July 13, 1926. 1,592,443

F. W. COMSTOCK

COMBINED TRUNK AND TOOL CABINET FOR AUTOMOBILES

Filed March 30, 1925

Fig. 1.

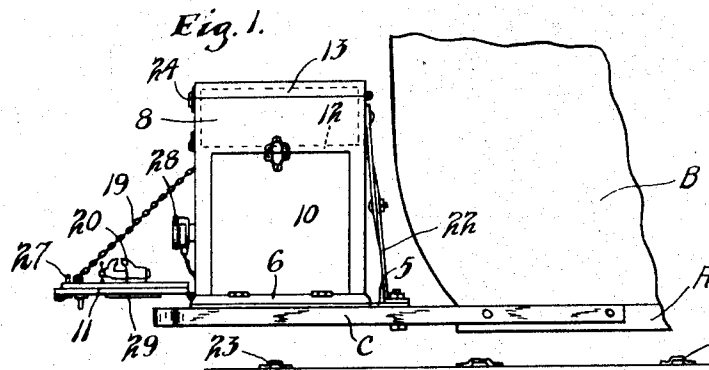


Fig. 2.

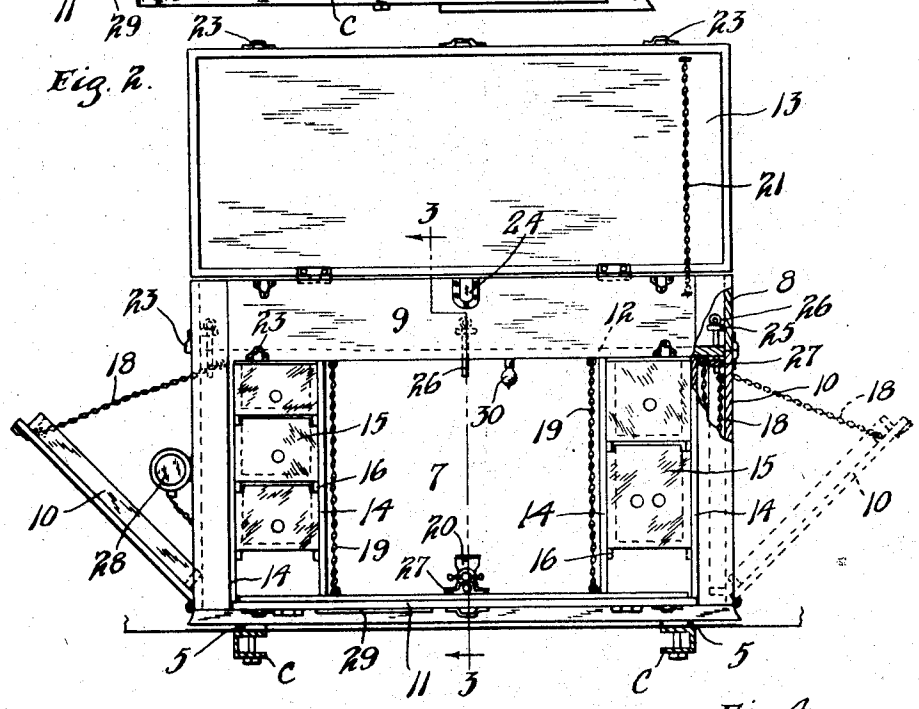


Fig. 3.

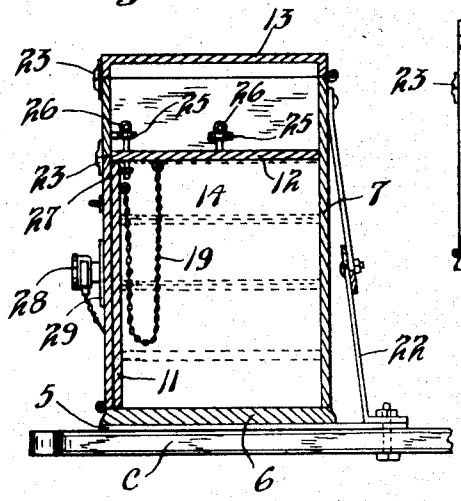
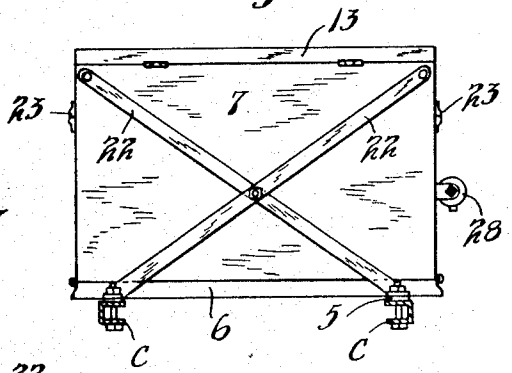


Fig. 4.



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UNITED STATES PATENT OFFICE.

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COMBINED TRUNK AND TOOL CABINET FOR AUTOMOBILES.

Application filed March 30, 1925. Serial No. 19,346.

This invention relates to a combined trunk and tool cabinet for automobiles. It is often necessary, when driving an automobile, to make quick repairs on the road. It is desirable, therefore, to carry along while driving, the tools necessary to make such repairs properly. Such tools often become greasy and dirty and it is, therefore, desirable that they be kept in some place separate and distinct from the body of the car. Also, it is convenient to have a trunk or luggage carrier for other articles besides tools outside of the main body of the car.

It is the object of this invention to provide a combined trunk and tool cabinet for automobiles, which will, at one time, provide a cabinet wherein various types of baggage can be stored and also a work-bench which can be quickly set up for use, and a place where all tools for making repairs to an automobile can be carried outside of the body of the car.

These and other objects and advantages of the invention will be clearly set forth in the following description made in connection with the accompanying drawings and in which like reference chaarcters refer to the same parts throughout the different views, and in which

Fig. 1 is a view in side elevation showing the combined trunk and cabinet attached to the frame of an automobile, the front panel having been let down to form a work-bench;

Fig. 2 is a view in front elevation of the device, the front and side panels having been swung open, the top of the tray being open, and certain parts being shown in section;

Fig. 3 is a horizontal sectional view taken on the line 3—3 of Fig. 2; and

Fig. 4 is a view in rear elevation of the device.

Referring to the drawings, letter A denotes a portion of a side frame of an automobile, upon which the body B of the car rests. A support such as bumper C is bolted or secured preferably to the frame A of the car. The base plates 5 are laid directly over the support or bumper C and are bolted to it. Upon these base plates rest the combined trunk and tool cabinet.

The cabinet is of box-like construction, comprising bottom 6, back 7, sides 8 and front 9. The sides 8 are cut out to form rectangular openings into which the panels 10 fit. Panels 10 are hinged at their lower sides to the bottom 6. Front 9 is cut out to form a rectangular opening into which front panel 11 fits, panel 11 being hinged at its lower side to the front portion of bottom 6. The upper walls of sides 8, front 9 and back 7 form the walls for a tray having a bottom 12, and a cover or lid 13 hinged at the upper rear edge of back 7. Within the chamber formed between the walls of the frame, partitions 14 are set up extending vertically from base 6 to the tray bottom 12. In the embodiment of the invention shown, two of these partitions are placed at both ends of the chamber a convenient distance apart to support various sized drawers 15 by means of drawer runners 16 attached to them. Drawers 15 have one or more finger holes cut in their front end, whereby they may be easily pulled out.

Side panels 10 are formed with tool-carrying pockets having straps on their inner sides. They are adapted to swing outward and downward, their downward movement being limited by chains 18, the ends of which are attached by eyes to the inner upper portion of the panels and the bottom 12 of the tray. The front panel 11 is formed of heavy material and can be swung to a horizontal position where it will be held, as shown in Figs. 1 and 2, by chains 19, the ends of which are fastened by eyes to the upper inner portion of the panel 11 and the front portion of the tray bottom 12. The panel 11 may have a number of tools or instruments, such as vise 20 bolted to it. Chain 21 attached by eyes to the upper inner side of front 9 and the lower side of tray top 13 limits the outer movement of the top 13. Cross braces 22 bolted together at the center, their upper ends being bolted or riveted to the upper portion of back 7, their lower portions being formed as lugs and bolted to the base plate 5 and the support C, may be used to steady the cabinet.

The swinging end panels or tool pockets 10 provide efficient and readily accessible means for holding and housing tools. These panels have inturned flanges affording chambers wherein straps or other tool holding devices are mounted. When the panel is shut it will be observed that the entire tool holding chamber is inset within the end compartments. The tools are carried by the movable panel and the flanges prevent the tools from swinging or slip-

ping outwardly and interfering with the sides of the end compartments when the panel is closed. If it were not for the flanges forming the tool holding chambers the tools could often be displaced slightly and project outwardly of the panel and be jammed between the panel and the ends of the frame when the panel is shut.

Trunk fasteners 23 of the usual type used on trunks or suitcases, are used to hold panels 10, 11 and tray top 13 in closed positions and keep them from rattling. A lock 24 is used to lock the tray top to the front 9 of the cabinet. Within the tray, locks are supported locking the two panels 10 and the panel 11. The lock illustrated consists of brackets 25 affixed to the inside walls of the tray. Through brackets 25 extend plungers 26, said plungers being fitted through holes in the bottom 12 of the tray and co-operating to engage with eyes 27 affixed to the upper inner portions of the panels.

The tail light 28 of the automobile may be mounted on one of the sides 8 of the box frame so that it will shine on the license number plate 29, which will be mounted on the outside of panel 11. A trouble light 30 is placed within the interior of the cabinet and may be wired directly to the electric circuit of the car, preferably from the electric cables running back to the tail light 28.

The box-like frame, the panels, partitions and drawers of the trunk are preferably constructed either of wood or pressed sheet metal, but may, of course, be made from other suitable material.

The operation of the device is as follows:

The cabinet, being in closed position, as is shown in Fig. 3, when it is desired to open the same for use, the lock 24 will be unlocked and the lid 13 of the tray raised. Plungers 26 of the panel locks will then be raised, the panels will be released and can be lowered to the positions shown in Fig. 2, where they will be held by means of the various retaining chains. The cabinet being mounted on the rear of an automobile, panel 11, when lowered, will form a convenient work-bench or table to be used in the repair of a car. Tools kept in the pockets or straps on the inside of panels 10 will be quickly and easily accessible for such work. Baggage, clothes, etc., may be stored in the drawers 15, tray 13 and the space between the partitions 14. Light 30 can be used, if needed, to light the interior of the cabinet, or may be extended as desired.

When it is desired to close the cabinet up for driving, the panels will be pushed shut, the plungers 26 of the panel locks co-operating with the eye 27 to lock the panels in place. The panel 11 will press tightly against the drawers 15 to prevent them from moving or rattling when the automobile is in motion. The lid 13 of the tray will then be lowered and locked. Fasteners 23 will then be set. The cabinet will now be in condition for travelling.

As the panels abut the sides and front of the cabinet smoothly, an unbroken surface will be presented. The license number of the automobile will be in a prominent position where the rear light 28 can shine on it.

Although the cabinet is intended primarily for use with automobiles or other vehicles, it can be stationed permanently, if desired, or put to any use for which a convenient and easily accessible box or cabinet is needed.

From the above description, it is seen that applicant has provided a very simple and efficient combined trunk and tool cabinet which can be quickly and easily installed on any automobile or other vehicle.

It will, of course, be understood that various changes may be made in the form, details, arrangement and proportions of the parts without departing from the scope of applicant's invention, which, generally stated, consists in a device capable of carrying out the objects above set forth and which is shown, described and set forth in the appended claims.

What is claimed is:

1. A device of the class described comprising a box like frame, a main chamber accessible from one side thereof, a relatively shallow chamber accessible from one of the ends thereof with its rear wall forming an end for said main chamber, an upper chamber accessible from the top of said frame with its bottom forming the tops of said first mentioned chambers, closures for said chambers hinged to said frame, and means within said top chamber for locking the closures for said main and end chambers when the same are shut.

2. A device of the class described having in combination a box like frame, a main chamber accessible from the front side thereof, a plurality of drawers slidably mounted within said chamber and a hinged closure for said chamber, the forward ends of said drawers being disposed substantially flush with said closure when said closure is shut, an upper chamber accessible from the top of said frame and locking means within said upper chamber adapted to engage the edge of said closure to lock the same and said drawers within said main chamber.

3. A device of the class described having in combination a box like frame, a main chamber accessible from the front side thereof, a closure for said main chamber hinged at its lower end to said frame, means for holding said closure in substantially horizontal position to form a supporting surface in the front of said frame, a relatively shallow chamber accessible from one end of said frame with its rear wall forming an

end for said main chamber, a swinging panel for said end chamber having projecting flanges on its inner side defining an article holding pocket, said flanges fitting within the sides of said end chamber when closed, and an upper chamber accessible from the top of said frame.

4. An automobile trunk having in combination a box-like frame, central, end and top chambers formed therein, panels closing said chambers and locks on said panels closing the central and end chambers, each of said locks operating from within said top chamber and comprising an eye bracket fixed on an inner lower side of said top chamber, an eye bracket fixed on the inner top side of the panel below said side, said eye brackets being in alignment, and a headed plunger running downward through the eye bracket fixed to the top chamber, the floor of the top chamber and the eye bracket fixed to the panel.

In testimony whereof I affix my signature.

FRANK W. COMSTOCK.