June 19, 1923. 1,459,337

A. W. LOVEJOY

TOOL BOX ATTACHMENT FOR MOTOR CARS

Original Filed March 8, 1920

Fig. 1.

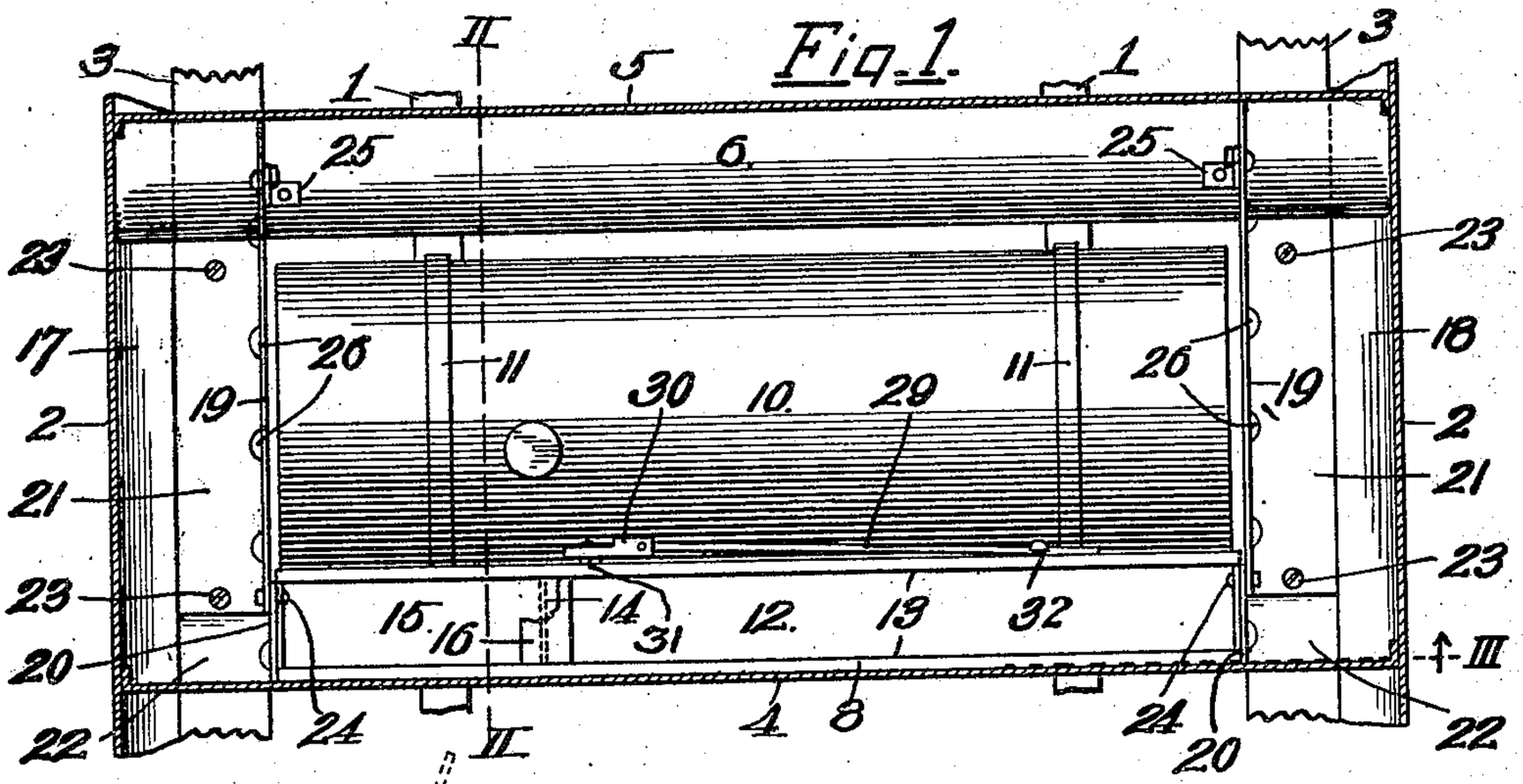


Fig. 2.

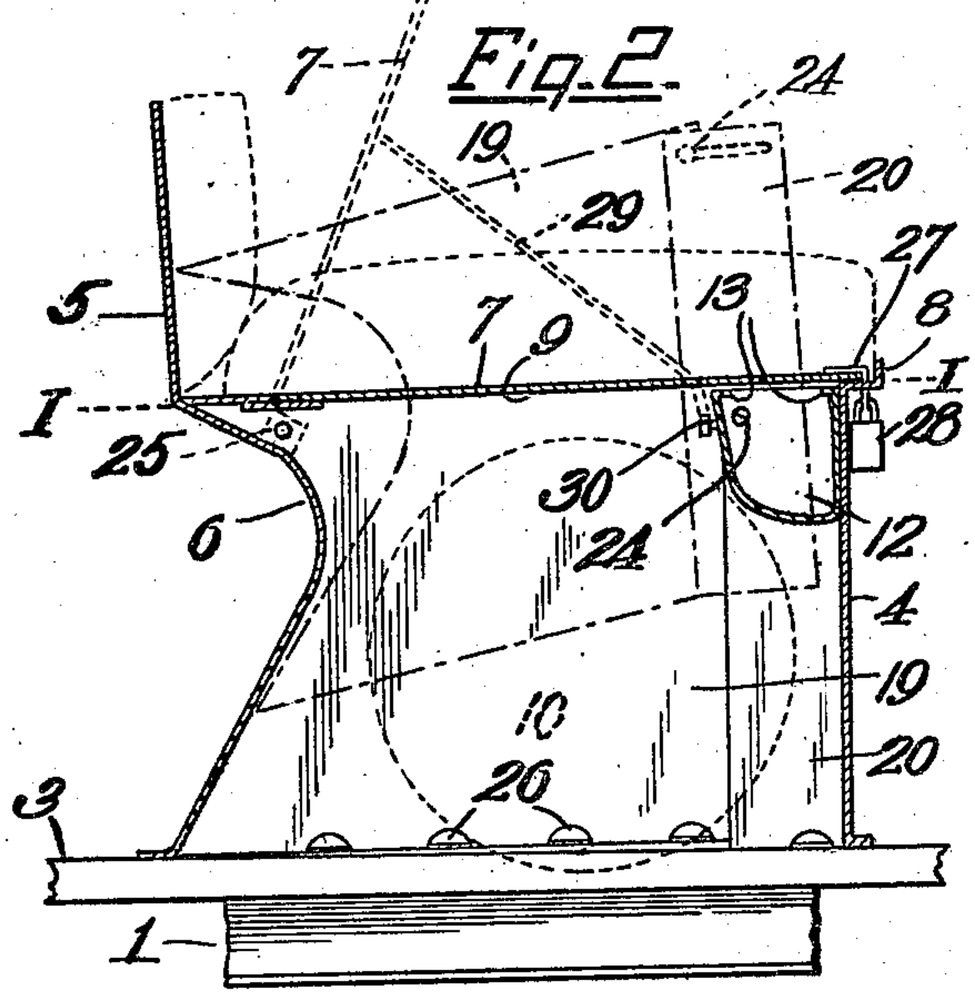


Fig. 3.

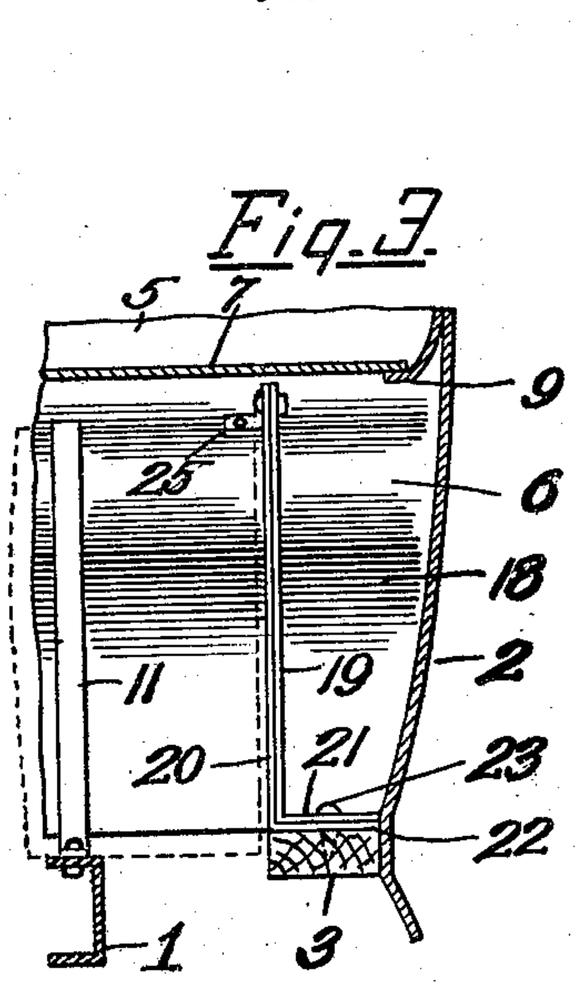
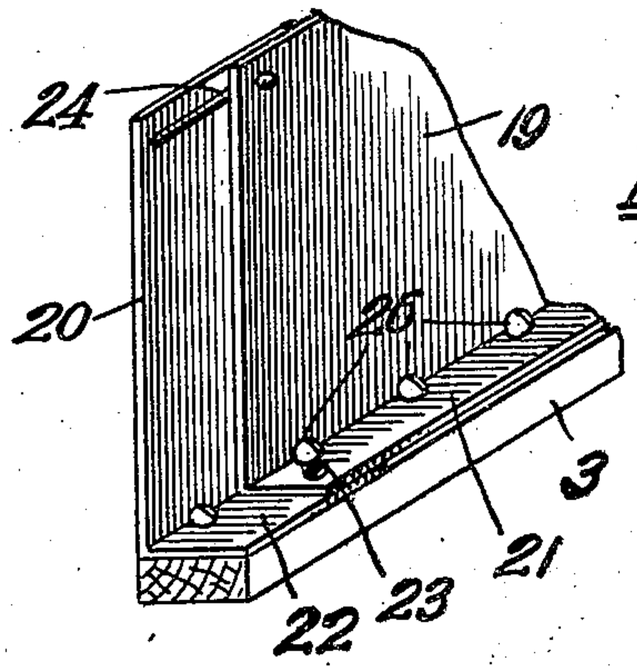


Fig. 4.



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UNITED STATES PATENT OFFICE.

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TOOL-BOX ATTACHMENT FOR MOTOR CARS.

Application filed March 8, 1920, Serial No. 364,010. Renewed September 7, 1922. Serial No. 586,798.

To all whom it may concern:

Be it known that I, ANDREW W. LOVEJOY, a citizen of the United States, and resident of Kansas City, county of Jackson, State of Missouri, have invented a certain new and useful Improvement in Tool-Box Attachments for Motor Cars, of which the following is a complete specification.

This invention relates to tool box attachments for Ford cars, and more especially to a tool box attachment for utilizing the space at opposite ends of the gasoline tank under the front seat of a Ford car and the space between said ends and the upper front portion of the tank, and my object is to produce a tool box attachment of this character which can be easily and quickly secured in or removed from operative position, which is simple, durable, strong and inexpensive, and which is equipped with a foldable brace for convenience in holding the top of the seat elevated while access is had to the box or to the tank. A further object is to produce a tool box comprising essentially two end receptacles and a front receptacle connecting the end receptacles and secured thereto in such manner that neither of the receptacles shall be affected by the jolting of the car, but on the contrary shall constitute while in place a substantially integral portion of the car.

With these and other 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 horizontal section of a portion of a Ford car taken on the line I—I of Figure 2, showing my improved tool box in operative position;

Figure 2 is a vertical section taken on the line II—II of Figure 1, but with the tank indicated only by dotted lines and the trough partition omitted;

Figure 3 is a fragmentary vertical section taken substantially on the dotted line III, of Figure 1; and

Figure 4 is a detail perspective view of a part of one of the inner walls of either of the end receptacles of the box.

In the said drawing, 1 indicates the channel side beams of the frame or chassis of a car, 2 the sides of the latter, 3 the wood strip underlying the side portions of the car at the bottom of the body thereof, 4 the front wall of the front seat, and 5 the back wall of said seat, the said back wall in a plane below the upper edge of wall 4, bowing forwardly as at 6. 7 is the customary hinged seat, which when in closed or normal position rests upon the offset front portion 8 at the upper edge of wall 4, the ends of said seat being supported when closed, by the underlying flanges or arms 9 rigid with the sides 2, as shown most clearly in Figure 3. The customary gas tank 10 is supported in the usual manner and is held in place by the metallic straps 11 secured to the channel beams 1. The parts thus far referred to are conventional Ford motor car construction.

Arranged in the upper corner of the chamber formed by the front and back walls of the seat, and corresponding in length substantially to the tank 10, is a trough or receptacle 12, the same being made of sheet metal with its upper edges bent or flanged inward as at 13 as a precautionary measure against tools bouncing up and perhaps becoming wedged between the said receptacle and the top or seat 7. At a suitable point the trough is provided with a combined cross partition and brace 14 to divide a part of the trough off from the balance and form therefrom a chamber 15 for the accommodation of a flash light, the said chamber being lined by fiber or equivalent material to guard against the discharge of the storage battery of the flash light, and to prevent this lamp from jolting upward materially, a cross piece 16 preferably of hard fiber, is mounted upon the partition 14 and secured at its ends under the flanges 13 of the trough. To provide compartments 17 and 18 between the sides of the car and the ends of the gasoline tank 10, the following construction is provided: 19 and 20 are plates which conjointly correspond in contour to the space between the walls 4 and 5 from the beams 3 to the seat top 7, but in order that these plates may be readily secured in or removed from position, it is necessary that they bear a movable relation to each other as hereinafter explained. The plates are provided at their lower edges with outwardly projecting feet or flanges 21 and 22 respectively, the front ends of the flanges 21 overlapping the rear portions of the flanges 22,

and said flanges are secured firmly to the beams 3 by screws 23 as shown, the front screws extending through both of the plates or flanges when the partitions constituting the inner side of the said compartments 17 and 18 are secured in position.

The plates 19 and 20 are arranged in overlapping position and are fastened together by a pin-and-slot connection 24, so that the plates 20 may be slid rearwardly sufficiently to permit the partitions as a whole to be fitted down into position, after which the plates 20 can be slid forward and fit against the wall 4. They are then secured firmly in position by means of the screws 23 before mentioned, and are furthermore secured by means of angle brackets 25 to the back wall 5 as shown. By this arrangement the compartments 17 and 18 are completely closed except at the top. The bottom however, is provided with a series of holes 26 through which dust or dirt collecting in the said compartments may be brushed or flushed out by water. A tool box of the character described provides for storage of tools, chains and many accessories not necessary to mention, and utilizes space very desirable in small cars, it being contemplated to provide a hasp 27 and lock 28 for fastening the seat top firmly in place.

If preferred, the two plates may be separately inserted and then secured together as explained. After they are secured in place the trough 12 is placed in position and bears at its ends against the plates 20, and is secured reliably in such position by means of fastening devices 24. When thus secured the trough 12 constitutes a rigid brace against inward movement of the said partitions at the front ends of the latter and is itself supported by said partitions and by abutment against the inner side of the front wall 4 of the seat structure.

To avoid the necessity of holding the seat top 7 elevated when access to the gasoline tank or to either of the compartments of the tool box is desired, a brace is provided consisting of the rod 29 and shank 30 pivoted to the rod, and pivoted in turn at 31 to the back wall of the trough 12. By swinging this brace upwardly and then swinging rod 29 rearwardly, it can be utilized to support the seat top in open position as indicated by dotted lines in Figure 2, and when said brace is not in use, it is swung down to a horizontal clip 32 fastened to the trough in such position that the rod cannot rattle against the trough.

From the above description it will be apparent that I have produced in conjunction with the structure of the car, a tool box having side compartments and a trough which will provide for the storage of nearly all the tools that are ordinarily found useful in making temporary repairs or adjustments, and which furthermore is so secured in position that it constitutes in effect a solid portion of the car and will not be objectionable on the ground of rattling when the car is in motion.

I claim:

1. The combination in a motor car of tool box forming attachments comprising a pair of vertical partitions adjacent the sides of the car and between the front and back walls of a seat thereof, each partition comprising a plurality of members arranged in overlapping relation and secured together and to the car structure, each member having a foot flange extending outward and engaging the adjacent side wall of the body of said structure.

2. The combination in a motor car, of a tool box forming attachments comprising a pair of vertical partitions adjacent the sides of the car and between the front and back walls of a seat thereof, each partition comprising a plurality of members arranged in overlapping relation and secured together and to the car structure, and each member having a foot flange extending outwardly and engaging the adjacent side wall of the body of said structure, and a trough fitting against the inner side of the front wall of said seat and secured at its ends to the said partitions.

3. The combination in a motor car, of a tool box forming attachments comprising a pair of vertical partitions adjacent the sides of the car and between the front and back walls of a seat thereof, each partition comprising a plurality of members arranged in overlapping relation and secured together and to the car structure, and each member having a foot flange extending outwardly and engaging the adjacent side wall of the body of said structure, a trough fitting against the inner side of the front wall of said seat and secured at its ends to the said partitions, and a brace hinged to said trough and adapted to hold the top of the seat of the car in open position.

4. The combination in a motor car of a tool box forming attachments comprising a pair of vertical partitions adjacent the sides of the car and between the front and back walls of a seat thereof, each partition comprising a plurality of members arranged in overlapping relation and secured together and to the car structure, and each member having a foot flange extending outwardly and engaging the adjacent side wall of the body of said structure, a trough fitting against the inner side of the front wall of said seat and secured at its ends to the said partitions, a brace hinged to said trough and adapted to hold the top of the seat of the car in open position or to extend horizontally against the rear wall of said trough, and a spring clip carried by

said trough for engagement with the free end of said brace to hold the same from rattling against said trough.

5. The combination in a motor car, of a tool box forming attachments comprising a pair of vertical partitions adjacent the sides of the car and between the front and back walls of a seat thereof, each partition comprising a plurality of members arranged in overlapping relation and secured together and to the car structure, and each member having a foot flange extending outwardly and engaging the adjacent side wall of the body of the car, a trough fitting against the inner side of the front wall of said seat and secured at its ends to the said partitions, a brace hinged to said trough and adapted to hold the top of the seat of the car in open position, and means for fastening the seat top in closed position to prevent access to the said trough and the compartments formed by and between said partitions and the side walls of the car structure.

In witness whereof I hereto affix my signature.

ANDREW W. LOVEJOY.