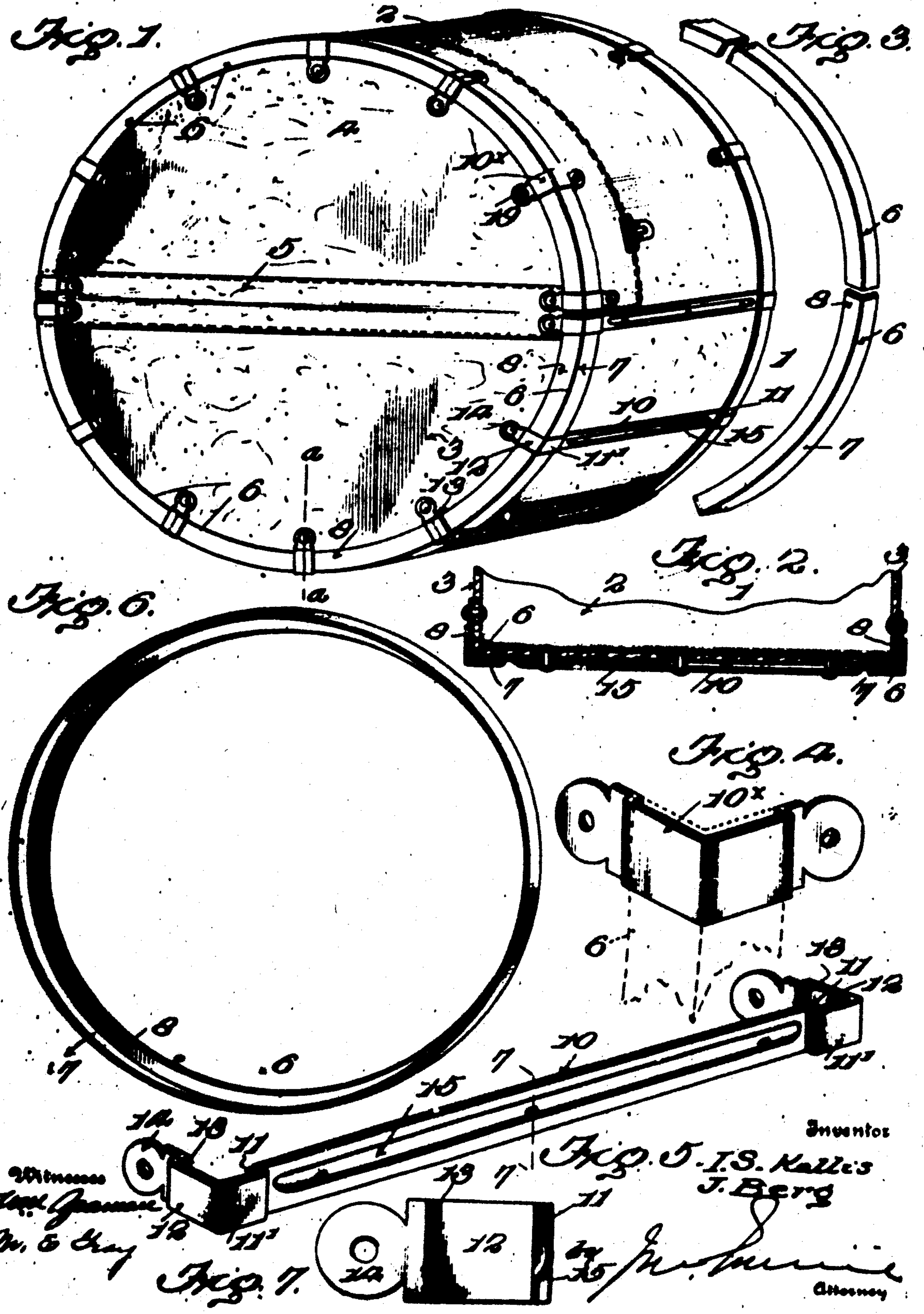


I. S. KALLIS & J. BERG.  
 TRUNK.  
 APPLICATION FILED AUG. 14, 1909.

948,732.

Patented Feb. 8, 1910.



Witness  
 Last of June  
 W. & C. Day

Inventor  
 I. S. Kallis  
 J. Berg  
 Attorney



# UNITED STATES PATENT OFFICE

ISIDORE S. KALLIS AND JOSEPH BERG, OF NEW YORK, N. Y.

## TRUNK.

948,732.

Specification of Letters Patent.

Patented Feb. 8, 1910.

Application filed August 14, 1909. Serial No. 512,910.

To all whom it may concern:

Be it known that we, ISIDORE S. KALLIS and JOSEPH BERG, citizens of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Trunks, of which the following is a specification.

This invention relates to improvements in automobile trunks.

In the manufacture of this class of trunks considerable difficulty has been experienced in binding the edges to resist the wear and tear on the parts, incident to the consequent jolting of the machine. Rivets, and stitching have heretofore been the common means employed for binding the edges of the material forming the trunk, but from actual experience it has been found that the rivets, or the stitching, as the case may be, pull out and in time destroy the usefulness of the trunk.

It is of the utmost importance that the binding agent be rigid and substantial as possible, to resist the jolting incident to the riding of the machine, otherwise the breaking away of the parts admit dust and water to the interior of the trunk which would obviously destroy its utility.

The prime object of this invention is to obviate the defects referred to in that the binding agent is applied to the meeting edges without passing rivets or stitching through the same, and clipping the strips and bracing them against lateral vibration. The binding strips are of angular formation and embrace the meeting edges of the parts, and overlap the outside and face of the ends of the trunk. This construction ties the structure and prevents lateral movement or twisting of the trunk parts, and therefore prevents the edges opening up.

The invention also relates to the specific details of construction and arrangement of parts, which will be hereinafter referred to and particularly pointed out in the claims.

In the drawings Figure 1 is a perspective view of the trunk. Fig. 2 is a detail enlarged transverse section on the line *a-a* of Fig. 1, of the trunk, and one of the braces. Fig. 3 is a detail perspective view of the binding strip when employed in sections. Fig. 4 is a detail view of one of the clips. Fig. 5 is a detail view of one of the clips for bracing the trunk across its entire width. Fig. 6 is a detail view of the bind-

ing strip when employed as a single piece. Fig. 7 is a detail cross section on the line 7-7 Fig. 5.

The numeral 1 indicates a circular trunk, comprising a circumferential portion 2, opposite end faces 3-3, and a closure or door 4, hinged as at 5. The edges of the circumferential portion 2, and the ends 3-3, are brought together, as shown in Fig. 2, and binding strips 6-6 are fitted over them. These strips are of angular formation, the horizontal flanges 7 fitting over the circumferential portion 2, and the vertical flanges 8 fitting over the ends 3-3. The flanges 7 and 8, are fitted snugly against the parts, to make a tight fit, and to insure closing the joint to make it dust and water proof as far as possible.

The strips 6, may be made in sections, or they may be continuous, according to the size and proportions of the trunk. When made in sections as shown in Fig. 3, they may be readily trimmed, or cut out from a length, and bent to fit the curve of the trunk, which saves time and expense in the manufacture.

To bind the strips, clips 10 are employed, which obviates riveting or stitching through the angular flanges 7 and 8. These clips, shown clearly in Figs. 4 and 5, may be made to embrace one or both the binding strips, however where possible the form shown in Fig. 5 will be used. This form comprises a transverse main part 10, bent at the extreme ends as at 11, to form flanges to abut against the edge of the horizontal flange 7 of the strips 6. The clip is then bent again to form a portion 11 to fit over the faces of the angular flange 7, and then bent at right angles to form a portion 12 to fit over the faces of the vertical flanges 8 of the strips. At 13, the clips are bent inwardly to provide flanges, against which the inner edges of the flanges 8, abut, and then at 14, bent outwardly and lie flat on the faces of the ends 3. The transverse main part of the clip is formed with a rib 15, extending between the flanges 11-11', for strengthening purposes, and through this rib and the circumferential portion 2 of the trunk rivets or other fastening means pass to secure the clip in position. Rivets or the like also pass through the terminals of the clip, and the ends 3-3, as shown. These clips or braces are arranged at intervals and overlap the ends of the binding strips and are made to snugly fit both the flanges 7 and 8, and by reason of



the abutting flanges 11 and 13 each edge of the binding strip is rigidly held against lateral vibration, and therefore the joints of the trunk will not become separated. Furthermore by securing the binding strips in this manner considerable time and expense is saved by reason of the quick and convenient manner of applying the clips. Rivets or stitching the joints is entirely dispensed with, and the same is true of the binding strips. That is to say no rivets or stitching in any way pass through the binding strips, the same being entirely held in place by the clips.

In view of the fact that the closure opens from the edge of the trunk, it is impractical to employ the strips which extend entirely across the circumferential portion 2. Hence we employ smaller clips, 10', which have the same characteristics as the clips just described, except they do not extend all the way across the body of the trunk. These clips are secured by rivets 19, passing through the trunk and embrace the binding strips, and therefore prevent lateral movement of the latter. While it is true they do not extend all the way across the trunk, the trunk parts are held in fixed position by the clips 10' below the closure. These latter will with the smaller clips 10', hold the trunk parts in fixed relation so that the jolting will not open the joints.

A trunk constructed as described will be strong and durable, and will effectually prevent the parts becoming separated, and by clipping the binding strips at their meeting ends, short lengths of the same may be used to advantage.

What we claim is:—

1. A circular trunk comprising a circumferential portion, and opposite ends, the edges of the latter and the circumferential portion abutting, angular binding strips overlapping said abutting edges, clips disposed on the circumferential portion, for securing the strips, each clip comprising a central body portion which is supported on the circumferential portion of the trunk, and being bent at the ends of the body por-

tion to provide flanges and then bent over and around the angular binding strips, and again bent near the ends to form flanges and provide flattened terminals, the flanges of each strip forming abutments against which the inner edges of the binding strips snugly fit, the terminals and the body portions of the clips being below the level of the surfaces of the flanges of the clips overlapping the angular binding strips, and rivets distant from the binding strips for securing the clips to the trunk, certain of said rivets passing through the flattened terminals and the ends of the trunk.

2. A circular trunk comprising a circumferential portion and opposite ends, the edges of the latter and the circumferential portion abutting, angular sectional binding strips overlapping said abutting edges, clips for securing the strips, said clips being located at and overlapping the abutting ends of the binding strips and also intermediate the same, each clip comprising a body portion formed with end flanges which engage the adjacent edges of the binding strip and bent at its ends to form angular surfaces to overlap the outer surfaces of the binding strips and formed with flanges adjacent the angular surfaces to engage the inner edges of the binding strips, rivets securing the said clips to the trunk at points distant from the binding strips, a hinged door on one of the ends of the trunk, said door having an extension to overlap a portion of the circumferential portion, an angular binding strip at the edge of the door and extension, clips overlapping the angular surfaces of the latter binding strip, said clips having flanges which abut against the edges of the angular binding strip, and rivets for securing said clips at points distant from the binding strips.

In testimony whereof we affix our signatures in presence of two witnesses.

ISIDORE S. KALLIS.  
JOSEPH BERG.

Witnesses:

J. W. SANFORD,  
MARTIN SHEFLINAN.