

I. S. KALLIS & J. BERG.
 AUTOMOBILE TIRE TRUNK.
 APPLICATION FILED OCT. 12, 1910.

990,746.

Patented Apr. 25, 1911.

Fig. 1.

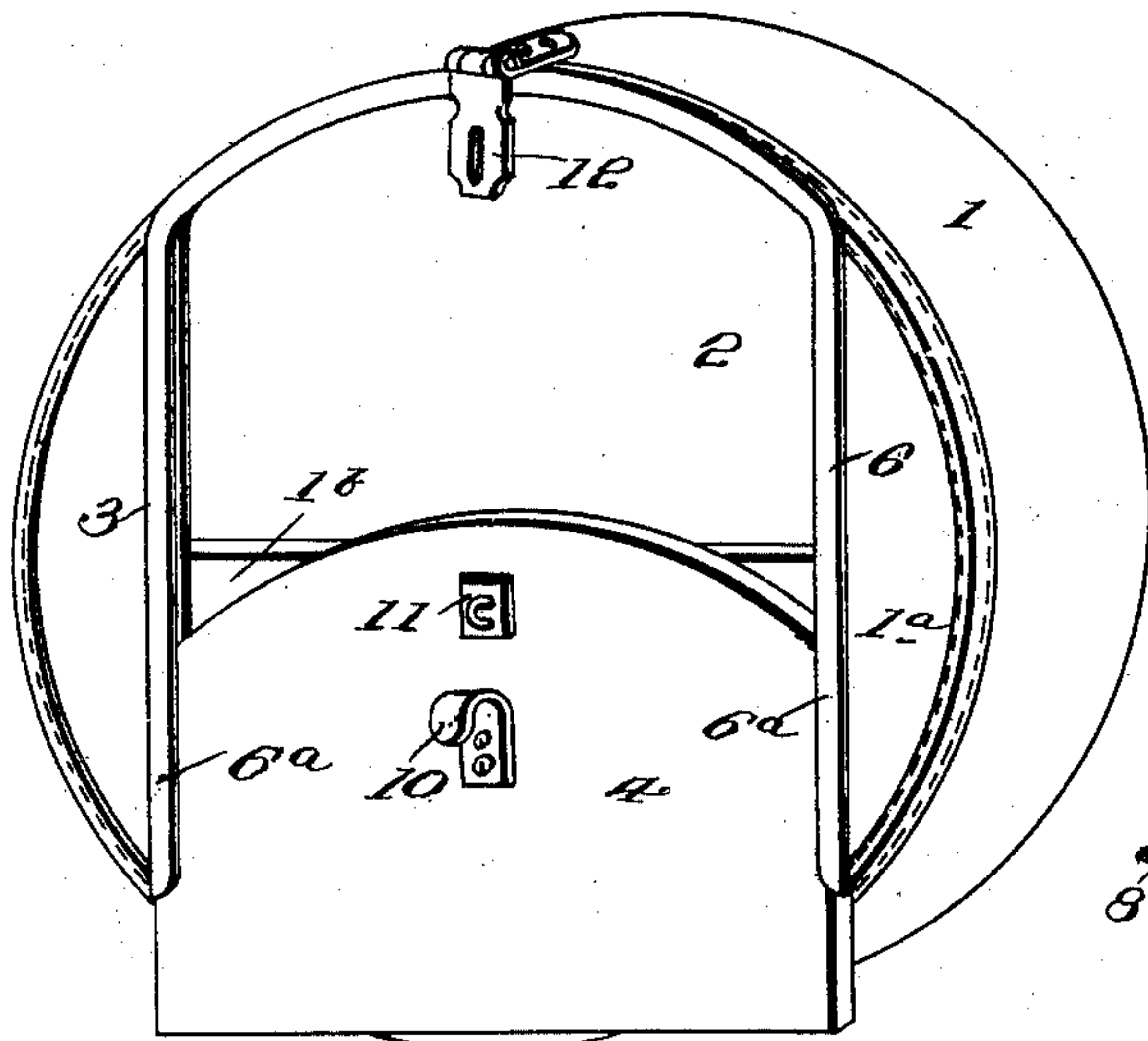


Fig. 3.

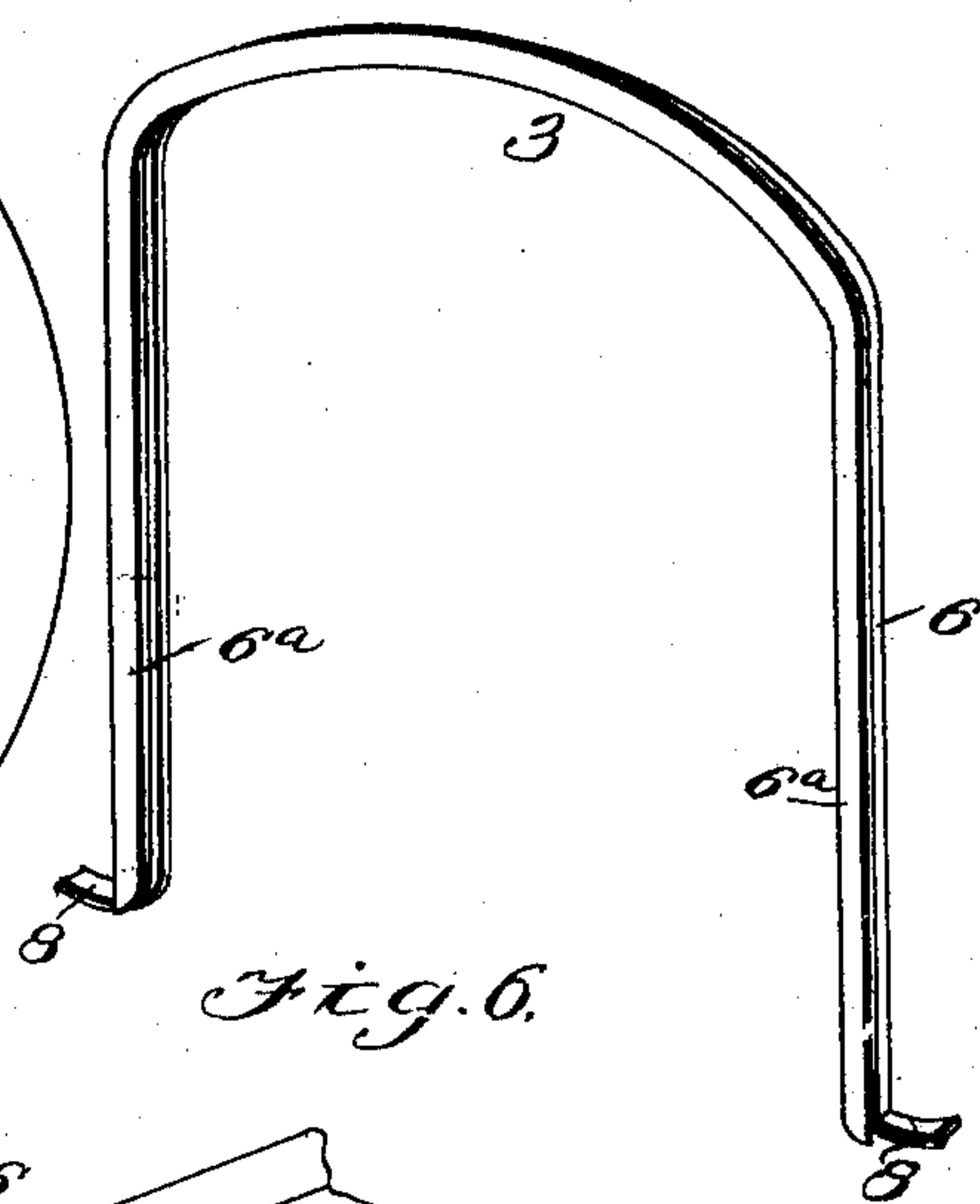


Fig. 6.

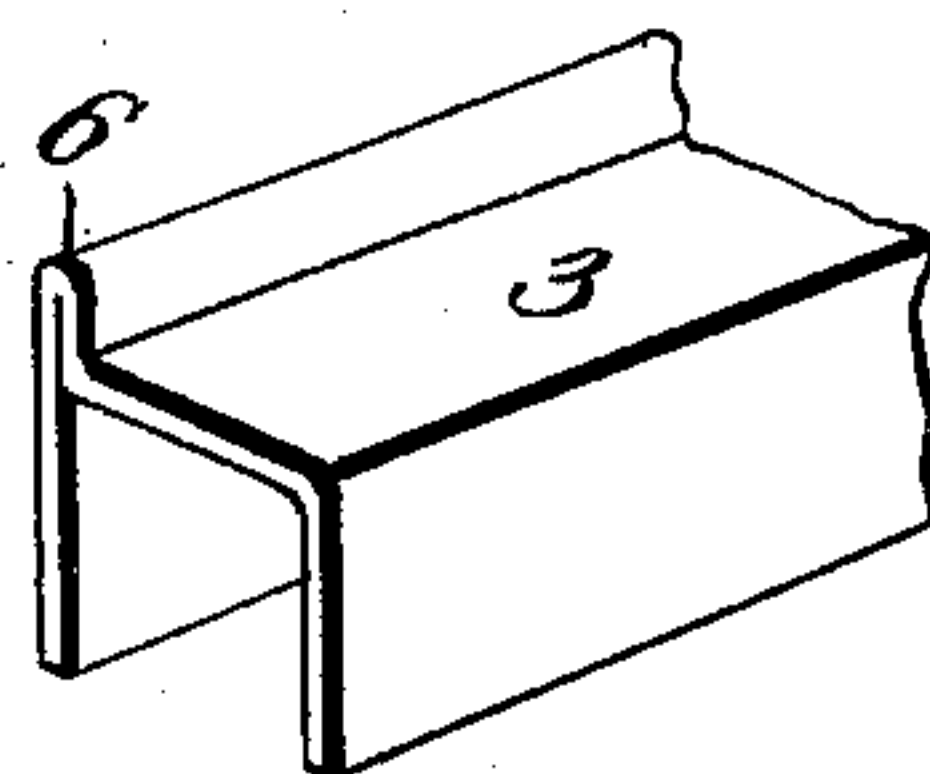


Fig. 2.

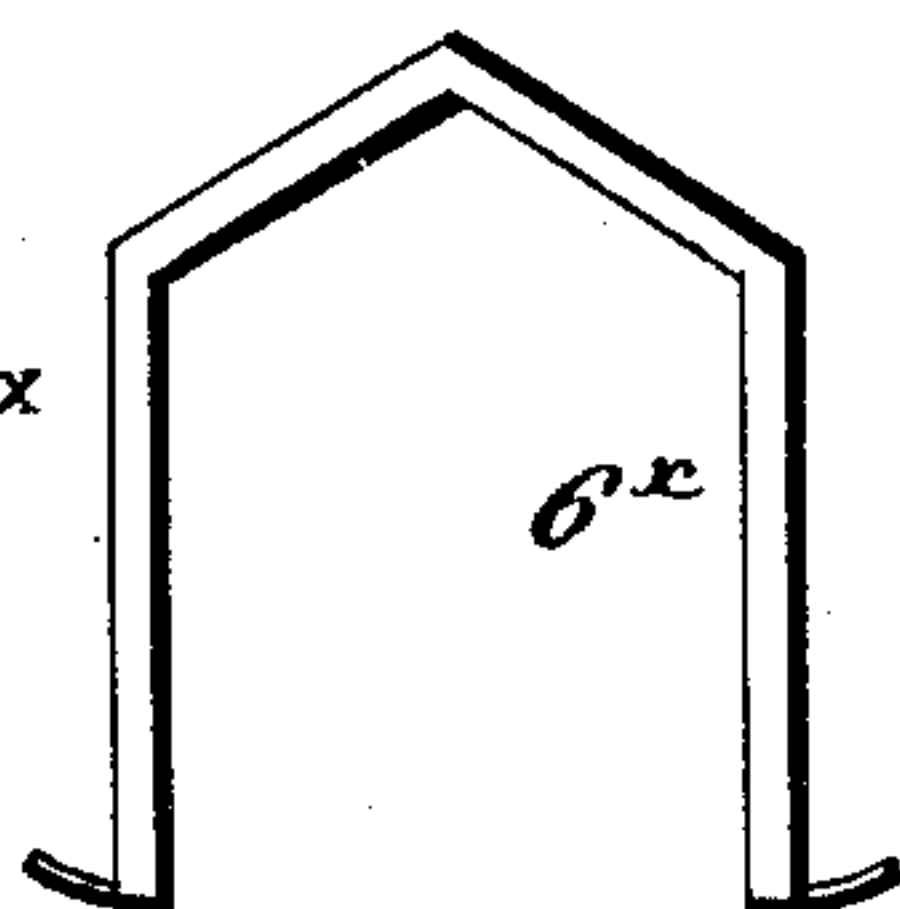
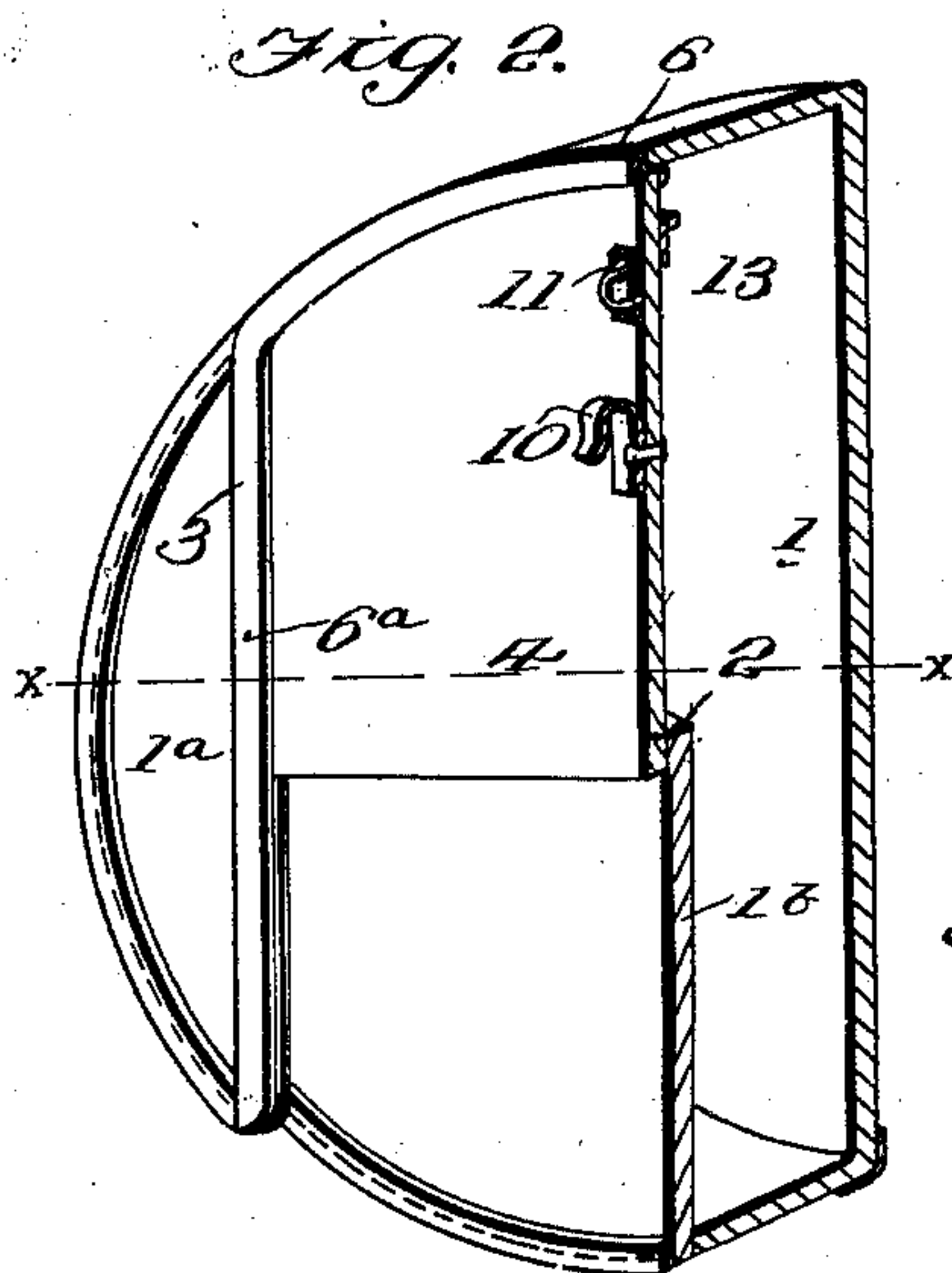


Fig. 4.

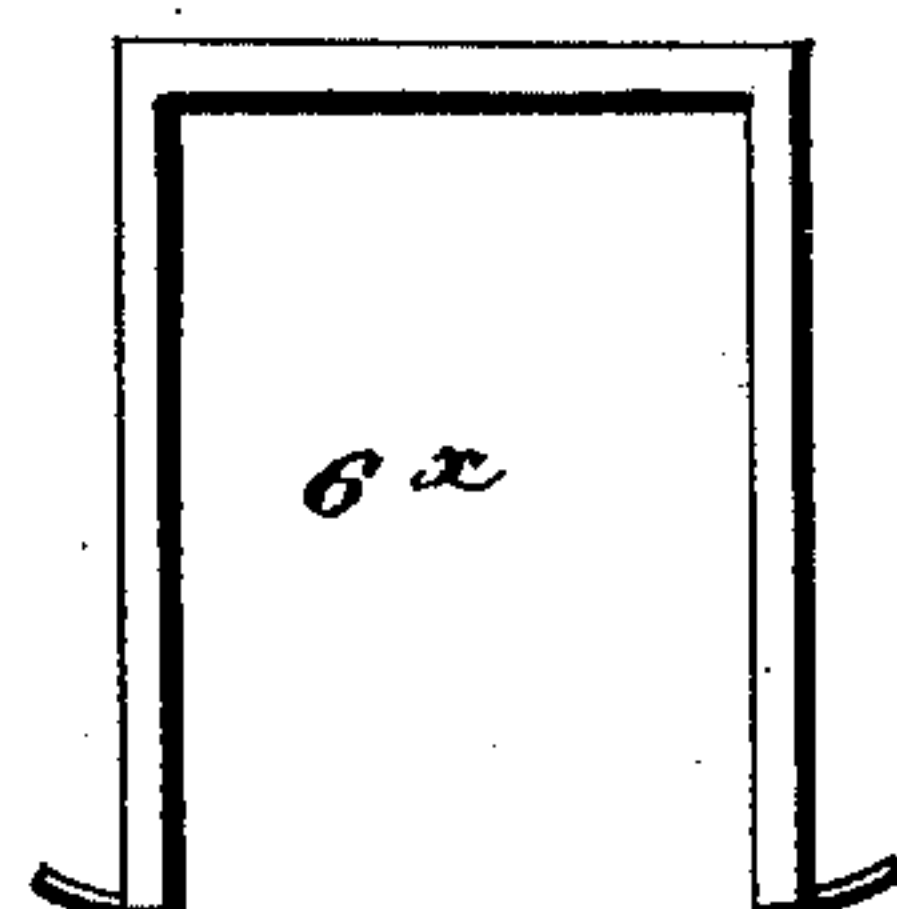
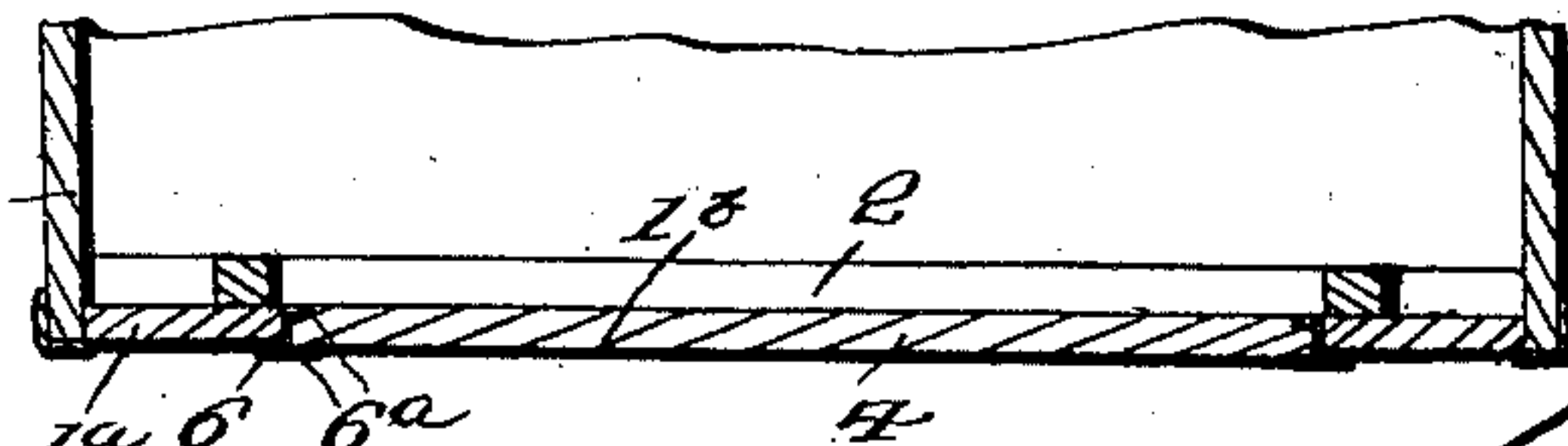


Fig. 5.

Fig. 7.



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AUTOMOBILE TIRE-TRUNK.

990,746.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, ISIDORE SIDNEY KALLIS, residing in New York, in the county and State of New York, and JOSEPH BERG, residing at Brooklyn, county of Kings, State of New York, citizens of the United States, have invented a new and useful Improvement in Automobile Tire-Trunks, of which the following is a specification.

This invention relates to improvements in automobile trunks.

The object of the invention is to provide a simple and convenient door structure, whereby access may be had to the interior of the trunk, without disturbing the tire within which it is usually supported.

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

In the drawings:—Figure 1 is a perspective view of our improved trunk. Fig. 2 is a perspective section of the same. Fig. 3 is a detail view of the door frame. Figs. 4 and 5 are detail views of slightly different forms of door frames. Fig. 6 is a detail sectional perspective view of the door frame. Fig. 7 is a horizontal section on the line $x-x$, Fig. 2.

1 indicates a circular automobile trunk formed on one side with an opening 2. A frame 3, surrounds the opening 2, in which slides a door 4. The frame 3 is of U-shape and is formed of channel iron to provide guides for the door 4. The frame is formed of a single piece of metal bent upon itself on the outer edge to provide an outwardly extending flange 6, adapted to fit snugly around the edges of the trunk structure to make the trunk dust and water proof. The outer edge of the curved portion of the trunk overlaps the upper portion of the frame, and abuts against the flange 6, while the side portions of the front of the trunk fit snugly against the outer surfaces of the U-shape frame to present a neat appearance, and form a tight joint.

The outer end portions 1^a, of the front of the trunk extend beyond the plane of the central portion 1^b, of said front, so that the door 4, and the end portions 1^a, are in a plane with each other, whereas the main body portion of the front is set back, whereby the door may be readily raised and lowered in the guides. At the lower ends

of the legs 6^a, of the frame 3, are extended flanges 8, which engage the bottom of the trunk and form a means for securing the ends of the frame in position. The inner surface of the guides of the frame are formed with openings for the reception of screws or fastening devices, which enter the edges of the end portions 1^a, and the outer peripheral portion of the trunk. The door is provided with a handle 10, and a staple 11, the latter coöperating with a hasp 12 whereby a lock may be attached for locking the door in closed position. A stop 13 extends inwardly from the door to limit the downward movement, and prevent it from becoming disengaged from the guides when the trunk is open.

In the modification shown in the Figs. 5 and 6, the frame 6^x is shown of slightly different shapes. In Fig. 5 instead of the upper connecting part of the frame being curved it is arched, whereas in Fig. 6 it is horizontal.

By constructing and arranging the parts as described, we provide a neat, compact, water and dust proof trunk with a sliding door. By reason of the door fitting snugly within the guideways formed in the frame, and by constructing said frame with the guide-way extending entirely around the inner side of the same, dust and water are prevented from entering the interior of the trunk. The flange 6, permits of the trunk structure being fitted snugly around the frame, so that dust cannot enter at these points, and as before stated, as the door fits snugly in the guide-ways, it is obvious that we have provided a structure which will effectually prevent the dust and water leaking through or being driven through the crevices.

What we claim is:

1. In a trunk, the combination of front and rear and side portions, the front portion comprising two end sections and a lower central section secured to the inside of the end sections, said lower central section being in a different plane than the end sections and terminating some distance below the top edge of the trunk to form an opening, a frame formed on its inner edges with a guideway and on its outer edges with a flange, the edges of the frame fitting snugly the inner edges of the end sections and the flange overlapping the said end sections and ex-

tending to the bottom of the latter, extensions formed on the bottom of the frame, the frame resting against the lower central section, and the extensions engaging the sides
5 of the trunk and secured thereto, and a door operating in the guideway to cover the opening.

2. In a trunk, the combination of front, rear, and side portions, the front portion
10 comprising two end sections and a lower central section secured to the inside of the end sections, said lower central section being in a different plane than the end sections and terminating some distance below the top
15 edge of the trunk to form an opening, a frame formed on its inner edges with a guideway and on its outer edges with a flange, the edges of the frame fitting snugly the inner edges of the end sections and the
20 flange overlapping the said end sections and extending to the bottom of the latter, the frame resting against the lower central section, a door operating in the guideway, means for limiting the movement of the
25 door, and means for locking the door.

3. In a trunk, the combination of front, rear, and side portions, the front portion
30 comprising two end sections and a lower central section secured to the inside of the end sections, said lower central section being in a different plane than the end sections and

terminating some distance below the top edge of the trunk to form an opening, an integral metal frame comprising two legs
35 connected at their upper ends by a cross member, said integral metal frame having outwardly extended flanges which form a U-shape guideway entirely around the inner edge, the metal forming the outer one of
40 said flanges being bent upon itself at the outer corner of the frame to provide an overlapping flange which extends beyond the entire edge of said frame, the inner edges of the end sections abutting against
45 the outside surfaces of the legs of the frame and the overlapping flange on said legs fitting snugly over the inner ends of said end sections, and the overlapping flange on the cross member engaging the edge of the top
50 of the trunk, and a door operating in the U-shape guideway.

In testimony whereof we, ISIDORE SIDNEY KALLIS and JOSEPH BERG, have signed our names to this specification in the presence of
55 two subscribing witnesses, this 11th. day of October 1910.

ISIDORE SIDNEY KALLIS.
JOSEPH BERG.

Witnesses:

F. L. ARKIN,
SAMUEL DORFMAN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
