To all whom it may concern:

Be it known that I, Alfred S. Tinkess, a citizen of the United States, residing at Stockton, county of San Joaquin, State of California, have invented certain new and useful Improvements in Combination Lunch Boxes and Tables; and I do declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the characters of reference marked thereon, which form a part of this application.

This invention relates to improvements in camping or picnicking accessories for motorists, my principal object being to provide a device adapted to be fit on and be removably secured to the running board of an automobile, which device is adapted to serve as a store box for provisions and the like and is also arranged so that a table top of a certain size may be set up without removing the device from the running board, while a top of a larger size may be provided when the device is removed from the running board.

In the latter case the device is supported at a suitable height by means of legs permanently mounted in connection therewith but normally out of the way.

I have also provided a device of the kind which is extremely simple to operate and which presents a neat and compact appearance, so as not to detract from the appearance of the car itself.

The visible parts of the apparatus may also be painted if desired to harmonize with the color of the car.

A further object of the invention is to provide a device of this character in which all the parts are permanently associated together and mounted where they belong so that there is no chance or danger of leaving any vital part behind either when starting out on a trip or when packing up after eating.

A further object of the invention is to produce a simple and inexpensive device and yet one which will be exceedingly effective for the purposes for which it is designed.

These objects I accomplish by means of such structure and relative arrangement of parts as will fully appear by a perusal of the following specification and claims.

In the drawings similar characters of reference indicate corresponding parts in the several views:

Fig. 1 is a perspective elevation of the device as when mounted on the ground and ready to serve as a full sized table.

Fig. 2 is a side view of the same partly in section with one set of legs folded and the other set in operative position.

Fig. 3 is a cross section of the device as opened up for use.

Fig. 4 is a perspective view of the device folded up and mounted on a running board.

Referring now more particularly to the characters of reference on the drawings, the numeral 1 denotes a rectangular box of suitable height, and of such a length and width as will make it fit neatly onto the running board 2 of an automobile, and to then take up all or as much of the length of said running board as may be desired.

Inside the box and lying flush with the upper edges is a false and removable lid or cover 3 resting on the sides of the box and being slideable lengthwise and horizontally to expose the contents thereof.

The box is subdivided into a number of compartments by transverse partitions 4, removably fitted into vertical grooves 5 in the sides of the box so that the positions of the partitions may be changed at will to alter the size of the compartments.

Hinged along the upper edge of one side of the box, which will be the side adjacent the body of the car, is a lid 6 which extends somewhat beyond the ends of the box and is adapted to lie horizontally, either over the box and cover 3 or outwardly thereof and level with the upper edges of said cover.

Hinged along the opposite and outer side of the box is a board 7, which is arranged to lie horizontally flush with the upper edges of the box or to lie vertically adjacent the outer side of the same.

Thus it will be seen that the members 6, 3 and 7 when lying in horizontal alinement form a table top of sufficient area to accommodate several people.

The members 6 and 7 are held in outstretched positions by means of brackets 8 hinged on the ends of the box at the corners thereof. These brackets are adapted to be folded to lie against the ends of the box as shown in Fig. 4, or to be swung out to lie under the adjacent ends of the members 6 and 7, as shown in Fig. 1.

These brackets have dowel pins 9 adapted to fit in sockets 10 provided in the members
6 and 7, while the cover 6 has a flange or rim 11 around three sides thereof to overhang the edges of the box, board 7 and brackets 8 when these parts are folded. The end flanges have sockets 12 adapted to receive the dowel pins 9 of all the brackets when the latter are folded against the box ends, thus additionally preventing outward swinging of the brackets when the parts are folded up.

To hold the lids and other parts against undesired movement when folded up I provide a staple 13 on the outer side of the box adapted to project through a slot 14 in the board 7 when the latter is resting against the box. The lid 6 has a hasp 15 adapted to fit over the staple when the lid is down, the hasp and staple being then secured together by suitable means, such as a padlock 16.

To support the box at a desired height from the ground when removed from the running board, I provide a pair of legs 17 at each end of the box. These legs are connected to the box by hinges 18 under the opposite corners thereof and arranged so that the legs may fold lengthwise of the box and immediately under the same. These hinges are rigidly fixed onto the box but have horizontal pivotal connections with the legs, as shown at 19. This enables the legs to not only fold longitudinally but to be swiveled so that they may have a downward converging slant relative to each other in a transverse plane, as shown in Figs. 1 and 3.

Thus the legs may have the necessary spread to provide a substantial support for the box and yet when folded they may be moved to lie parallel to each other so that they do not then project beyond the sides of the box.

The upper ends of the legs when unfolded project up alongside the ends of the box for a short distance and about against cross pieces 20 fixed on said ends.

Connecting each pair of legs below the hinges is a foldable brace 21 which in connection with the pieces 20 limits the spreading extent of the legs and takes most of the strain off the hinges.

To maintain each pair of legs upright in a vertical plane transversely of the box a collapsible or foldable diagonal brace 22 extends from the legs below the hinges to the sides of the body a certain distance beyond the hinges. These brackets, when the legs are folded, project upward alongside the box as shown in Fig. 2, the outer ones being covered and protected by the board 7 when the latter is lowered to lie adjacent the side of the box.

The side brackets 22 are more or less flexible in a transverse plane so as to permit of the desired variations in the angle of setting of the legs without straining the braces.

Since the legs when extended project above the ends of the box, when folded they will similarly project horizontally beyond the ends of said box. I use these projections in locating and holding the device from movement on the running board. In doing this I employ transversely disposed cleats 23 mounted on the running board, these cleats being cut away along their sides facing each other in a manner to form grooves with said running board.

These cleats are spaced apart on the running board so that the leg projections may slide horizontally into the grooves from the outer edges of the running board.

Hand clamping screws 24 are associated with the cleats to enable the latter to be forced toward the running board, thus pinching the leg projections between the cleats and the board and preventing any jolting or vibration of the car from displacing the device.

If it is desired to use the apparatus without dismounting it from the running board the lid 6 may be swung back to rest against the side of the car and the board 7 then raised to operative position and held by its brackets 8, since these brackets are independent of the other set which support the lid 6.

Though the device is preferably carried on a running board as stated, it may be placed in the back of the car if desired, since its length and general bulk when folded is such as to enable this to be done.

The braces 21 and 22 preferably connect with the legs in a common horizontal plane, and to make more substantial and non-wearing connections and prevent undue weakening of the legs, I place metal bands 25 about the same, through which the pivotal connecting pins of the various braces pass.

From the foregoing description it will be readily seen that I have produced such a device as substantially fulfills the objects of the invention as set forth herein.

While this specification sets forth in detail the present and preferred construction of the device, still in practice such deviations from such detail may be resorted to as do not form a departure from the spirit of the invention, as defined by the appended claims.

Having thus described my invention what I claim as new and useful and desire to secure by Letters Patent is:

1. A device of the character described comprising a box adapted to rest on the running board of a car, a lid for the box adapted to be folded back along one side to lie horizontally when the box is dismounted, to then serve as a table-top, an additional top member normally lying vertically adjacent the opposite side of the box and hinged thereto and adapted to be moved to lie horizontally in alinement with the lid, brackets hinged onto the ends of the box, said brack-
ets being arranged to fold against the box and to be swung outwardly to support the projecting ends of the top members, and means between the lid member and the brackets for preventing such swinging movement of the brackets when the latter are folded and the lid is over the box.

2. A combined food box and table device comprising a box adapted to rest on the running board of a car, flat members associated with the box for providing a table top, leg members hinged onto the box and adapted to be folded under the box when not in use, and means between the running board and said leg members for holding the device immovable on said board when the legs are folded.

3. A combined food box and table device comprising a box adapted to rest on the running board of a car, flat members associated with the box for providing a table top, leg members hinged onto the box and adapted to be folded under the box when not in use, the upper ends of the legs then extending horizontally beyond the ends of the box, and grooved means associated with the running board into which the leg extensions may be slid.

4. A structure as in claim 1 in which said means includes normally down turned flanges on the ends of the lid, said flanges overlying the outside of the brackets at the top thereof when said brackets are folded.

5. A combined food box and table device comprising a box member, flat members associated with the box for providing a table top, leg members arranged as transverse pairs mounted with the box at its ends and adapted to be moved to a vertical position or be folded to lie under the box, hinge means between the box and the legs of each pair, arranged to allow the legs to have a transverse divergence toward their lower ends when unfolded and to lie parallel to each other when folded; the legs when unfolded projecting above the hinges alongside the ends of the box, stops on the ends of the box limiting the divergence of the legs, and foldable brace means between each transverse pair of legs below the hinges, whereby when the legs are unfolded the lateral strain is taken off the hinges.

In testimony whereof I affix my signature.

ALFRED S. TINKESS.