

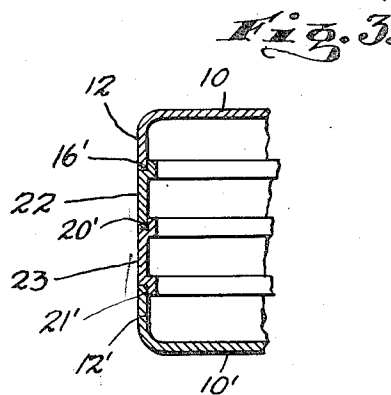
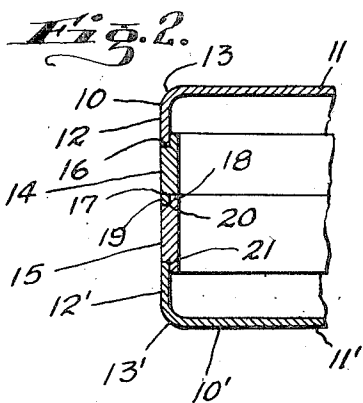
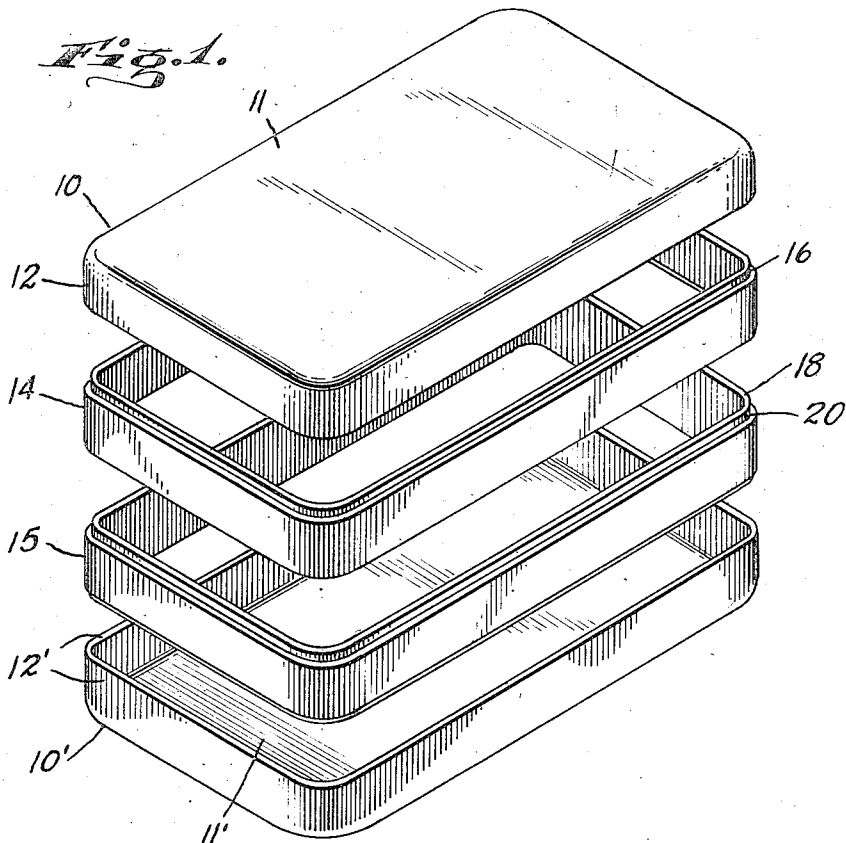
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LIGHTWEIGHT LUGGAGE

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LIGHTWEIGHT LUGGAGE

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2 Claims. (Cl. 190—28)

This invention relates to the construction of lightweight luggage, more particularly, luggage which can be produced at a material saving in labor costs, thus effecting an outstanding saving in the ultimate selling price of the luggage. Still more particularly, the invention deals with a luggage structure, wherein the outer side case parts are of identical construction and moulded or formed from suitable impact resistant lightweight material and joined with substantially similar intermediate sections forming the open end portions of the resulting case halves.

The novel features of the invention will be best understood from the following description, when taken together with the accompanying drawing, in which certain embodiments of the invention are disclosed and, in which, the separate parts are designated by suitable reference characters in each of the views and, in which:

Fig. 1 is an exploded view, diagrammatically showing the four primary parts of luggage made according to my invention.

Fig. 2 is a sectional view through the parts shown in assembled relationship, omitting the showing of any finishing or trimming material; and

Fig. 3 is a view, similar to Fig. 2, showing a modification.

In constructing luggage according to my conception, I employ two similar outer side case parts 10, 10' and, for purposes of description in the present showing, the part 10 can be regarded as the upper part and 10' the lower part.

In the construction shown, the parts 10, 10' are dish-shaped in form and are moulded, pressed or otherwise formed from plastic, fiberglass or other suitable impact resistant materials, each part comprising an outer wall 11, 11' and angular peripheral walls 12, 12', the walls 12, 12' joining the walls 11, 11' in rounded corners 13, 13', as clearly noted in Fig. 2 of the drawing.

The luggage or case also includes two substantially similar intermediate frame parts 14 and 15 which, in the construction shown, are generally O-shaped and hollow in form and can be fashioned from any suitable material. In some instances, these may comprise lightweight metal frames, plastic frames or plywood frames. The frame 14 has a groove 16 for receiving the edge portion of the wall 12 so that outer surfaces of the wall 12 and frame 14 are in common alinement. The lower surface of the frame 14 has a groove 17 adapted to receive a projecting flange 18 on the frame 15. In stating this in another manner, the groove 17 forms a flange 19 on the frame 14, which enters a groove 20 in the frame 15. This latter construction also maintains outer surfaces of the frames 14 and 15 in common alinement. The frame 15 has, at its other edge, a groove 21 for receiving the wall 12' of the part 11'. The walls 12, 12' can be secured to the frames 14, 15, respectively, adhesively or by the use of stitching or a combination of stitching and gluing can be utilized, depending entirely upon the finish desired in the resulting luggage. In some instances, the

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presence of stitching enhances the appearance of the luggage.

In Fig. 3 of the drawing, I have shown modified forms of frames 22, 23 adapted for use in conjunction with case parts, similar to the parts 10, 10'. The frames 14 and 15 are of a heavier wall structure; whereas, the frames 23 and 24 are of one thickness and shaped to form a groove 16', similar to the groove 16 and 21', similar to the groove 21 for reception of the side walls 12, 12' of the parts 10, 10' and the frame 23 includes a groove 20', generally similar to the groove 20 for reception of the free edge of the frame 22. The frames 22 and 23 can be formed from lightweight metal, plastics or similar material. The case parts of the structure shown in Fig. 3 can be assembled in the same manner as the case parts shown in Figs. 1 and 2.

With luggage of the kind under consideration, it will be apparent that the luggage can be shaped to produce any particular style of luggage and the parts 10, 10' can be in contrasting colors with respect to the parts 14, 15, as well as 22, 23, thus producing luggage of very attractive appearance. No showing is made of the finishing materials commonly employed in luggage of the kind under consideration, as these materials and parts are of standard and well-known construction and are not essential for a complete understanding of the present invention.

It will be apparent that, when the separate parts of each case half are secured together, these parts will be substantially identical in construction, the case parts separating at the grooves 20, 20', as will be apparent. The case parts 10, 10', as well as the frame parts 14, 15, are all substantially of the same depth; thus, in the assembled luggage, two halves of the same depth are provided.

By constructing luggage in accordance with the procedure mentioned above, it will be apparent that a tremendous saving in labor in forming and fabricating the luggage halves is effected, which saving can be passed on to the ultimate purchaser. The resulting luggage will be light in weight, strong and durable in use and, aside from the usual fittings, the exterior of the luggage will be clear and unobstructed throughout, producing a very neat and finished appearance.

Having fully described my invention, what I claim as new and desire to secure by Letters Patent is:

1. In luggage of the character described, a pair of similar outer one-piece cast parts, each part comprising an outer wall and a peripheral wall disposed angularly to the outer wall, a pair of substantially similar O-shaped one-piece hollow frames, one edge of each frame having a groove at the outer surface thereof to receive the free edge portions of the peripheral walls of said cast parts and secured to said frames with outer surfaces of the case parts and frames flush, the other edge portion of one of said frames having a groove on its outer surface to receive a part at the adjacent edge of the other frame in flushly aligning the outer surfaces of the frames one with respect to the other when the case parts, including the frames, are in closed position, and the case parts and frames being all of substantially the same depth.

2. In luggage of the character described, a pair of similar outer one-piece cast parts, each part comprising an outer wall and a peripheral wall disposed angularly to the outer wall, a pair of substantially similar O-shaped one-piece hollow frames, one edge of each frame having a groove at the outer surface thereof to receive the free edge portions of the peripheral walls of said cast parts and secured to said frames with outer surfaces of the case parts and frames flush, the other edge portion of one of said frames having a groove on its outer surface to receive a part at the adjacent edge of the other frame in flushly aligning the outer surfaces of the frames one

with respect to the other when the case parts, including the frames, are in closed position, the case parts and frames being all of substantially the same depth both of said cast parts and said frames having smooth plain outer surfaces and being formed of moulded plastics, and said cast parts and frames having rounded corner portions.

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