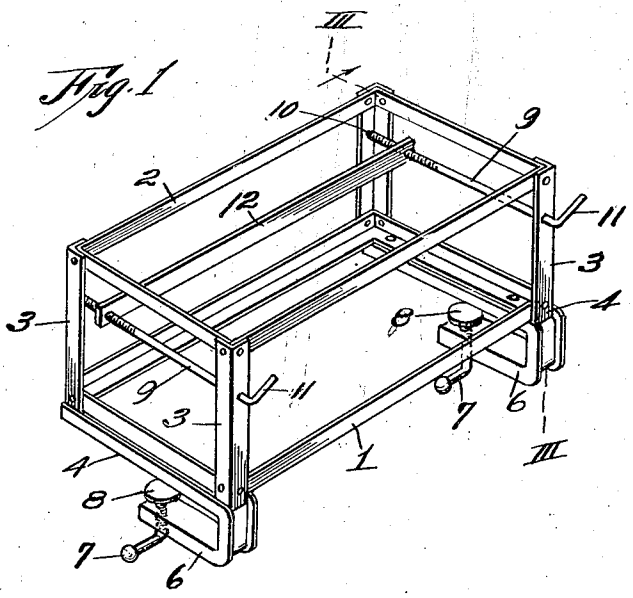
March 15, 1927. 1,621,176

S. SONIN

REMOVABLE TRUNK HOLDER

Filed Aug. 18, 1926

Fig. 1



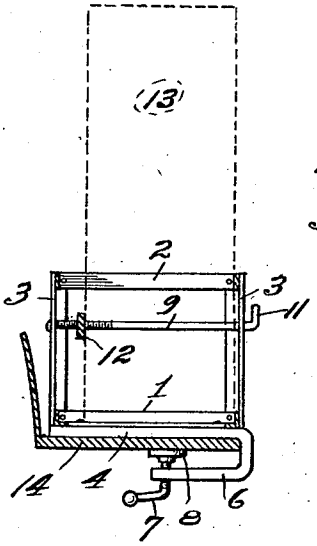




Fig. 2

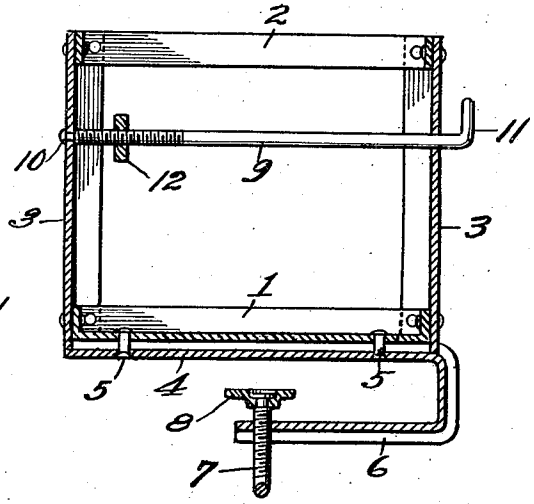



Fig. 3

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# UNITED STATES PATENT OFFICE.

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## REMOVABLE TRUNK HOLDER.

Application filed August 18, 1926. Serial No. 129,900.

This invention relates to trunk holders and more especially to holders for tightly and safely mounting trunks or the like along the running boards of automobiles, particularly trunks adapted for suspending men's suits or women's garments and thereby retaining them in presentable condition for wear immediately upon removal from the trunks, as clothing packed flatwise in a trunk or the like and conveyed by automobile, requires pressing to restore it to presentable condition for hotel and street wear. Another object of the invention is to provide a trunk holder which is adjustable to accommodate trunks of different depth and hold them firmly in place without chance of dislocation under rough travel of the car or of rattling during the progress of the car. A still further object is to produce a holder of the character above outlined into which the trunk can be easily and quickly placed and likewise removed, and which itself can be easily and quickly secured in or removed from position. A still further object is to provide a device of this character of simple, strong, light and inexpensive construction.

With the above named objects in view, the invention consists in certain novel and useful features of construction and combinations of parts as hereinafter described and claimed; and in order that it may be fully understood, reference is to be had to the accompanying drawing, in which:

Figure 1 is a perspective view of a trunk holder embodying the invention.

Figure 2 is an assembled cross section of the trunk holder as applied in operative position to the running board of an automobile and containing a trunk as indicated in dotted lines.

Figure 3 is a cross section taken on the line III—III of Figure 1.

In the said drawing, 1 indicates a rectangular frame composed of angle iron or the like, the frame being long enough and wide enough to accommodate any of the types of trunks susceptible of being mounted in a practical manner, upon the running board of an automobile. A corresponding frame made of a flat metal strip or strips is indicated at 2 and is spaced above frame 1 and rigidly connected thereto by corner posts 3, preferably in the form of angle bars, as shown. The frame thus far described is of skeleton form and of size to rest upon the running board of any standard type of automobile, and to secure it in such position easily and quickly, channel bars 4 underlie the ends of frame 1 and form rests for the lower ends of the corner posts 3, which are flanked by the sides of the channel bars, and to unite the frame rigidly to the channel bars rivets 5 extend through the latter and the end bars of frame 1 or any other approved method. The channel bars, which in practice extend crosswise of and rest directly upon the running board, are provided at their front ends with hooks 6 to fit against the front edge of and underlie the running board, the hooks being of such depth or spread as to accommodate running boards of different thicknesses, and mounted in the ends of the hooks are clamping screws 7 of a type suitable by preference to operate by hand, and said screws are equipped at their upper ends with customary swivel clamp plates 8 for engagement with the under side of the running board under proper manipulation of the clamp screws.

Mounted in each pair of transversely opposite corner posts is a set screw 9, the same being swiveled at its rear end as at 10 in the rear post and journaled in the front post, and at the latter end provided with a handle 11 for its convenient manipulation. The said screws are disposed as near the upper ends of the posts as practical, and mounted upon the threaded portions of said screws is a longitudinally extending clamp bar 12, the relation between the screws and the clamp bar being such that proper rotation of the screws in one direction will feed the clamp bar outwardly for the purpose of pressing firmly against one side of the trunk indicated in dotted lines at 13 as fitted upright within the holder and resting upon frame 1 or the running board, this outward movement bringing the trunk firmly against the outer or front side of the skeleton framework so as to hold it securely in place against rattling or dislocation. Upon arrival at destination, the set screws can be reversely manipulated to effect reverse movement of clamp bar 12 and release the trunk, and if it is desired to remove the holder, the clamp screws 7 will accordingly be manipulated.

It will be apparent that this device may be so made or lined that the finish of a trunk need not be appreciably marked through being clamped in the holder, but as a lining or packing or the like is a mere refinement, it has not been illustrated or described, and

it will be understood that the structure may be modified in minor particulars without departing from the principle of construction and mode of operation involved or from the spirit and scope of the appended claim.

I claim:

A trunk holder for use on motor car running boards, comprising corner posts, end and side bars connecting the posts at their upper and lower ends, a screw permanently swivelled to and connecting each pair of end posts and provided with a handle at the outer end, and a bar parallel to the side bars and threaded on said screws and adapted to be adjusted outwardly or inwardly accordingly as the screws are turned in one direction or the other.

In witness whereof I hereunto affix my signature.

SAM SONIN.