June 18, 1929. H. GALLION 1,718,134

AUTOMOBILE TRUNK

Filed Jan. 18, 1928 2 Sheets-Sheet 1

Fig. 1.

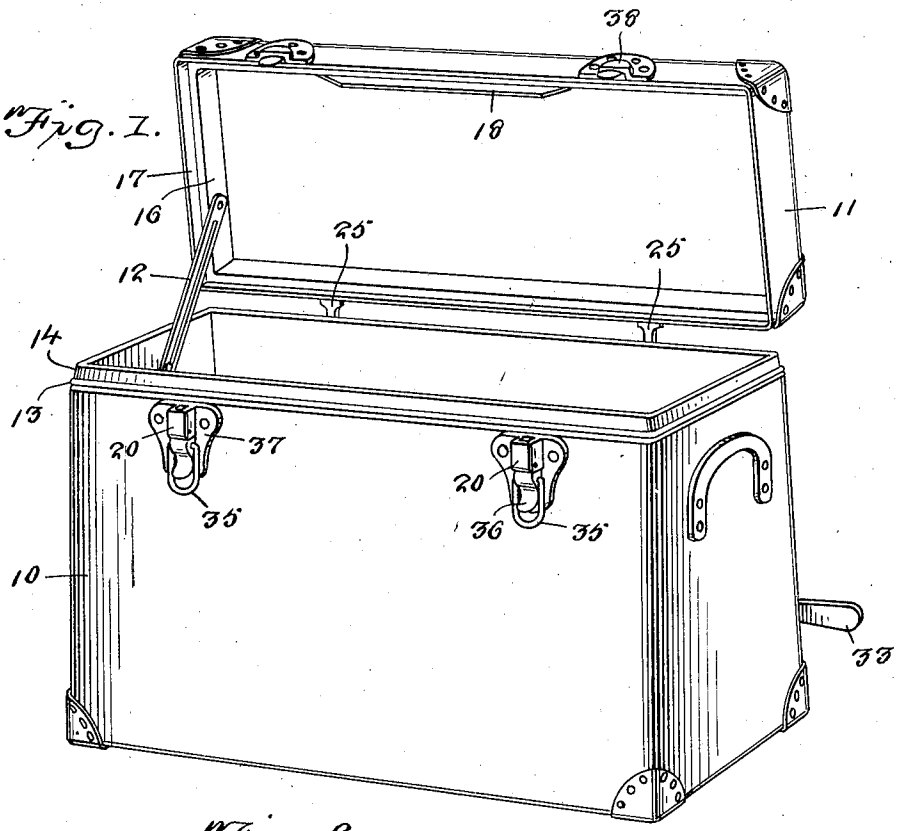
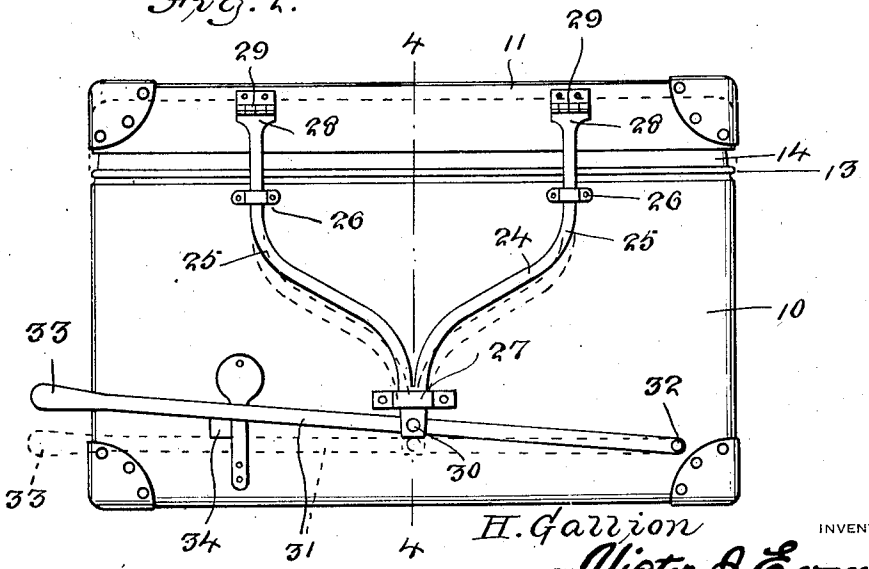


Fig. 2.



H. Gallion INVENTOR

BY Victor J. Evans

ATTORNEY

June 18, 1929. H. GALLION 1,718,134

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Filed Jan. 18, 1928 2 Sheets-Sheet 2

Fig. 3.

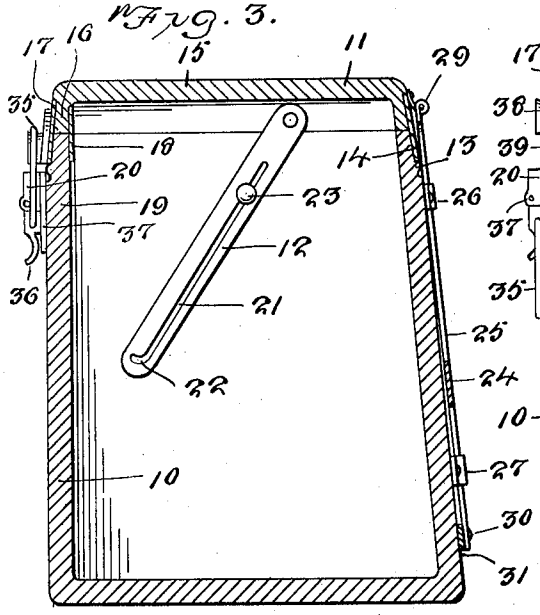


Fig. 4.

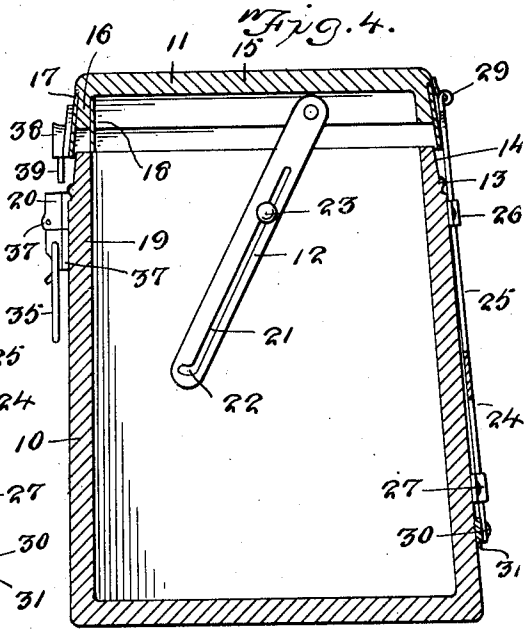
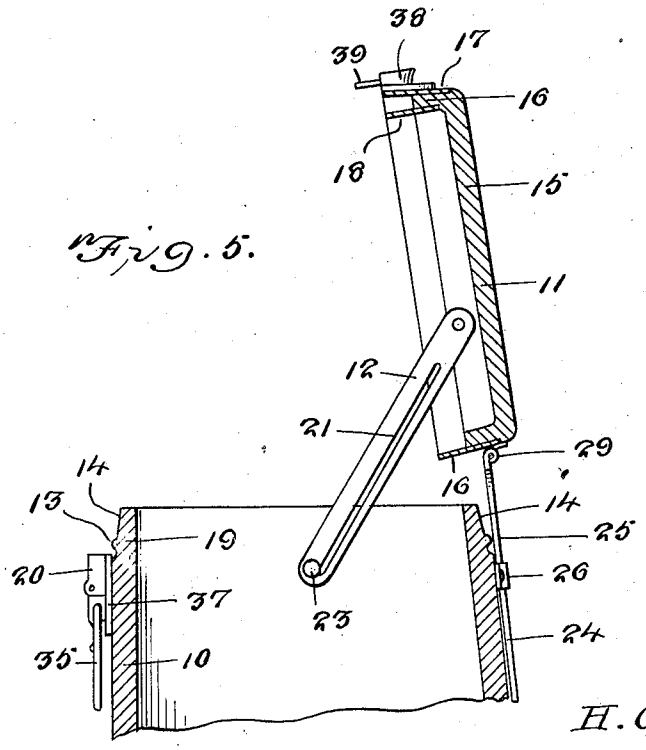


Fig. 5.



H. Gallion
INVENTOR

BY Victor J. Evans
ATTORNEY

Patented June 18, 1929. 1,718,134

UNITED STATES PATENT OFFICE.

HAILEY GALLION, OF LOS ANGELES, CALIFORNIA.

AUTOMOBILE TRUNK.

Application filed January 18, 1928. Serial No. 247,665.

The present invention relates to trunks and particularly to trunks or chests for use in connection with automobiles.

Objects of the invention are to provide a trunk which will be absolutely dust proof, water proof and in which the lid of the trunk will have such a fit with the trunk body as to prevent the entering of foreign substances into the trunk, and warping of the parts when the trunk is closed.

A further object is to provide a novel construction in a trunk whereby the above objects are accomplished.

A further object is to provide a novel and effective means for opening the trunk and whereby the opening of the trunk will be facilitated.

Other objects and advantages are simplicity of construction, effectiveness in operation and facility of manufacturing.

In the drawings:

Figure 1 is a perspective view of the trunk constructed in accordance with my invention and showing the lid thereof in open position.

Figure 2 is a rear view of the trunk showing the mechanism for operating the lid to its raised position prior to being opened as shown in Figure 1.

Figure 3 is a vertical sectional view taken through the trunk with the lid in closed and latched position.

Figure 4 is a sectional view taken approximately on line 4—4 of Figure 2.

Figure 5 is a fragmentary view similar to that shown in Figure 3, with the lid in open position.

Referring to the drawings in detail, the reference numeral 10 indicates the body of the trunk, 11 the top or lid, and 12 a link which is adapted for limiting the opening of the lid and for holding it in its raised position approximately three-eighths of an inch from the rear of a motor vehicle when the trunk is secured to the vehicle. The upper edge of the trunk is preferably formed with a continuous bead 13, and the portion of the body of the trunk above the bead is tapered inwardly and this portion for distinction is indicated by the reference numeral 14. The rear wall of the body of the trunk is inclined in a manner so that the body is slightly smaller at the top than at its bottom as shown in Figures 3 and 4 of the drawing.

The lid of the trunk includes a top portion 15 and a depending flared rim portion 16 which has surrounding the same a strip of metal 17 disposed upon its outer surface. The strip of metal extends below the lower edge of the rim 16 and is adapted to be brought into snugly fitting relationship with the tapered portion 14 of the trunk body when the lid is closed as shown in Figure 3. A flange 18 is provided on the inside of the front of the lid and is adapted to rest in contacting engagement against the inside of the front wall 19 of the trunk body when the trunk is closed, and this flange extends across the major portion of the front of the lid but is disposed between the hasps 20 secured to the front of the trunk body as best shown in Figure 1. The flange not only serves to afford a friction fit with the wall 19, but also co-operates with the metal strip 17 to prevent warping of the front wall of the trunk as will be apparent.

The link 12 is provided with a longitudinally extending slot 21 having an offset portion 22 at its lower end and this slot receives a headed lug 23 secured to the inner side of one side of the trunk body.

On the rear side of the trunk body there is provided a bracket 24 which includes arms 25 extending upwardly in divergent relation with respect to each other and the bracket and the arms thereof are mounted for slidable movement in guideways 26 and 27 secured to the rear side. The upper ends of these arms are provided with heads 28 to which the lid is hingedly secured as at 29. The lower end of the bracket is pivotally connected as at 30 intermediate the ends of a lever 31 which has one end pivotally secured to the trunk as at 32 adjacent one end of the latter and the opposite end of said lever is provided with the handle 33. An angle bracket 34 is secured to the rear side of the trunk on the handle end thereof and provides a stop to limit the movement of the lever in either an upward or downward position, it depending of course upon whether or not the parts are in normal or operative position. A spring clip is also secured to the trunk adjacent the angle bracket 34 and provides a guard to prevent the lever from contacting with the trunk and rubbing the same as will be apparent.

The hasps 20 which as previously set forth are secured to the front of the trunk adjacent the upper edge thereof, includes links 35 pivotally secured to finger levers 36 which are likewise pivoted in recessed projections formed with base members 37 of the hasps. The links are received in openings in the fin-

ger levers 36, and secured to the front of the lid are shanks 38 having tongues 39 formed therewith to provide keepers and which are adapted to be received in the recesses of the projections above referred to, when the lid is in its closed position as clearly shown in Figure 3 of the drawings.

When the tongues are so positioned and the links are in place with the parts arranged as shown in Figure 3, the lid will be secured in its closed position, and in a manner whereby it cannot be casually opened.

The operation of the device is as follows: Assuming that the trunk is in closed position and it is desired to open the same, first, the finger levers 36 are lifted which will result in the links being released from the shanks 38, then the lever 31 is raised to a position as shown in full lines in Figure 2 which will raise the lid accordingly through the instrumentality of the bracket 24. The lid may then be thrown back upon its hinges and held in open position by the lug 23 which as previously set forth, is disposed in the slot 21. The closing of the lid is the reverse of this operation just described.

From the above description and disclosure of the drawings, it will be obvious that my trunk is primarily designed for automobiles and like vehicles, and can be readily opened and closed when attached very close to an automobile or within three-eighths of an inch thereof, due to the novel opening and closing means set forth, and the trunk is water and dust tight when closed, with the result its adaptability to and use with an automobile will be apparent and appreciated.

It is thought from the foregoing description that the advantages and novel features of my invention will be readily apparent.

I desire it to be understood that I may make changes in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claims.

Having described my invention what I claim is:—

1. A trunk comprising a body, a continuous bead formed with the upper edge of said body, an inwardly tapered portion disposed above the bead, a hinged lid for the trunk, a depending flared rim portion for the lid, a strip surrounding the outer side of the rim portion and extending below the same for snug engagement with the tapered portion, a flange secured to the inner side of the rim portion at the front thereof and cooperating with the strip to prevent warping of the lid and front wall of the body, means for raising the lid, and means for holding the lid in open position.

2. A trunk comprising a body, a lever having one end pivotally secured to the rear wall of the trunk, a handle formed on the opposite end thereof, a bracket pivotally secured to the lever intermediate its ends, upwardly diverging arms included in said bracket, a lid hingedly secured to the upper ends of the arms, guiding means for said bracket, an angle bracket for receiving the lever in one position, and means on said wall to space the free portion of said lever therefrom.

3. A trunk comprising a body, a bracket mounted for movement on a wall of said body, diverging arms included in said bracket, heads formed with said arms, a lid for said body and being hinged to the heads, a lever pivotally secured to the wall and the bracket respectively for operating the bracket to raise and lower said lid.

In testimony whereof I affix my signature.

HAILEY GALLION.