United States Patent [19]

Gorky

[11] **3,921,768**

[45] **Nov. 25, 1975**

[54] **LUGGAGE CASE**

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[73] Assignee: **Airway Industries Inc.**, West Pittsburg, Pa.

[22] Filed: **Feb. 13, 1974**

[21] Appl. No.: **442,061**

[52] **U.S. Cl.** ..... **190/26**; 150/52 R; 190/53

[51] **Int. Cl.**[2] **A45C 5/02**

[58] **Field of Search** ..... 150/52 R; 190/19, 26, 40, 190/53, 49

[56] **References Cited**

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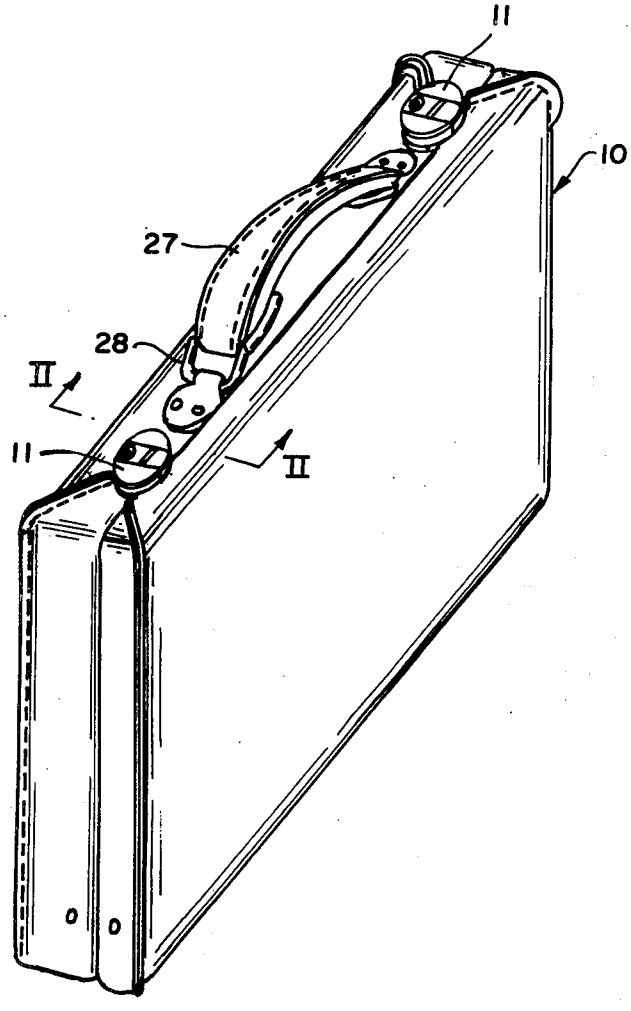
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Attorney, Agent, or Firm—Buell, Blenko & Ziesenheim

[57] **ABSTRACT**

The specification discloses a luggage case of novel construction and method of making. The body of the case is made up of two shallow rectangular shells adapted to be hinged together along one side and swing into mating position. In manufacture, the shells are first covered by pre-cut thin flexible fabric-backed plastic material with some degree of elasticity and stretch. The covering material for each shell is pre-cut to a predetermined pattern comprising a main piece and two smaller pieces conforming to the outline and placed back to back over opposite ends of the main piece, the smaller pieces being stitched to the main piece along the congruent edges. The covering material is pulled over the corresponding shell by inserting the ends of the shell between the small end pieces and the main piece and folding the covering over the side and end walls of the shell to which it adheres with the aid of a suitable adhesive or cement. Cardboard liners are then secured inside the shells. Pre-formed pockets may be attached inside one of the shells, preferably the deepest one. Hinges, handle and snap-locks are finally riveted to the shells.

5 Claims, 10 Drawing Figures



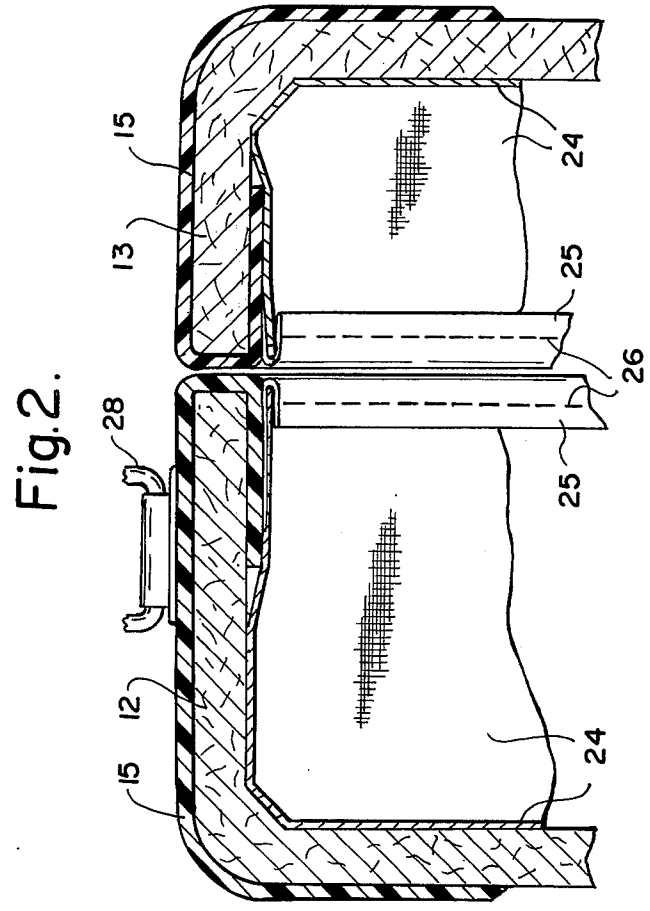


Fig.2.

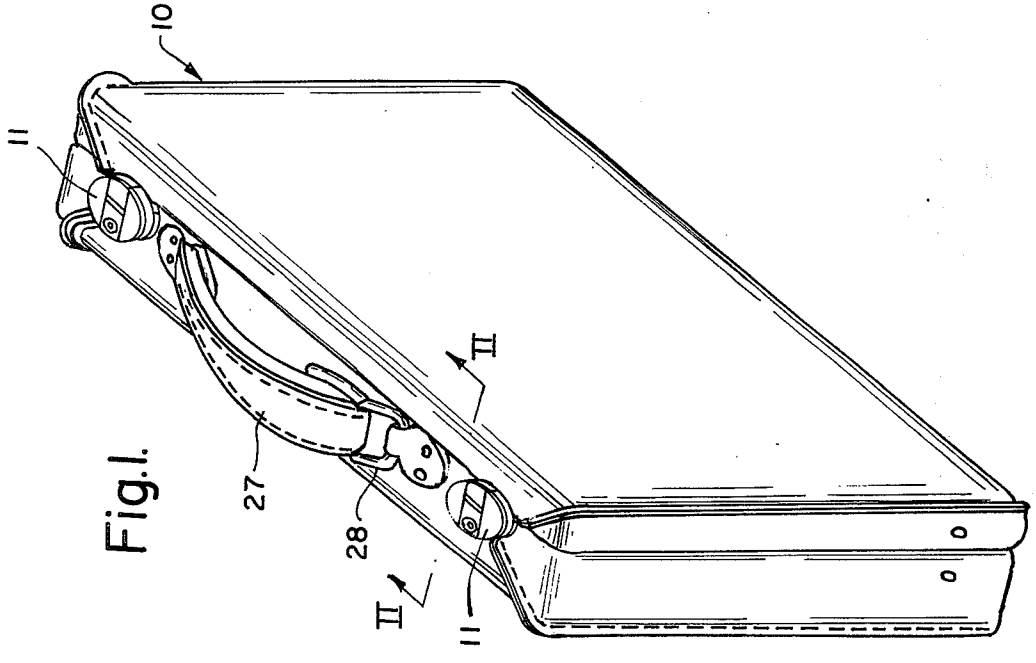


Fig.1.

Fig.3.

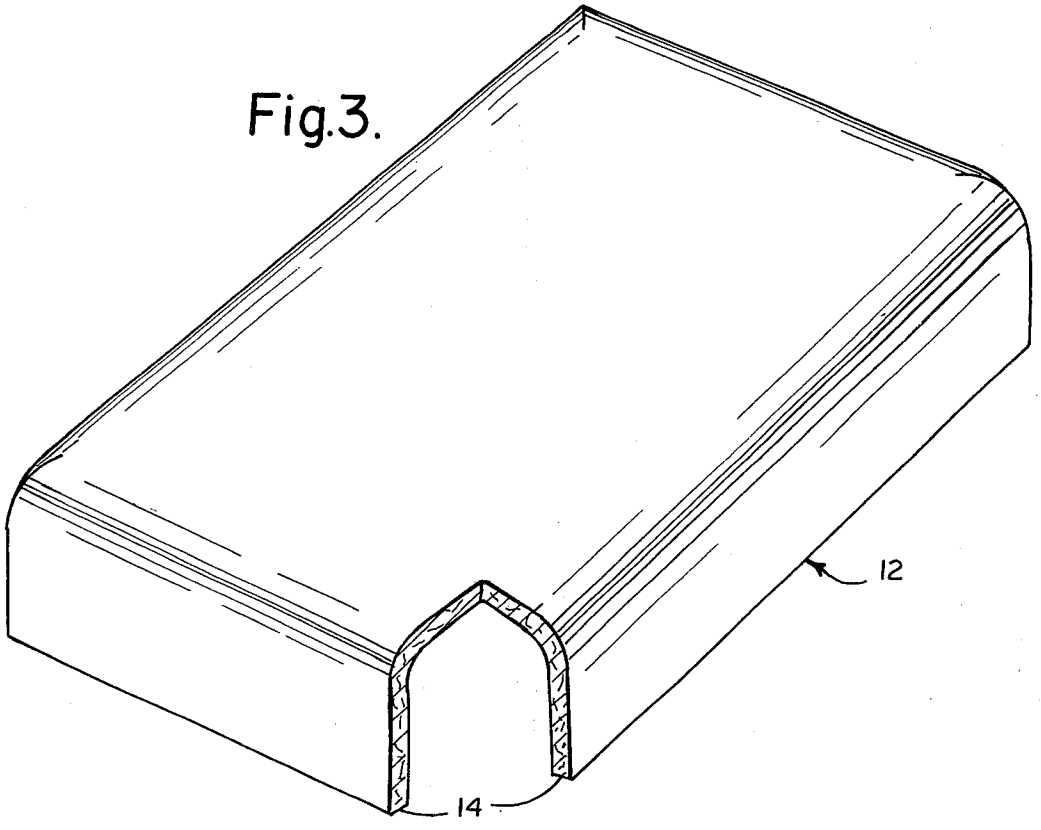


Fig.4.

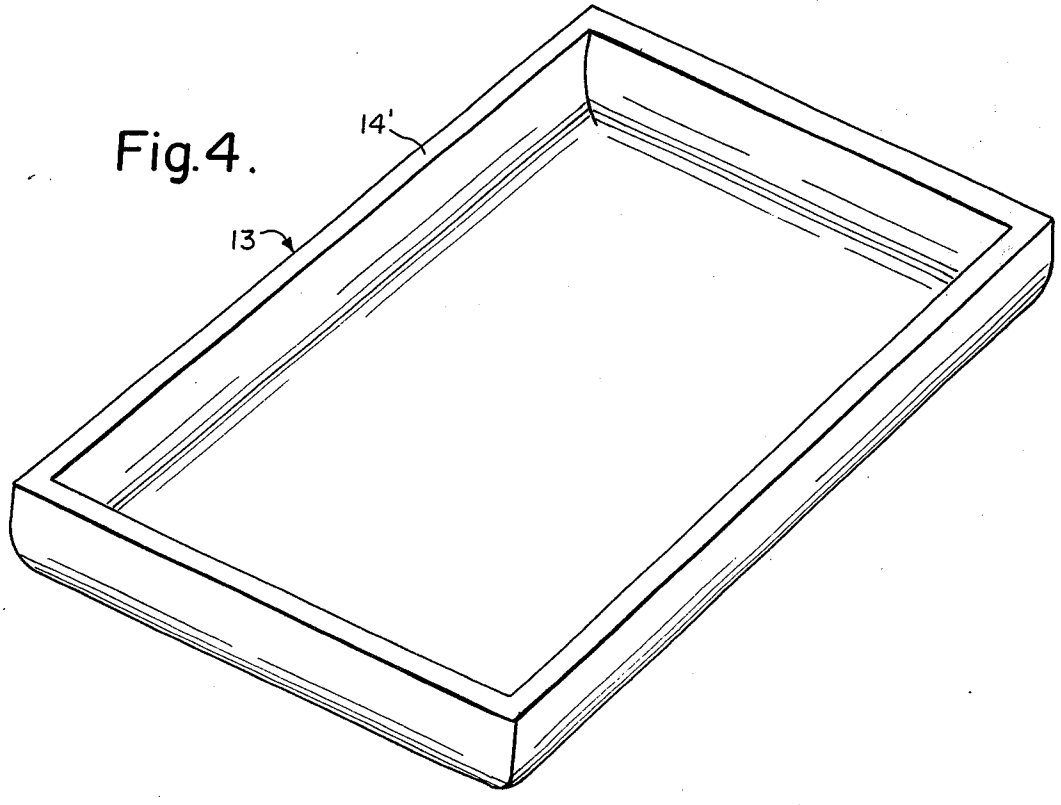


Fig.6.

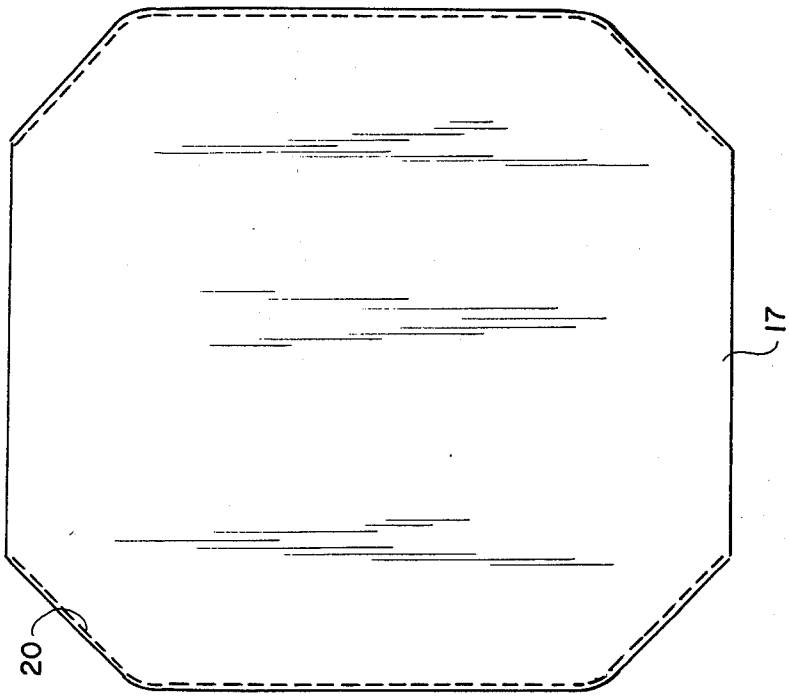


Fig.5.

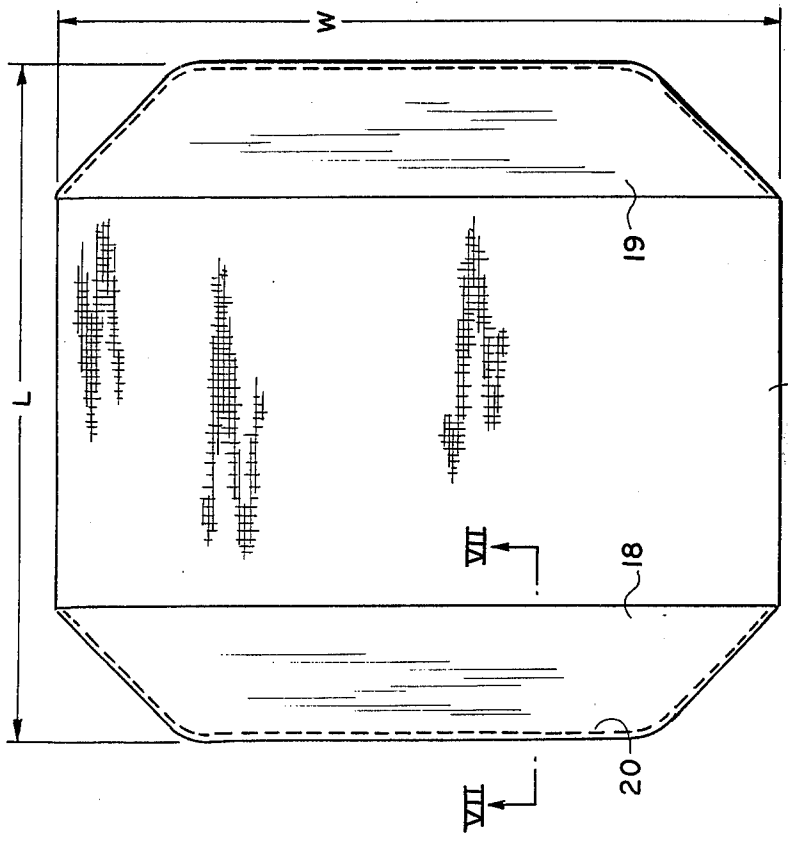


Fig.7.

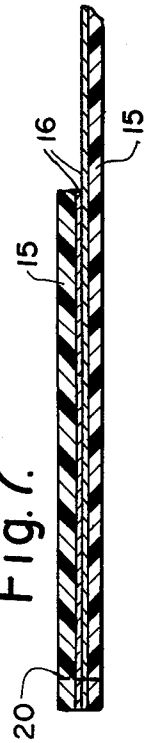


Fig.9.

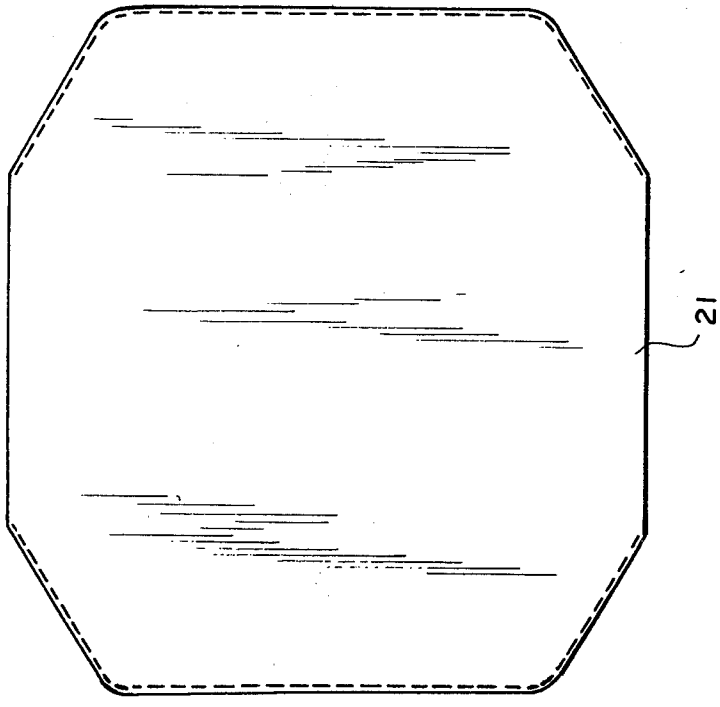


Fig.8.

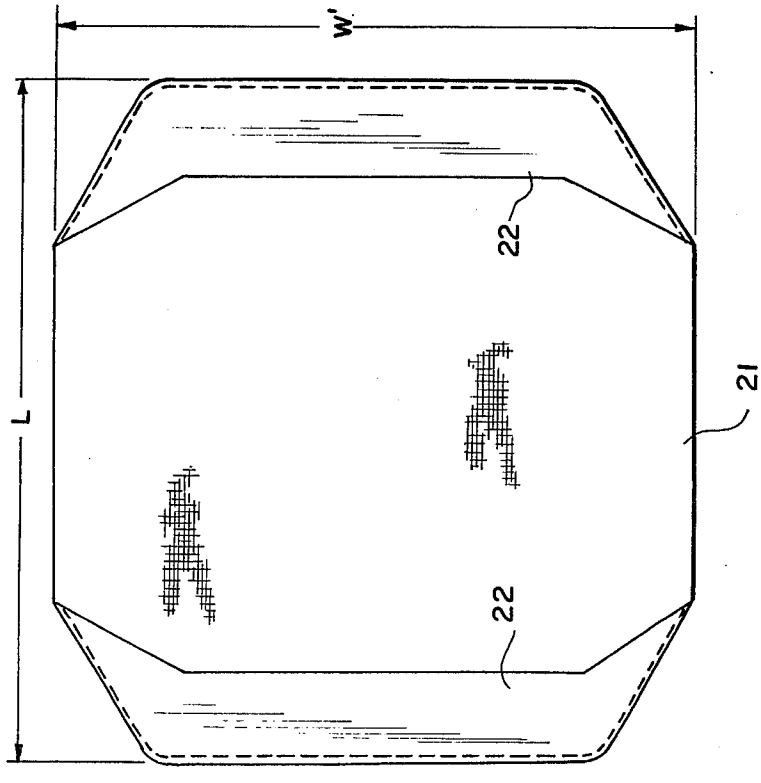
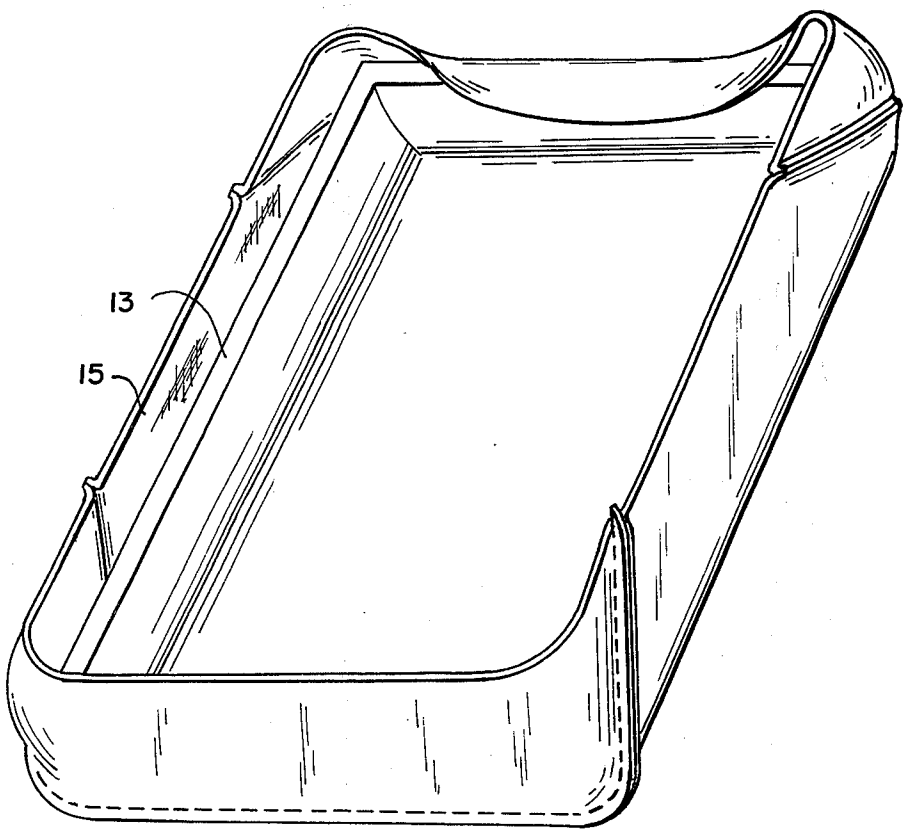


Fig.10.



LUGGAGE CASE

This invention relates to a novel construction and method of making a luggage case, and particularly to providing an exterior design on the case by pulling a plastic skin, which has been pre-cut into several pieces and pre-sewed together, over each of two hinged body shells suitably formed as of pressed laminated cardboard.

Heretofore, exterior designs on luggage cases, particularly leather cases, have involved considerable hand labor expense incidental to sewing a design onto the finished case.

It is the purpose of this invention to provide a novel construction and method of making a luggage case whereby the covering may be pre-cut in a plurality of pieces and pre-sewn or stitched together so as to be applied in toto to the body or shell of the case without trimming and in such a manner that the exterior design inherently appears in consequence of the application of the covering to the shell. More particularly, I provide a method for making a covering for a luggage case in two-dimensional or flat form which may be pulled and stretched into three-dimensional form to conform to the shell or body part of the case without necessity for trimming.

I further provide a covering for a rectangular shell of a luggage case which comprises a principal piece of essentially octagonal shape and two supplemental end pieces located at opposite ends of the stitched to the principal piece adjacent to the congruent edges of the pieces. Further and more explicit details of the luggage case and method of making a covering therefor according to my invention will be described hereinafter in connection with the accompanying drawings, wherein:

FIG. **1** is a view showing the external appearance of a luggage case constructed according to my invention,

FIG. **2** is a fragmental cross-sectional view, taken on the line II—II of FIG. **1**, showing the relative disposition of the shells, their outer coverings and the inner linings therefor,

FIG. **3** is a view of the main body part or shell of the case,

FIG. **4** is a view of a complementary part or shell of the case,

FIGS. **5** and **6** are inside and outside views, respectively, of the pre-cut, pre-sewn covering for the main body shell shown in FIG. **3**,

FIG. **7** is a fragmental, sectional view taken on the line VII—VII of FIG. **5**, showing the relation between the separate pieces making up the covering,

FIGS. **8** and **9** are inside and outside views, respectively, of the pre-cut, pre-sewn covering for the complementary body part or shell of FIG. **4**, and

FIG. **10** is a view of the complementary body part or shell of FIG. **4**, after the covering of FIGS. **8** and **9** has been applied thereto, and indicating the manner in which the edge of the covering is turned down over the side walls of the shell. Referring to the drawings, a veiw of the luggage case **10**, constructed and made in accordance with my invention, is shown in FIG. **1**. Particular attention is directed to the stitched design along the edges of the case and extending over the top of the case to the snap-locks **11**, which design is accomplished readily and simply by reason of the method of making and installing covering for the case, according to my invention hereinafter to be described.

Basically, the luggage case **10** comprises two body parts or shells **12** and **13** shown in FIGS. **3** and **4** respectively. Both shells are of pressed laminated cardboard and of substantial rigidity and crushing strength. Shell **12** is somewhat deeper than shell **13** but both are of congruent contour so as to mate complementarily with edges **14** and **14'** in abutting contact. Being of deeper dimension, shell **12** constitutes the main body portion of the case. Shell **13**, being shallower, constitutes the complementary body part of the case.

The skin or covering material is preferably a flexible plastic sheet **15** such as vinyl, having a fabric backing **16**. Both the plastic sheet and the fabric may be any desired color or combination of colors. For reasons which will appear hereinafter, the plastic sheet desirably has a certain degree of elasticity and ability to stretch.

Referring to FIGS. **5**, **6** and **7** the pre-cut covering for the main body shell **12** comprises a main piece **17** of octagonal shape, and two essentially trapezoidal pieces **18** and **19**. The pieces **18** and **19** are placed across the opposite ends of the main piece, with the fabric sides together (FIG. **7**), and joined thereto by machine stitching **20** closely adjacent to the congruent edges of the pieces. As seen in FIG. **5**, the length of the main piece **17** is designated by the letter L and the width by the letter W.

Similarly, as shown in FIGS. **8** and **9**, the pre-cut covering for the complementary body shell **13** comprises a main piece **21** and two essentially crescent shaped pieces **22** and **23**. The pieces **22** and **23** are placed across the opposite ends of the main piece, with the fabric sides together, and joined thereto by machine stitching closely adjacent to the congruent edges of the pieces. As seen in FIG. **8**, the length of the main piece **21** is designated by the letter L, being the same as the length of the main covering piece **17** for sheet **12**. The width of the main piece **21** for shell **13** is somewhat less than that of main piece **17** and is designated by the letter W'.

Having thus far described the basic components of my luggage case, the steps in assembling the parts will now be described. The initial step in assembly is placing the coverings on the shells **12** and **13**. Referring to FIG. **10**, the manner of putting the covering on shell **13**, for example, is shown. It will be seen that the shell **13** is first oriented lengthwise so as to coincide with the length L of the covering, following which the respective ends of the shell are inserted in the pockets between the crescent shaped end pieces **22** and **23** and the main piece **21**. The edges of the covering are then pulled up around the side walls and end walls of the shell. As will be seen in FIG. **10**, the stitched edges at opposite ends assume positions along the opposite outside end edges of the shell with the end portions of the stitching extending diagonally over the side walls of the shell. The elasticity and stretchability of the covering material is of assistance in pulling the covering over the shell and in snugly conforming thereto.

Having thus pulled the covering fully into position on the shell, the sides of the covering which project above the shell are folded tightly over the side walls, as indicated at the upper end of FIG. **10**, and secured in position by some suitable adhesive or cement.

The covering for shell **12** is pulled thereon in a manner similar to that described for the covering of shell **13**.

The next step in the assembly of the parts is to install a suitable liner in each of the shells **12** and **13** which have been covered as previously described. For this purpose, I provide a thin flexible sheet of fibrous material **24,** such as cardboard, preferably covered on one side by a suitable fabric of a color harmonious to that of the covering material. The liner sheet is first cut to an appropriate pattern with the corners slit so that when the liner is pressed into the interior of the shell, the edge portions of the liner sheet fold up to cover the interior of the side walls of the shell. I also provide a binder tape **25** which is secured around the edges of the liner sheet **24,** as by machine stitching **26,** (FIG. **2**), before installation of the liner. Some suitable adhesive or cement may be applied to the outer edge portions of the liner sheet to retain the liner within the shells **12** and **13.** Alternatively, the liner may be secured within the shells by stapling it therein.

While not shown and described herein, suitable pockets may be provided. For this purpose I employ the same fabric-sided cardboard as is employed for the liner.

The final steps in assembly of the luggage case comprise installation of the handle **27,** snap-locks **11,** hinges and other conventional fittings. As shown in FIG. **1,** the handle **27** comprises a layered strap made of the covering material for the shells, to the opposite ends of which fittings are secured through swiveling links **28.** The fittings are attached to the side wall of the covered shell **12** as by rivets. Similarly, the complementary portions of the snap-locks **11** are riveted in registering positions on the side walls of the shells **12** and **13.**

The hinges (not shown) are attached as by riveting to the side walls of shells **12** and **13** opposite to the handle **27,** thus allowing the shell **13** to swing downwardly away from shell **12.** The pockets, previously mentioned, may be installed on the interior of one of the shells, preferably shell **12,** as by some suitable adhesive or by stapling to the shell.

It will be seen that I have provided a luggage case constructed and assembled in a manner which provides a relatively low-cost, sturdy and serviceable luggage case and which at the same time has a pleasing and decorative appearance. While the components and method of assembly have been specifically identified and described, it will be understood that alternative materials and variations in the method of assembly are possible within the terms of the following claims.

I claim:

1. As an article of manufacture, a covering for installation on a body shell component of a luggage case, said covering having a plurality of segments of relatively thin flexible material consisting of a main segment of essentially octagonal outline and two end segments the contour of which is partially congruent with the contour of the respective opposite end portions of said main segment, and stitching joining said end segments to the main segment adjacent to the contours thereof congruent to each other.

2. A luggage case comprising two complementary body shells hingedly connected together, characterized by a covering of relatively flexible sheet material fitted snugly over each body shell, each covering comprising an assembly of a main piece of octagonal contour and two end pieces the outer contour of which is partially congruent with the end contour of said main piece and stitching adjacent the congruent contours of the main piece and the two end pieces joining them together.

3. A luggage case according to claim **2,** wherein said flexible sheet material comprises plastic sheet with fabric backing thereon, said plastic sheet having a limited degree of elasticity and stretch.

4. A luggage case comprising two complementary body shells hingedly connected together, characterized by:

a. a covering for each body shell comprising a plurality of segments of relatively flexible sheet material pre-cut to a predetermined pattern and pre-sewn together in a final two-dimensional form and then fitted over the body shell so as to conform to the contours of the body shell, and by

b. a liner for each body shell which has been pre-cut flat to a predetermined pattern and then folded and fitted within the body shell conformably to the interior contour of the body shell.

5. A luggage case according to claim **4,** wherein said liner comprises a semi-rigid cardboard sheet material with fabric on one side, which fabric is exposed to view when the luggage case is opened.

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