Aug. 28, 1928.

1,682,057

G. H. WHEARY

BAGGAGE CARRIER

Original Filed Nov. 24, 1924 2 Sheets-Sheet 1

Fig. 1.

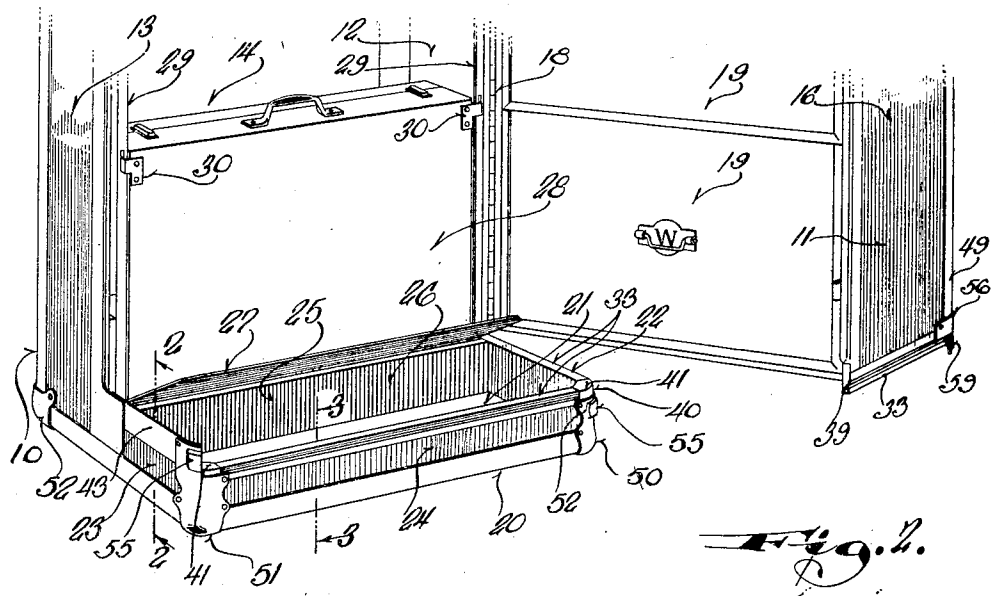


Fig. 2.

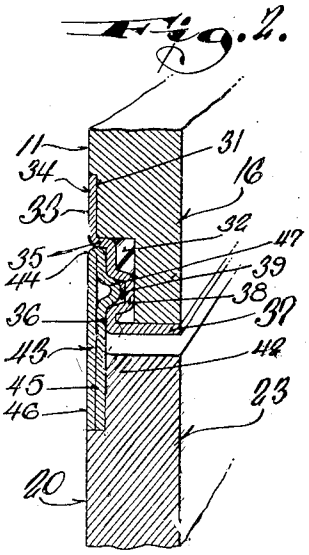


Fig. 4.

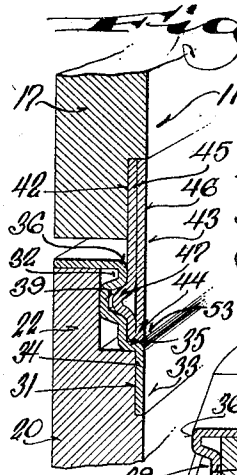
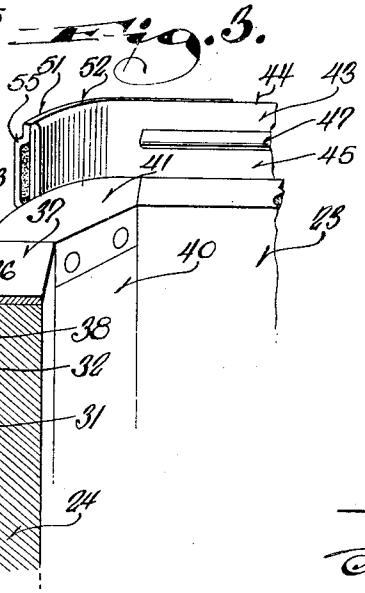


Fig. 3.



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BAGGAGE CARRIER

Original Filed Nov. 24, 1924 2 Sheets-Sheet 2

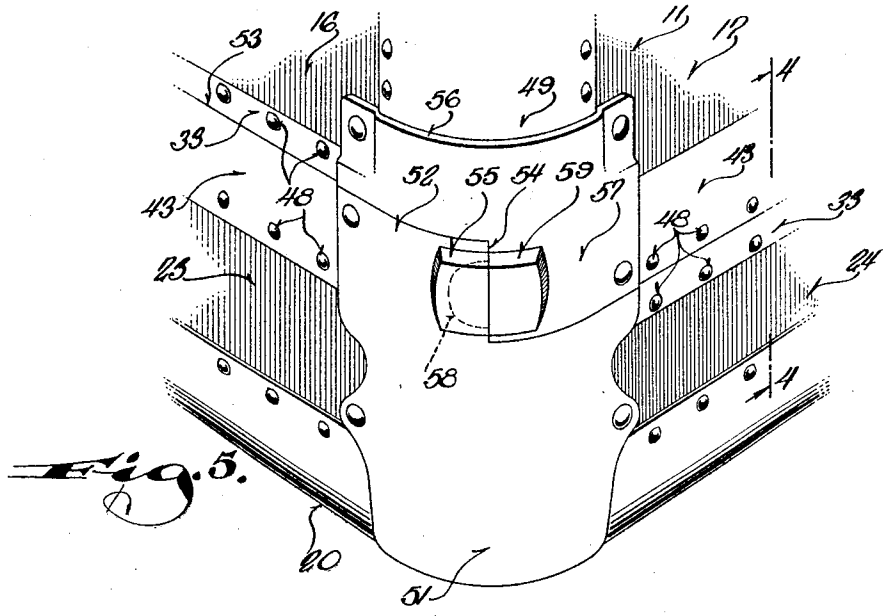


Fig. 5.

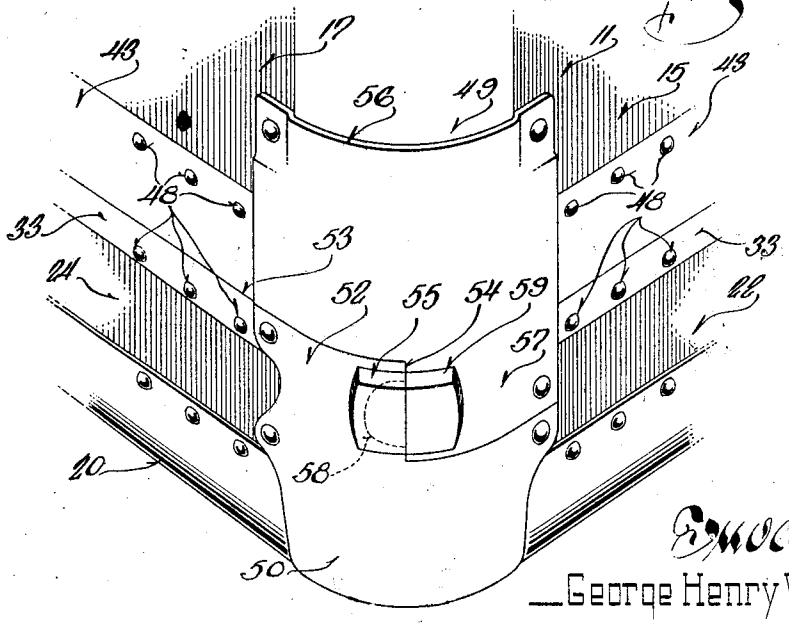


Fig. 6.

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Patented Aug. 28, 1928. 1,682,057

UNITED STATES PATENT OFFICE.

GEORGE HENRY WHEARY, OF RACINE, WISCONSIN, ASSIGNOR TO WHEARY TRUNK COMPANY, OF RACINE, WISCONSIN, A CORPORATION OF WISCONSIN.

BAGGAGE CARRIER.

Application filed November 24, 1924, Serial No. 751,888. Renewed March 28, 1927.

This invention relates to certain new and useful improvements in baggage carriers preferably of that type disclosed in copending application filed August 20, 1924 and bearing Serial No. 733,099.

It is an object of this invention to generally strengthen the construction of baggage carriers of the character described.

Another object of this invention resides in the provision of an improved interlocking connection between the meeting edges of the extension member and the trunk section movable thereover for resisting any tendency of the parts to spread and to exclude moisture and foreign matter from entering the trunk interior.

Another object of this invention resides in the provision of an interlocking connection between the meeting edges of the bottom extension member and the trunk section movable thereover the parts of which are preferably formed from sheet metal and present an exterior appearance of a valance.

A further object of this invention resides in the provision of interlocking dowel means preferably positioned at the corners of the extension member and the section movable thereover for further reinforcing the trunk against spreading when the sections are closed.

And a still further object of this invention resides in the provision of a combination corner and dowel member which may be utilized in connection with baggage carriers of different types.

With the above and other objects in view which will appear as the description proceeds, my invention resides in the novel construction, combination and arrangement of parts substantially as hereinafter described and more particularly defined by the appended claims, it being understood that such changes in the precise embodiment of the hereindisclosed invention may be made as come within the scope of the claims.

In the accompanying drawings, I have illustrated one complete example of the physical embodiment of my invention constructed according to the best mode I have so far devised for the practical application of the principles thereof, and in which:

Figure 1 is a perspective view of the lower portion of a wardrobe trunk embodying my invention with the sections thereof in open position.

Figure 2 is an enlarged, fragmentary, perspective view taken through one side panel of the extension member on the plane of the line 2—2 of Figure 1;

Figure 3 is an enlarged, fragmentary, sectional view taken transversely through the front panels of the extension member and the section movable thereover on the plane of the line 3—3 of Figure 1;

Figure 4 is an enlarged, fragmentary, sectional view taken through Figure 5 on the plane of the line 4—4;

Figure 5 is an enlarged, fragmentary, perspective view of the combination corner and dowel member mounted on the outer corner of the movable section and the bottom extension, and

Figure 6 is a view similar to Figure 5 of the combination corner and dowel member mounted on the other corner of the extension member and the section movable thereover.

Referring now more particularly to the accompanying drawings, in which like numerals designate like parts throughout the several views, 10 designates the wardrobe section and 11 the drawer section of a baggage carrier of the wardrobe trunk type. The section 10 includes side panels 12 and 13 and a front panel 14 and the section 11 includes side panels 15 and 16, and a front panel 17, the sections being hingedly connected along the marginal edges of their side panels 12 and 15 by a suitable hinge fitting 18. The upper portions of the sections have not been illustrated in the accompanying drawings and the sections are releasably locked in closed position by any type of mechanism.

As is customary in baggage carriers of the character illustrated, access is had thereto by swinging the sections open, normal full open position being with the sections at an angle of approximately ninety degrees which permits full opening movement of the drawers 19 slidably mounted in the section 11. When the trunk is heavily loaded, the sections tend to drag over the floor in opening and closing and oftentimes when the trunk is on a rug or carpet, the rug or carpet is gathered between the sections in closing.

This objectionable feature is offset by the structure illustrated in the Letters Patent mentioned wherein the bottom of one of the sections, preferably the drawer section, is positioned on a higher plane than the bot-

tom of the other section to facilitate its free swinging movement without dragging over the floor, being wholly supported in such movement from the hinge fitting 18. The space thus provided beneath the drawer section is utilized by forming an extension member 20 which projects laterally from the lower inner side of the wardrobe section and over which the drawer section is movable to closed position.

The extension 20 is rigid with the wardrobe section, having a bottom wall 21, which may be a continuation of the wardrobe section bottom, not shown, side panels 22 and 23, which may be continuations of the lower portions of the wardrobe section side panels 12 and 13, respectively, and a front panel 24. As will be evident, the extension provides a fixed bottom for the baggage carrier of an area substantially equal to the cross sectional area of both sections, and when the sections are closed, the extension fills the space beneath the drawer section, forming a continuation thereof, inasmuch as its panels 22, 23 and 24 align with the panels 15, 16 and 17, respectively, of the drawer section.

The interior 25 of the extension may be, if desired, disconnected from that of the wardrobe section by a partition 26 extended across the panels 22 and 23 at approximately the line of break between the sections, a hinged or removable closure 27 being provided for the space 25. The usual shoe box receptacle or retainer 28 may be mounted in the lower portion of the wardrobe section between the drawer abutments or stops 29 secured along the marginal edges of the wardrobe section side panels by members 30 of conventional type.

The trunk is strengthened at the juncture of the drawer section with the extension and protected against spreading under stress by improved cooperating or interlocking means carried by the adjacent meeting edges of the drawer section and the extension. The cooperating or interlocking means between the meeting edges of the drawer section and extension also protect against the entrance of moisture and other foreign matters to the interior of the trunk by providing a comparatively tight or snug fit between the parts thereof.

The outer upper edge portion of the side panel 22 of the extension, which is the panel at the hinged side of the trunk, and the front panel 24 thereof, is stepped or cut-away, as at 31 and 32, see Figure 2, to receive the female member or element 33 of the interlocking connection. The element is preferably formed from a single length or strip of metal bent to the shape in transverse section illustrated in Figure 2, having a vertical flange portion 34 fitting the cut-away or step part 31, which is of a depth substantially equal to the thickness of the material of which the element 33 is made and an instruck portion 35 which is directed vertically on a parallel plane with the portion 34, as at 36, but spaced from the wall of the stepped or cut-away portion 32, the outer portion thereof being directed inwardly to provide a flange portion 37 overlying the top of the panels 22 and 24. The vertical portion 36 of the element 33 is longitudinally fluted, as at 38, to form a longitudinal groove or channel 39, the fluted portion abutting the vertical wall defining the stepped portion 32. The element 33, in the present embodiment, does not continue around the juncture or corner 40 between the panels 22 and 24 which is preferably protected by a corner piece 41, and consequently, the female element is formed in two lengths equal to the lengths of their respective panels.

The outer lower edges of the panels 15 and 17 of the drawer section are grooved or cut-away, as at 42, to receive the male member or element 43 of the cooperating or interlocking means, groove 42 being of a depth equal to the thickness of element 43, which is formed from strip material folded medially upon itself along the longitudinal line 44 to provide as inner ply 45 and an outer ply 46. The inner ply 45 is longitudinally fluted or ribbed to provide a bead 47 spaced inwardly from the fold line 44 a distance equal to that between the instruck part 35 of element 33 and its channel or groove 39.

The elements 33 and 43 are secured in place by rivets or other fastening means 48, element 43 extending beyond the lower edges of the panels 15 and 17 with its bead 47 in longitudinal alignment with the channel or groove 39 of element 33. The groove and bead of the elements being in alignment, engage as the drawer section is moved to closed position over the extension member, the outer edge or fold of the element 43 engaging the instruck portion of the element 33 to bring the outer face of the element 43 flush with the outer face of the flange 34. As is the case with the element 33, element 43 is formed in two lengths equal to their respective panels, being connected about the corner or juncture 49 between the panels 15 and 17 by a suitable cap member, not shown, similar to the cap member 40.

The outer lower edge portion of the drawer section side panel 16 is stepped or cut-away in a manner similar to the extension member panels 22 and 24 and has a female member or element mounted thereon on similar to the element 33, said element being connected with the element 43 carried by the section panel 15 by a suitable cap member, not shown. The outer upper edge of the extension member panel 23 is grooved or cut-away similar to the drawer section panels 15 and 17 to mount a male member or element 43 which is connected with the element of the extension member panel 24 by a cap member 41.

Provision is made in the letters patent above-mentioned to continue the elements of the interlocking connection about the junctures or corners of the side and front panels of the drawer section and extension member, and in the accompanying drawings, I have illustrated an improved dowel construction adapted to be mounted at the corners of the panels to further reinforce the connection between the drawer section and extension member and to present a neat exterior appearance. The dowel construction is also formed as one with the corner pieces 50 and 51 of the extension member to take the place of the conventional type of corner piece 52 which has heretofore been provided for the corners of the trunk section.

The corner piece 50 fits about the bottom 22 and the panels 22 and 24 of the extension member and has a part 52 integral therewith projecting upwardly to a point in line with the line of break 53 between the elements 33 and 43 of the interlocking connection. The part 52 of the corner piece has its portion on the side of the panel 22 cut away on an imaginary line 54 drawn vertically through the center of the juncture between the side panels 15 and 17 of the drawer section and 22 and 24 of the extension member the part 52 having a female dowel part 55 formed thereon communicating with the cut-away portion. Secured to the corner 49 between the panels 15 and 17 of the drawer section is a male dowel carrying member 56 having a projection 57 on its side adjacent the panel 15 and of a shape to fit the cut-away portion of the part 52 to give the appearance of the corner piece extending onto the drawer section. The projection 57 has a male dowel part 58 extending from a raised portion 59 of an exterior appearance similar to the female dowel part 55 in which the male dowel part is engageable when the sections are closed. This construction thus provides a neat corner piece which imparts additional strength to the trunk, forms a tie between the elements of the interlocking connection between the movable section and extension member, and gives the drawer section the appearance of extending down to the bottom of the wardrobe section.

The combination corner piece and dowel construction 51 located at the corner between the panels 16 and 17 of the drawer section and the bottom 22, and panels 23 and 24 of the extension member is identical with that above described, with the exception that the dowel portions proper are on a higher plane, being located above the panels of the extension member whereas that of the corner piece and dowel construction 50 are located below the panels of the drawer section.

What I claim as my invention is:

1. A baggage carrier, comprising a pair of sections, a member extended laterally from one section and over which the other section is movable to closed position, and interengaging dowel means carried by said member and the section movable thereover and adapted to engage one within the other when the sections are closed.

2. A baggage carrier, comprising a pair of hingedly connected sections each including side and front panels, a member including side and front panels carried by one section and over which the other section is movable to closed position with its side and front panels in substantial alignment with the side and front panels of said member, and interengaging dowel means carried by said other section and member and adapted to be engaged one within the other when the sections are closed.

3. A baggage carrier, comprising a pair of hingedly connected sections each including side and front panels, a member including side and front panels carried by one section and over which the other section is movable to closed position to bring its side and front panels in substantial alignment with the side and front panels of said member, and interengaging dowel means positioned at the juncture of the panels of said member and said other section and adapted to engage one within the other when the sections are closed.

4. A baggage carrier, comprising a pair of hingedly connected sections each including side and front panels, a member including side and front panels carried by one section and over which the other section is movable to closed position with its side and front panels in substantial alignment with the side and front panels of said member, a female dowel secured to said member at the juncture of its front panel with its side panel remote from the side of the section hinge connection, and a male dowel member carried by the adjacent corner portion of the movable section and adapted to engage with said member carried female dowel when the sections are closed.

5. A baggage carrier, comprising a pair of hingedly connected sections each including front and side panels, a member including side and front panels carried by one section and over which the other section is movable to closed position to align its side and front panels with the side and front panels of said member, female dowel members carried by said member at the junctures of its panels, and male dowel members carried by said other section at the juncture of its panels and adapted to be interengaged with the female dowel members of said member when the sections are closed.

6. A baggage carrier, comprising a pair of sections, a member extended laterally from one section and over which the other section is movable to closed position, interengaging means connecting the meeting edges of said member and the section movable thereover

when the sections are closed, and interengaging dowel means carried by said member and the section movable thereover and adapted to engage one within the other when the sections are closed.

7. A baggage carrier, comprising a pair of hingedly connected sections each including front and side panels, a member extended laterally from one section and over which the other section is movable to closed position, said member including front and side panels, a valance carried by the front panel of the movable section and the side panel thereof adjacent the hinge connection, said valance overlying the adjacent side and front panels of said member when the sections are closed, and a valance carried by the other side panel of said member and overlying the adjacent side panel of the movable section when the sections are closed.

8. A baggage carrier, comprising a pair of hingedly connected sections each including front and side panels, a member extended laterally from one section and over which the other section is movable to closed position, said member including front and side panels, a valance carried by the front panel of the movable section and the side panel thereof adjacent the hinge connection, said valance overlying the adjacent side and front panels of said member when the sections are closed, a valance carried by the other side panel of said member and overlying the adjacent side panel of the movable section when the sections are closed, and interengaging dowel means carried by the adjacent ends of the valances when the sections are closed.

9. A baggage carrier, comprising two hingedly connected sections each including front and side panels, one section having its bottom disposed on a higher plane than the other, a member carried by said other section and over which the first section is movable to closed position, said member including side and front panels and being of a height to substantially form a continuation of the movable section when closed thereover, a flange secured to the front panel of the movable section and the side panel thereof adjacent the hinge connection, said flange having a longitudinal bead thereon, a flange secured to the bottom marginal edge of the adjacent front and side panels of the said member, the flange carried by said member overlapping the first-mentioned flange when the sections are closed, and a channel in the flange carried by said member and adapted to receive the bead of the first-mentioned flange when the sections are closed.

10. A baggage carrier, comprising two hingedly connected sections each including front and side panels, one section having its bottom disposed on a higher plane than the other, an extension carried by said other section and over which the first section is movable to closed position, said extension including front and side panels and being of a height to substantially form a continuation of the movable section when closed thereover, and interengaging engaging means between the meeting edges of the panels of the movable section and said extension and including a longitudinally grooved member secured to the front and one side panel of the extension adjacent the upper marginal edges thereof, a second member secured along the bottom marginal edges of the adjacent front and side panels of the movable section, said second member overlapping the first member when the movable section is closed over said extension, a bead carried by the second member and engageable in the groove of the first member when the members overlap, a third member mounted along the marginal edge of the other side panel of said extension, a bead carried by the third member and a grooved fourth member secured along the lower marginal edge of the other side panel of the movable section, the bead of the fourth member being engaged in the groove of said third member when the sections are closed.

11. A baggage carrier, comprising two hingedly connected sections each including front and side panels, one section having its bottom disposed on a higher plane than the other, an extension carried by said other section and over which the first section is movable to closed position, said extension including front and side panels and being of a height to substantially form a continuation of the movable section when closed thereover, interengaging engaging means between the meeting edges of the panels of the movable section and said extension and including a longitudinally grooved member secured to the front and one side panel of the extension adjacent the upper marginal edges thereof, a second member secured along the bottom marginal edges of the adjacent front and side panels of the movable member, said second part overlapping the first member when the movable section is closed over the extension, a bead carried by the second member and engageagle in the groove of the first member when the members overlap, a third member mounted along the marginal edge of the other side panel of the extension, a bead carried by the third member and a grooved fourth member secured along the lower marginal edge of the other side panel of the movable section, the bead of the fourth member being engaged in the groove of said third member when the sections are closed, and dowel means cooperating with said interengaging means when the sections are closed to resist spreading between said member and the section movable thereover.

12. A baggage carrier, comprising two hingedly connected sections each including front and side panels, one section having its

bottom disposed on a higher plane than the other, an extension carried by said other section and over which the first section is movable to closed position, said extension including front and side panels and being of a height to substantially form a continuation of the movable section when closed thereover, and interengaging engaging means between the meeting edges of the panels of the movable section and said extension and including a longitudinally grooved member secured to the front and one side panel of the extension adjacent the upper marginal edges thereof, a valance secured along the bottom marginal edges of the adjacent front and side panels of the movable section, said valance overlapping the said member when the movable section is closed over said extension, a bead formed on the inner face of the valance and engageable in the groove of the said member when overlapped by the valance, a valance mounted along the marginal edge of the other side panel of said extension, a bead carried by the second valance and a grooved member secured along the lower marginal edge of the other side panel of the movable section, the bead of the second valance being engaged in the groove of said second member when the sections are closed.

13. A baggage carrier, comprising two hingedly connected sections each including front and side panels, one section having its bottom disposed on a higher plane than the other, an extension carried by said other section and over which the first section is movable to closed position, said extension including front and side panels and being of a height to substantially form a continuation of the movable section when closed thereover, interengaging engaging means between the meeting edges of the panels of the movable section and said extension and including a longitudinally grooved member secured to the front and one side panel of the extension adjacent the upper marginal edges thereof, a valance secured along the bottom marginal edges of the adjacent front and side panels of the movable section, said valance overlapping the said member when the movable section is closed over said extension, a bead formed on the inner face of the valance and engageable in the groove of the said member when overlapped by the valance, a valance mounted along the marginal edge of the other side panel of said extension, a bead carried by the second valance and a grooved member secured along the lower marginal edge of the other side panel of the movable section, the bead of the second valance being engaged in the groove of said second member when the sections are closed, and interengaging dowel means adapted to be engaged when the sections are closed, said dowel means including two elements mounted between the adjacent ends of the first-mentioned member and valance and between the adjacent ends of the second-mentioned valance and member.

14. A baggage carrier, comprising a pair of hingedly connected sections each including front and side panels, a member extended laterally from one section and over which the other section is movable to closed position, said extended member including a bottom and front and side panels, a corner piece extended about the bottom and front and side panels of the extended member at the juncture thereof to strengthen the same, a part extended upwardly on said corner piece to a point adjacent the top edge of the extended member, an interengaging dowel element formed on the upwardly extending part of the corner piece, and a second dowel element formed on the adjacent corner of the movable section and engageable with the dowel element of the corner piece when the sections are closed.

15. An interengaging connection between the meeting edges of the parts of a baggage carrier, comprising a two-ply element, a bead formed in the inner ply of the element by longitudinally fluting the same, a second element having a longitudinally fluted vertical portion providing a channel in which the bead of the first element is engageable, and a transverse portion extended from the vertical portion to provide means for engaging over the baggage carrier part to which the second element is secured.

16. An interengaging connection between the meeting edges of the parts of a baggage carrier, comprising a two-ply element, a bead formed in the inner ply of the element by longitudinally fluting the same, a second element having a longitudinally fluted vertical portion providing a channel in which the bead of the first element is engageable, a transverse portion extending from said vertical portion to provide means engageable over the baggage carrier part to which the same is secured, and a second vertical portion on the second element offset with respect to the first-mentioned vertical portion a distance equal to the thickness of the first element and adapted to form a continuation of the first element when the bead thereof is engaged in the channel of the second element.

17. A baggage carrier, comprising a pair of hingedly connected sections, a member projected laterally from one end of one section and to underlie the adjacent end of the other section when in closed position, and interengaging transversely slidably engageable means for connecting said member with the other section as the sections close on each other.

18. A baggage carrier, comprising a pair of hingedly connected sections, a member projected laterally from one end of one section and to underlie the adjacent end of the other section when in closed position, and interengaging means carried by the adjacent edges

of the member and the other section to connect the same as the sections close on each other and prevent spreading of the member and section when subjected to stresses.

19. A baggage carrier, comprising two hingedly connected sections of different heights, the shorter section having its bottom disposed on a higher plane than the bottom of the higher section, a member extended from the bottom of the higher section and over which the shorter section is movable to closed position, and a valance connecting the adjacent edges of the shorter section with the member when the sections are closed, the outer surface of the valance being substantially flush with the outer surface of said section and extension member.

20. A baggage carrier, comprising two hingedly connected sections of different heights, the shorter section having its bottom disposed on a higher plane than the bottom of the higher section and over which the shorter section is movable to closed position, and an interengaging valance connecting the adjacent edges of the shorter section with said member when the sections are closed.

21. A baggage carrier, comprising two hingedly connected sections of different heights, the shorter section having its bottom disposed on a higher plane than the bottom of the higher section, a member extended laterally from the bottom portion of the higher section and over which the shorter section is movable to closed position, and cooperating means at the adjacent edges of the shorter section and said member for interengagingly connecting the abutting edges of said section and member and excluding foreign matter when the sections are closed.

In testimony whereof I affix my signature.

GEORGE HENRY WHEARY.