I do hereby declare that the following is a full, clear, and exact description thereof, which 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 relates to a trunk-corner piece having an angle-iron holding a roller, which projects beyond both end and bottom of the trunk, and is carried by an inner frame having its bearings formed of one homogeneous piece of metal, as described hereafter, and fully illustrated in the accompanying drawing, in which—

Figure 1 is a vertical cross-section of a trunk-roller constructed in accordance with the principles embodied in my invention. Fig. 2 is a section of the same, taken through line *x*. Fig. 3 is a vertical cross-section corresponding with Fig. 1, the roller and frame being removed; and Fig. 4 is a detail view of the latter.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists in the construction of the frame *b*, in which the wheel *a* is located and has its bearings, said frame being inclosed in the outer frame or clamp A, and composed of two parts, or one homogeneous piece of metal, as shown in Fig. 4, all of which will be hereinafter more fully set forth and described, and definitely claimed.

In carrying out my invention I cast the wheel *a* with the hole through its center, said hole being larger at the outsides and tapering inward to the center, thereby making its own core each way, and so being adapted to the inner frame *b*, which is made with inwardly-projecting conical half-journals *c*, which, when the cheeks *b'* are pressed together, are brought into juxtaposition, and thereby form one continuous and complete journal, upon which said wheel *a* revolves, all substantially as shown and indicated in Figs. 2 and 4. The abutting of the journals also prevents the cheek-pieces from being pressed together so as to jam the wheel, and thereby prevent it from working freely.

The outer frame or clamp A is made with an open socket adapted to receive the inner frame *b* containing the wheel *a*, said socket being provided with recesses *d* upon each side, in which the cheek-pieces *b'* rest, said recesses being exactly conformed thereto, so that when the whole is adjusted the top of the frame *b* is even with the inner top surface of the clamp A, and, as a consequence, when secured to the trunk, bears against the bottom thereof, or cleat, thereby firmly and rigidly holding said frame *b* in its position; and as a further means of strengthening the roller the frame *b* is provided with projections *e* at the lower ends of the cheek-pieces, which form shoulders that have a bearing against the bottom edges of the socket, all as shown and indicated in the several figures, the object and utility of which will be obvious.

It will be seen that in a roller thus constructed there is no way that the wheel *a* or frame *b* can get out of place or loose without removing the clamp or utterly demolishing it by positive hammering or other like abuse.

It will also be observed that in thus constructing a trunk-roller there are no rivets used, thereby saving the labor and cost of riveting. If preferred, however, the inner frame *b* may be constructed in two parts, and a rivet employed to form the journal, or the wheel and journals may be cast in one solid piece, and the conical half-journals on the frame *b* be dispensed with; but it would increase the cost, and is not deemed to be so durable or desirable.

The outwardly-projecting bulge *f* on the clamp A, as shown in Figs. 1, 2, and 3, is for the purpose of stiffening, strengthening, and ornamenting it, as will be readily understood.

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

1. A trunk-roller, consisting of an outer frame or clamp, A, provided with the inner frame *b* and wheel *a*, constructed and arranged

to operate substantially as and for the purposes set forth.

2. In a trunk-roller, an inner frame, *b*, in which the wheel *a* is located and has its bearings, formed from one homogeneous piece of metal, and adapted to be pressed together, either with or without the sectional journals, as set forth.

In testimony that I claim the foregoing as my own I hereto affix my signature in presence of two witnesses.

JOHN J. COWELL.

Witnesses:
OLIVER DRAKE,
JOHN C. TUNBRIDGE.