

L. M. RINGWALT.

TRUNK.

No. 177,751.

Patented May 23, 1876.

FIG. 1.

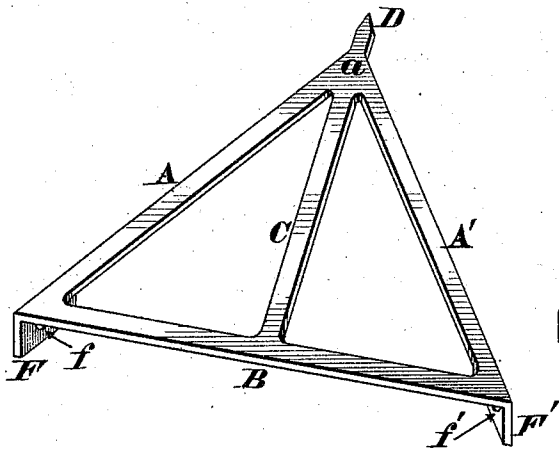


FIG. 2.

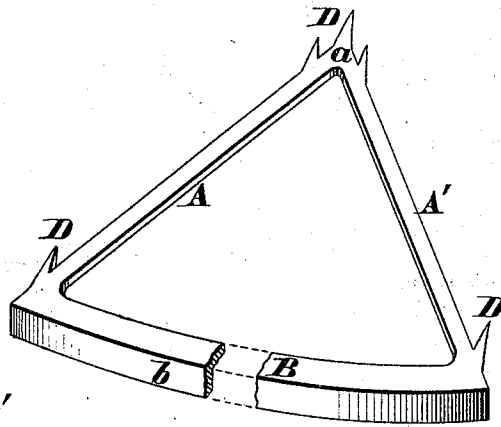
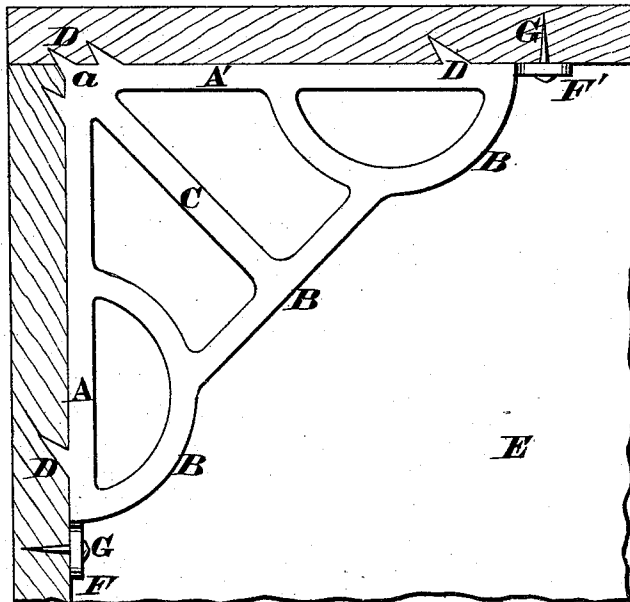


FIG. 3.



Attest.
W. Barnes.
S. So. Munson.

Leaving Mr. Ringwalt
By James H. Layman
his Attorney.

UNITED STATES PATENT OFFICE

LANSING M. RINGWALT, OF CINCINNATI, OHIO. •

IMPROVEMENT IN TRUNKS.

Specification forming part of Letters Patent No. 177,751, dated May 23, 1876; application filed February 28, 1876.

To all whom it may concern:

Be it known that I, LANSING M. RINGWALT, of Cincinnati, Hamilton county, Ohio, have invented a new and useful Trunk-Bracket, of which the following is a specification:

My invention comprises a cheap and secure bracket, which is to be substituted for the ordinary wooden cleats that have heretofore been employed for supporting trays within trunk-bodies.

The bracket is composed of a light casting of any suitable metal or composition of metals, and it is furnished with one or more pointed prongs, spurs, or tongues, that are capable of being driven into the wooden trunk-body, so as to secure said bracket in its proper position. Furthermore, the bracket may be provided with perforated flanges, lugs, or ears, for the reception of screws or nails, to assist said spurs in retaining the bracket in the angle of the trunk-body.

In the annexed drawing, Figures 1 and 2 are perspective views of two different forms of my bracket; and Fig. 3 is a horizontal section of a bracket secured in position within the trunk-body.

My bracket consists, essentially, of two arms, A A', radiating from a common center, *a*, and united at their outer ends by a bar, B, which latter may be straight, as in Fig. 1; or said bar may be the segment of an arc, as seen in Fig. 2.

If preferred, said bar may be composed of compound curves, as shown in Fig. 3; or it may be of any suitable shape or configuration.

As represented in Fig. 2, the bar is provided with a stiffening-flange, *b*.

The arms A A' are disposed at angles of ninety degrees with reference to each other; and when they are joined with the curved bar represented in Fig. 2, said arms and bar inclose a quadrant, that may be imperforated, if desired.

The angle thus formed by the two arms may be bisected with a brace, C, as represented in Figs. 1 and 3. This brace extends from the junction of arms A A' to the bar B,

and unites with the latter at or near its mid-length.

The spaces existing between said brace and the arms may be filled in with any suitable ornamentation or fret-work, as seen in Fig. 3.

Cast with, or struck up with, the bracket are pointed spurs, or tongues, or prongs D, of any suitable length, and projecting in such a manner as to readily enter the wooden sides and ends of the trunk-body E, as clearly shown in Fig. 3.

One or more of such spurs may be provided with each bracket; but, where only one spur is employed, it will be advisable to furnish the bracket with ears or lugs F F', perforated, respectively, at *f f'*, to receive nails, screws, or rivets G.

By this arrangement the retaining devices G will assist the spurs D in securing the bracket in its proper position.

The perforated lugs, ears, or flanges F F' may project somewhat beyond the bar B, as seen in Fig. 3, so as to afford ample facility for driving the nails G.

The bracket represented in Fig. 2 is constructed without the perforated ears F F', as the location of the outer pair of spurs is such as to enable said ears being dispensed with.

The proper location of the bracket A A' B within the trunk-body having been previously determined, the workman has only to hold the bracket horizontally, and then tap its bar B a few slight blows with a hammer or mallet. This act drives the spurs D into the wood, and at once secures the brackets in place, unless it happens to be provided with flanges, in which case the tacks G are driven through the perforations *f f'* in said flanges. These operations are repeated until the four angles of the trunk-body are provided with their appropriate brackets, which brackets then serve to support the tray.

The brackets add to the appearance of the trunk without increasing the cost of manufacture. They also serve to stiffen the angles of the trunk.

The brackets may be made of iron, and

then japanned, or copper-coated, or nickel-plated.

I claim as my invention—

The within-described angle-bracket for trunks, having spurs D, and constructed either with or without the ears F F', for the purpose shown and described.

In testimony of which invention I hereunto set my hand.

LANSING M. RINGWALT.

Witnesses:

JAMES H. LAYMAN,
S. B. SPEAR.