Dec. 26, 1933. K. W. WILDMAN 1,941,375

AUTOMOBILE TRUNK

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FIG. 1

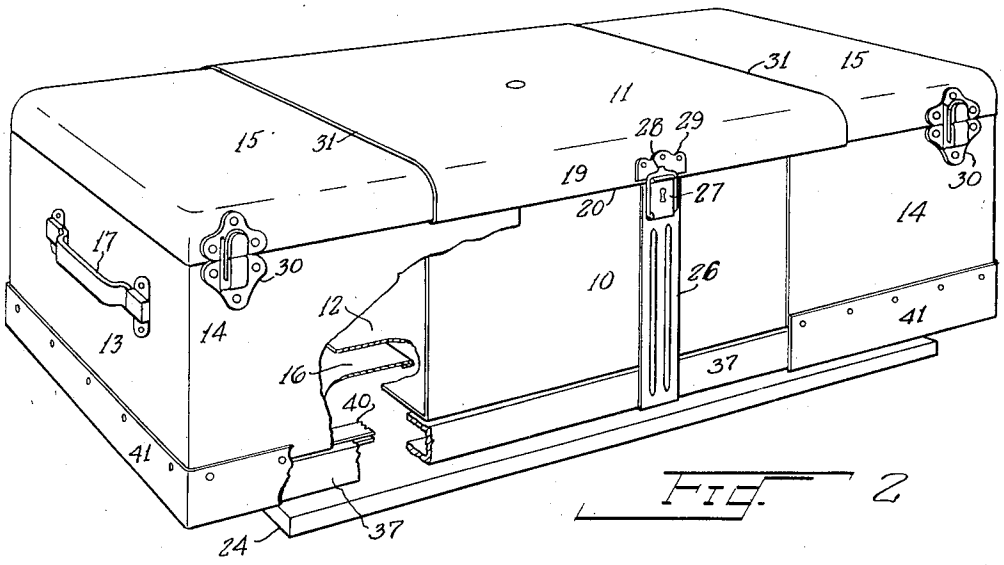
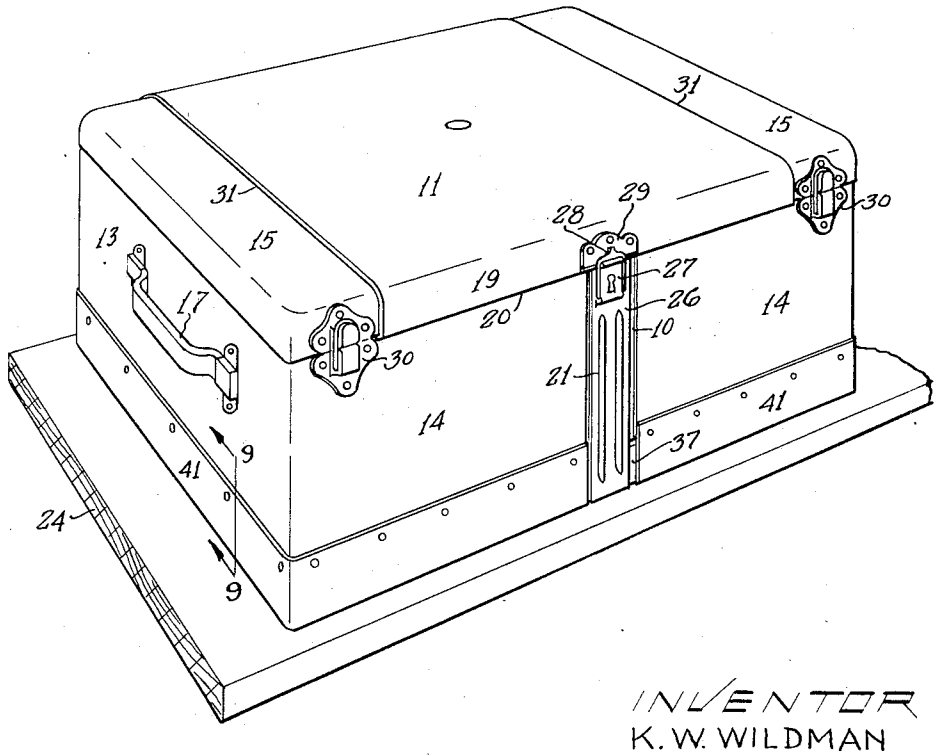


FIG. 2



INVENTOR
K. W. WILDMAN

BY C. B. Birchenough

ATTORNEY

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FIG. 3

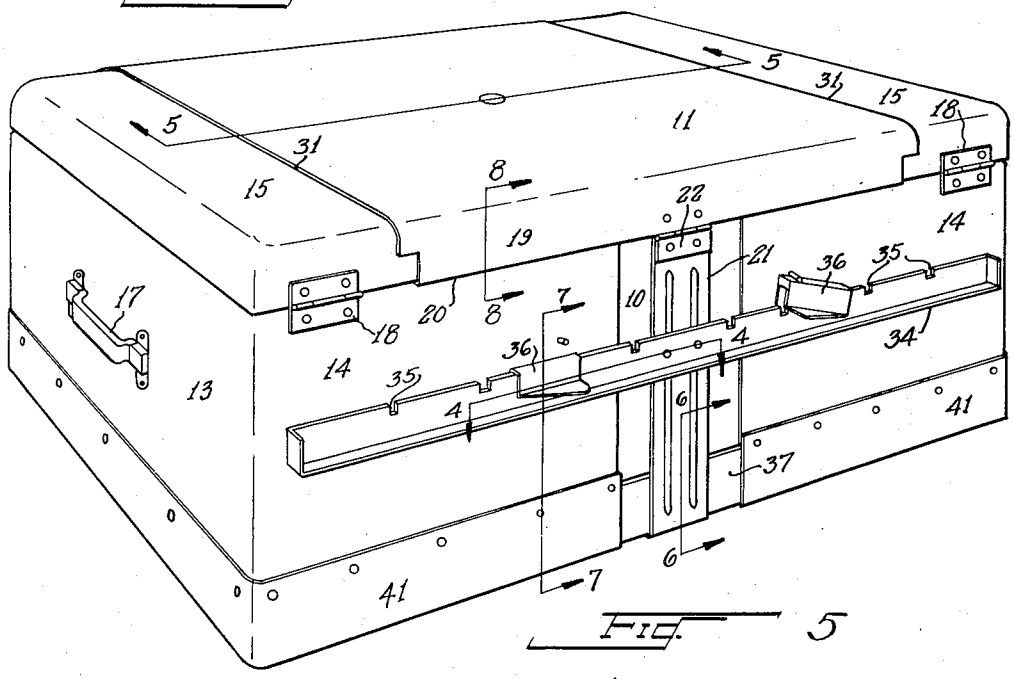


FIG. 5

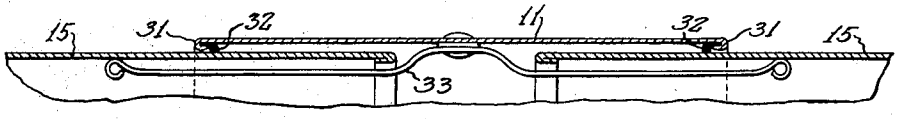


FIG. 6

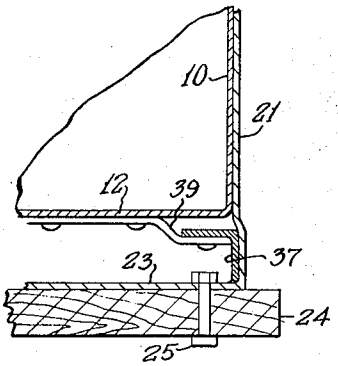


FIG. 7

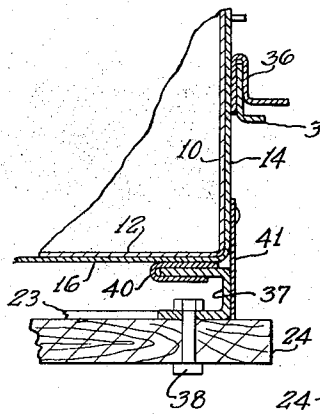


FIG. 8

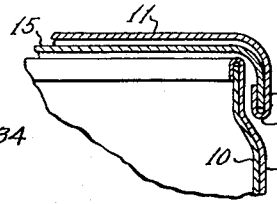


FIG. 9

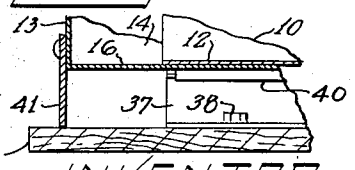
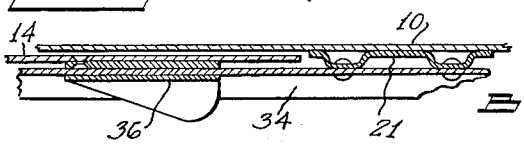


FIG. 4



INVENTOR

K. W. WILDMAN

BY E. B. Richmond.

ATTORNEY

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UNITED STATES PATENT OFFICE

1,941,375

AUTOMOBILE TRUNK

Karl W. Wildman, Beaverton, Oreg.

Application May 4, 1931. Serial No. 534,780

3 Claims. (Cl. 224—29)

This invention relates generally to automobile trunks, and particularly to a trunk whose capacity can be increased or decreased to suit the convenience of the user.

The main object of this invention is to provide an automobile trunk which can be lengthened or shortened at will for the purpose of varying its capacity.

The second object is the construction of a simple form of trunk having a large capacity whose longitudinal dimension can be diminished or increased without requiring any machine work and without sacrificing the use of the closure therefor, and without in any way detracting from its strength or appearance.

These, and other objects, will become more apparent from the specification following as illustrated in the accompanying drawings, in which:

Fig. 1 is a perspective view of the trunk in an extended position with parts broken away in section.

Fig. 2 is a perspective view of the trunk in a contracted position.

Fig. 3 is a perspective view of the trunk taken from the rear side thereof.

Fig. 4 is a section taken along the line 4—4 in Fig. 3.

Fig. 5 is a section taken along the line 5—5 in Fig. 3.

Fig. 6 is a section taken along the line 6—6 in Fig. 3.

Fig. 7 is a section taken along the line 7—7 in Fig. 3.

Fig. 8 is a section taken along the line 8—8 in Fig. 3.

Fig. 9 is a section taken along the line 9—9 in Fig. 2.

Similar numbers of reference refer to similar parts throughout the several views.

Referring in detail to the drawings, the trunk includes a stationary central section embracing the sides 10, the top 11 and the bottom 12. The trunk also includes the movable end sections consisting of the ends 13, the sides 14, the top 15 and the bottom 16. The end sections telescope with relation to the central section and may be moved inwardly or outwardly by means of the handle 17 on the ends 13. The top portion 15 is attached to the side 14 by means of a hinge 18. The top portions 15 slide underneath the top portion 11. The sides 14 slide on the outside of the sides 10. The bottoms 16 pass below the bottom 12. The sides 19 of the top member 11 are turned downwardly and their lower edges 20 are curled inwardly and upwardly upon themselves (as shown in Fig. 8). One side 19 is attached to the vertical strap 21 by means of a hinge 22. The lower end 23 of the strap 21 is turned inwardly and secured to a base 24 by means of the bolt 25. A strap 26 similar to the strap 21 is placed in front of the trunk in the middle of the side 10 and carries the lock 27 whose hasp 28 engages the corresponding fitting 29 on the front side 19 of the top portion 11. The front sides of the top portions 15 are secured to their respective sides 14 by means of the latches 30. The edges 31 of the top portion 11 are inturned and provided with a water tight gasket 32 with which the top portions 15 are held in close contact by means of a spring 33.

It can be seen that the trunk thus far described can be lengthened or shortened at will. In order to prevent a change in length due to vibration or from any other cause when such change is not desired, there is provided a horizontal angle bar 34 at the back of the trunk, which bar is secured to the strap 21. The bar 34 is provided with notches 35 on its top side which engage the pawls 36 hinged on the sides 14.

It can be seen from the foregoing that when a trunk of smaller capacity is required the length thereof may be reduced by merely disengaging the pawls 36 and moving the end sections inwardly and then re-engaging the pawls 36 in the nearest notch 35.

In order that the parts have the desired rigidity there is provided a channel track 37 which extends the full length of the sides 10 and is secured to the base 24 by means of the bolts 38. The top of the channel 37 is also secured to the bottom 12 by means of the clips 39. The channel 37 is cut away at its mid section to permit the strap 21 to pass under same (as shown in Fig. 6). The bottom sections 16 are slidably connected to the channels 37 by means of the clips 40 which are secured to the under sides of the bottoms 16. Around the lower portion of the ends 13 and the sides 14 is a trimming band 41 which extends to the base 24.

It can be seen that by this construction there is provided a trunk which is easily manufactured and assembled and whose cubical capacity may be varied with a minimum amount of effort by the most inexperienced person.

I am aware that many forms of automobile trunks have been constructed in the past; it is therefore not my intention to cover such articles broadly, but I do intend to cover all such forms and modifications thereof as fall fairly within the appended claims.

I claim:

1. An extensible trunk having in combination a stationary central portion, longitudinally slidable end portions telescoping with said central portion, a telescopic cover for said trunk hinged to said stationary and slidable sections the bottom of said central portion lying above the bottom of the end portions, and track means upon which said central portion is fixedly mounted and said end portions are slidably mounted.

2. An automobile trunk having in combination a track adapted to be mounted on a luggage carrier, a U-shaped middle trunk section fixably mounted on said track and end trunk sections slidably mounted on said track one at each end of said middle section in a telescopic relation thereto, a three part telescopic cover for said trunk extending downwardly around the upper edges thereof and having its intermediate portion outermost, said telescopic cover having means for rendering the joints thereof water-proof, and a clamp for holding the slidable ends of said trunk in a fixed position with relation to said track member.

3. An automobile trunk comprising a pair of parallel spaced tracks, a U-shaped intermediate body section, spacers for holding the bottom of said intermediate section above the top of said tracks, an end body section at each end of said intermediate section comprising a bottom which slides between the bottom of said intermediate section and the tracks and sides which lie adjacent to the sides of the intermediate section, and an end wall which is joined to the sides and the bottom of the end body section, the sides of said end body sections being joined to the bottom of said end body sections along the length thereof, a three part telescopic top comprising an intermediate and two end sections which top end sections hinge to the sides of the end body sections and whose intermediate top section hinges to a side wall of said U-shaped intermediate body section and in which the intermediate top section is above the end top sections, and means for holding the top sections in fixed relation to the tracks upon which they guide.

KARL W. WILDMAN.