Aug. 26, 1958 W. C. CHESNUT 2,849,093

LUGGAGE CARRIER

Filed Jan. 5, 1956 3 Sheets-Sheet 1

Fig. 1

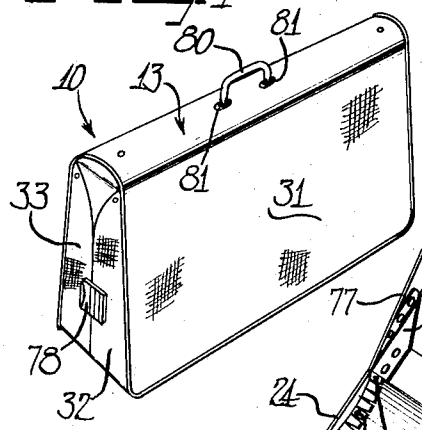


Fig. 4

Fig. 7

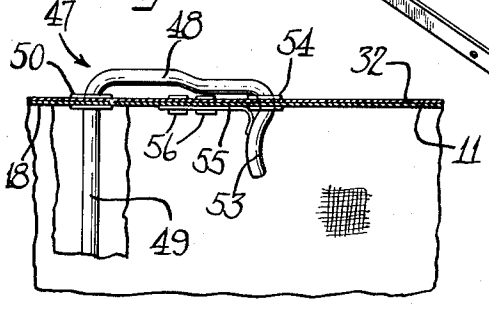


Fig. 8

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Fig. 2

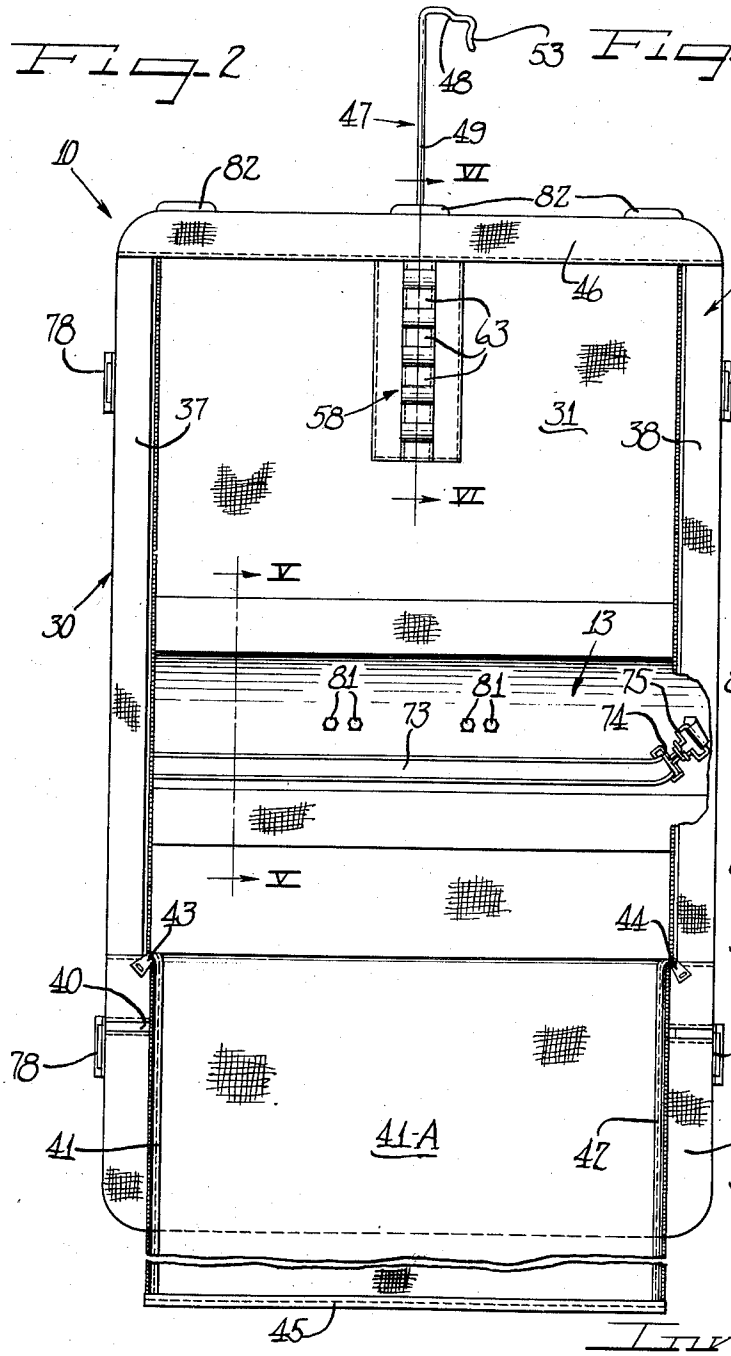
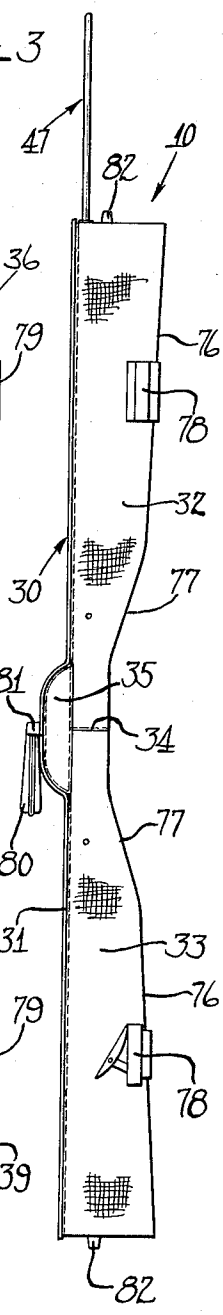


Fig. 3



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Fig. 5

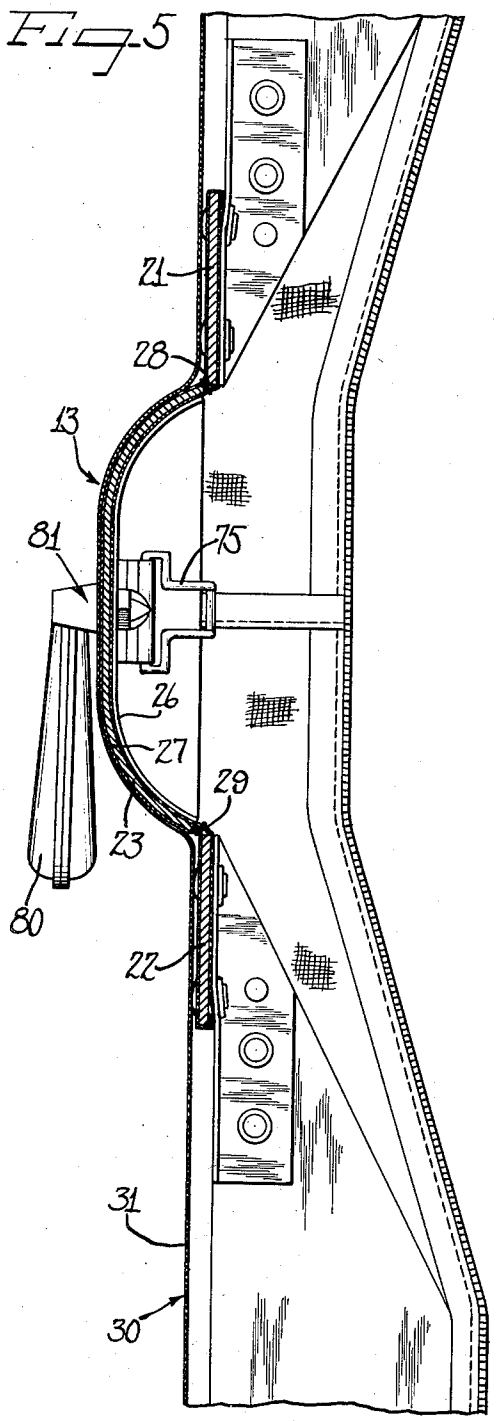
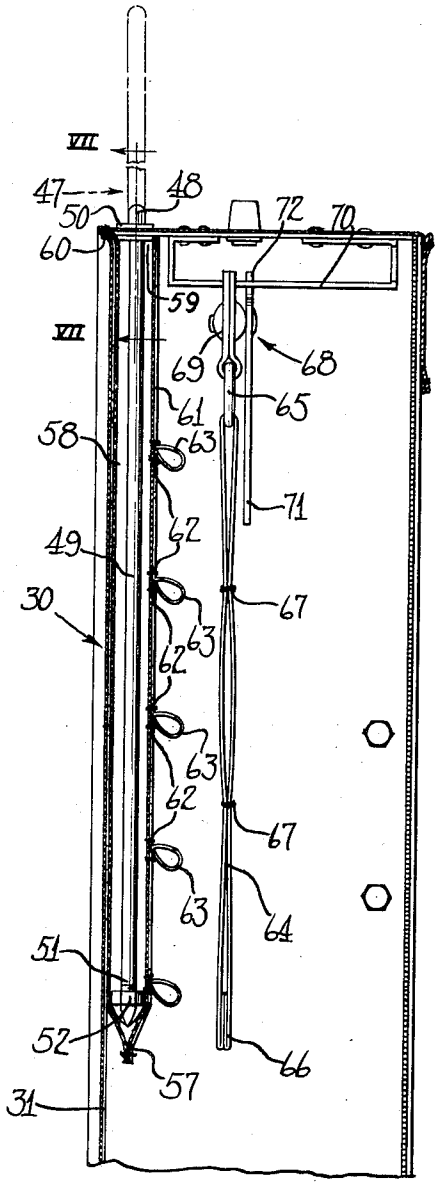


Fig. 6



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2,849,093

LUGGAGE CARRIER

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Application January 5, 1956, Serial No. 557,536

7 Claims. (Cl. 190—43)

The present invention relates to luggage, and more particularly to a garment carrying luggage device.

Still more particularly, the present invention relates to a garment carrier luggage unit of the folding, center handled, garment hanging type. While it is fully appreciated that there are many luggage units and garment carrying units of this type in the art and on the market, commercial success of these units is varied for a number of reasons not least among which is their soft, garment crushing construction. Another difficulty which these units have suffered lies in the bulkiness of the center fold of the units when fully loaded with garments.

The foregoing as well as numerous other difficulties in the subject type of luggage have been overcome by the present invention. It is, therefore, an important object and feature of this invention to provide a new and improved folding type garment carrying luggage unit.

One of the outstanding features of a luggage unit embodying the principles of this invention is a rigid frame construction whereby garments contained therein are fully protected from crushing etc. The rigid frame construction of these units also provides numerous additional advantages such as giving the unit sufficient rigidity for convenient handling and such rigidity that it may be set down as any ordinary hard frame luggage without collapsing.

The hard or rigid frame construction of the luggage unit provides still an additional frame for this invention inasmuch as it permits the utilization of luggage locks such as those utilized on ordinary hard frame luggage for more secure and positive fixing and locking of the unit when it is in a folded position. This is quite an important advantage of this invention inasmuch as all previously available luggage units of the garment carrying and garment hanging type were of such construction that they could not be firmly locked except by the use of straps or the like which are insufficient to protect the user against pilferage etc.

Still another important advantage and feature of this invention lies in the type of construction and configuration of the gussett forms of this rigid frame luggage unit as well as in the configuration of the gussetts themselves which conform to the configuration of the gussett forms. In accordance with the principles of this invention the gussetts and the gussett forms are tapered to have diminishing dimensions approaching the center of the unit whereby there is little or no excess bulk wrinkling at the center of the unit when the unit is folded. Instead of wrinkling due to excess bulk, the contoured gussetts and gussett forms readily fold into a predesigned pattern for efficient and smooth garment holding.

Still another object, feature and advantage of the present invention lies in the arcuate configuration of the saddle thereby providing accommodating space for the garments within the luggage unit when the luggage unit is folded and thus providing a space for the garments so that they will not wrinkle at the fold of the luggage unit.

Still another object, feature and advantage of the present invention lies in the improved hinging and binding construction of the unit in the region of the center or folding area thereof. In accordance with the principles of this invention, the gussett forms are made with a saddle bar or plate secured thereto, or as a part thereof, at the ends of the gussett forms to be juxtaposed to the saddle. The saddle plates and the saddle are overlaid with a flexible material such as any fabric which may be canvass or a similarly strong fabric that is in turn then stitched about these members and further stitched between the members so that the fabric itself secures the frame together and provides a strong hinging interconnection between the parts thereof.

Still another object, feature and advantage of the present invention lies in the construction of the cover for the luggage unit to enclose the same and substantially complete the unit except for accessories. One of the advantages of a cover for a luggage unit embodying the principles of this invention lies in its overlying flap construction at the otherwise opened end thereof whereby the garments within the bag are protected not only from dust and dirt and the like when the cover is closed and the bag is folded, but also protects the garment from any splash or drain of shallow puddles of water or mud into which the luggage unit might be set when folded and set down for whatever reason.

This garment carrier luggage unit is provided with a hook construction especially adaptable for hanging the unit from doors as well as closet hanger rods and hooks etc. The hook end of the rod as well as the stem of the hook rod are receivable through apertures in the cover and the gussett frame. The stem portion of the hook rod has a securing nut on the end thereof of sufficient strength to support the unit when fully loaded and the entire rod portion of the hook rod (all of the hook rod except the hook portion thereon), is receivable into the unit in a sheath disposed within the unit. The aperture in the unit for receiving the end of the hook end of the hook rod has a spring catch secured adjacent thereto to catch and hold the entire hook rod in place by catching onto the end of the hook end of the rod when it is inserted through the aperture therefor.

The sheath for receiving the rod portion or stem portion of the hook of a rod also forms another feature of this invention inasmuch as it may have secured thereto, at spaced intervals thereon, a strip of material or various hooking devices, whereby the strip or hooking devices will cooperate with the sheath to form garment hanger carrier units so that garments may be hung in the luggage unit without removing the same from their normal closet hangers.

Numerous other objects, features and advantages of this invention will become readily apparent to those skilled in the art and others, from the following detailed description of the invention and an embodiment thereof, from the claims, and from the accompanying drawings in which each and every detail shown is fully and completely disclosed as a part of this specification, in which like reference numerals refer to like parts, and in which:

Figure 1 is an isometric illustration of a folded luggage unit embodying the principles of this invention;

Figure 2 is an elevational view of the unfolded luggage unit with a portion thereof broken away to better illustrate other parts thereof;

Figure 3 is a side elevational view of the luggage unit;

Figure 4 is an isometric view of the frame structure;

Figure 5 is an enlarged fragmental sectional illustration of the unit viewed as taken along the line V—V of Figure 2;

Figure 6 is an enlarged fragmental sectional view of the unit viewed as taken substantially along the line VI—VI of Figure 2; and

Figure 7 is a fragmental sectional illustration viewed as taken substantially along the line VII—VII of Figure 6.

Figure 8 is a fragmentary side elevational view of a hanger hook assembled upon a hanger device.

Figures 1, 2 and 3 illustrate a complete luggage unit **10** of the garment carrier type which is effective to be hung from a door, a closet clothes bar, or hooks or the like so that coats, suits, dresses etc. may be hung therein at full length without prefolding after which the bag may be closed and thence folded and locked in a folded position as shown in Figure 1 thereafter to be handled as an ordinary and usual hard frame luggage unit.

In accordance with the principles of this invention, the luggage unit **10** is actually provided with a rigid frame so as to permit handling and utilization of the luggage unit as a hard frame unit and to protect garments within the unit as well as numerous other advantages attending thereto.

The frame for this luggage unit **10** is illustrated in assembled form and in detail in Figure 4. There it is shown that the frame is assembled from three primary units including a pair of gussett forms **11** and **12** and a saddle **13**. The gussett forms are constructed preferably from a relatively rigid sheet material such as sheet metal, plastic fibre, or plywood formed in strips and each bent into the more or less rectangular U-shaped configuration so as to be provided with a pair of right angle bends **14** and **15** in each thereof which bends may be slightly rounded as desired. The arms **16** and **17** of each of the gussett forms are of the same length and extend toward the saddle **13** while the bight portions **18** of the gussett forms provide the frames for the upper and lower ends of the luggage unit when fully opened as shown in Figures 2 and 3.

The arms **16** and **17** of the gussett forms **11** and **12** cooperate to form the frame portions for the sides of the luggage unit **10** and at the tips thereof have secured thereto brackets **19** and **20** fixed thereon by any convenient means such as rivets or the like. These brackets **19** and **20** secured on each of the gussett forms carry saddle plates or bars **21** and **22** therebetween so that the saddle plate or bar **21** is secured between the brackets **19** and **20** of the gussett form **11** or the bar or plate **22** is secured between the brackets **19** and **20** of the gussett form **12**. These are secured onto the brackets also by rivets or the like as desired. It should be understood that each entire gussett form with its assembled bar or plate and brackets may be formed integrally from a single strip. The construction described hereinabove has been utilized in this embodiment of the invention to provide a more efficiently utilizable luggage unit since the complex bends that would have to be formed at the juncture of the saddle plates and the arms of the gussett forms would detract from the garment storage space within the unit and would leave exposed or protruding edges.

The saddle to which the gussett forms are secured is hereinafter described as a part of the complete frame, is formed as an elongated laterally bowed or arcuate plate **23** having a length substantially the same as the width of the gussett forms and having fixed at the ends thereof saddle caps **24—24** which have a circular segmental configuration proper to conform to the arcuate shape of the saddle and be secantal across its outer edges, and are secured onto the plate **23** by any convenient means such as rivets or the like as indicated at **25—25**.

These three units are then assembled together in a hinging relation to each other so that the gussett forms **11** and **12** will form the luggage unit sides while the saddle **13** will form the center or handle bearing portions of the unit. For assembly of the three frame units together (note Figure 5) they are wrapped or overlaid fully by a length of flexible material such as a fabric an example which may be canvass, having sufficient strength and durability to meet the requirements placed thereon. The sheet of flexible material is wrapped entirely around the three parts including the plate **23** of the saddle **13**, and the saddle plates **21** and **22** as indicated by the inside layer **26** of the fabric and the outside layer **27** thereof. This flexible material of fabric may then be stitched down firmly to hold these three plates in closely assembled relation as they are viewed in Figures 4 and 5 and the two layers are further secured to each other between the saddle plate **21** and the saddle **13** as indicated at **28** be stitched when the material is canvass or other fabric, and between the saddle plate **22** and the saddle **13** as indicated at **29**. These securings of the fabric layers **26** and **27** to each other extend for the entire length of the saddle **13** and sufficiently space the saddle from the saddle plates **21** and **22** to act as hinges therebetween to permit folding of the luggage unit from the opened position as shown in Figures 2 and 3 to the closed position shown in Figure 1. Thus, with the fabric covering over the saddle and the saddle plates, the three units of the frame are fully assembled to form a rigid yet hingable frame for the luggage unit.

The frame, at this stage, is then covered with a full luggage cover of a size proper to overlie the frame and closely fit thereon. The cover may be formed of any particular desired materials such as plastic or fabric or even such a natural material such as leather or any combination of materials as desired. This cover, indicated generally at **30**, is secured to the frame by a plurality of accessories which are secured over the cover and onto the frame as made up from several pieces of fabric or other material including a full outside panel **31** sized to fit from the bight portion **18** of the gussett form **11** to the bight portion **18** of the gussett form **12** and over the arcuate saddle **13**. Gussetts **32** and **33** are secured to the outer peripheral edge of the back panel **31** and together at their meeting edges as indicated at **34** generally centrally of the luggage unit, in the region of the saddle **13**. These gussetts are of the length sufficient to overlie the outer surfaces of the entire gussett forms **11** and **12** and are configurated substantially identically with the gussett forms to closely fit thereon and for other purposes as hereinafter described. The ends of the gussetts **32** and **33** are slightly longer than the gussett forms so that they may be secured together at **34** whereas the gussett forms end at the edge of the saddle **13**. Saddle gussetts **35** are also secured to the gussetts **32** and **33** and to the back cover **31** to overlie the saddle caps **24** and complete the gussett assembly on the luggage cover **30**.

A front panel **36** is then secured onto the front peripheral edges of the gussetts **32** and **33** for finishing the cover **30**. This front panel is a multipiece unit including lateral side edge panels **37** and **38** which extend from the top of the cover as it is viewed in Figures 2 and 3 to a position spaced somewhat from the bottom thereof or about centrally of the lower gussett frame **12** and the lower gussett **33**. Therebelow, the front cover **36** includes a cover pocket unit **39** which extends from the end of the side panels **37** and **38** to the bottom of the luggage unit and across the entire width thereof. This pocket cover portion **39** has a small items pocket affixed thereto with a slide fastener **40** thereon.

A front opening flap **41–A**, having a length substantially the same as the side panels **37** and **38** and a width sufficient to extend between the side panels **37** and **38**, is secured along its bottom edge to the top edge of the pocket panel **39** and is equipped cooperatively with the side panels **37** and **38** with slide fastener units **41** and **42**. The slide fastener units **41** and **42** have slide elements **43** and **44** respectively for fastening the side edges of the flap panel **41** to the side panels **37** and **38** when raised to their uppermost position to thereby close the luggage unit with the flap **41–A** assembled in position to give the front cover a completed appearance.

The free transverse edge **45** will then underlie a protective flap **46** secured to the top outer peripheral edge of the gussett **32** for a distance sufficiently small to provide no inconvenience to the user of the luggage unit and at a distance sufficiently large to provide improved protection to the garments carried by the luggage unit against dust and dirt and puddle water and the like into which the luggage unit may accidently be set when closed in a folded position as shown in Figure 1.

The luggage unit **10** thus far described may be hung for loading and the placement of garments therein such as suits and coats and dresses and the like at full length, by a hanger hook arrangement embodying the principles of this invention and shown in detail in Figures 2, 3, 6 and 7 with maximum detail be shown in the enlarged views of Figures 6 and 7 to which attention is now directed.

Thus, there is provided at the top of the unfolded luggage unit a hook member **47** formed from a length of the rod to have a hook end **48** and a stem **49**. The stem **49** passes through the axial hollow or aperture in a grommet **50** provided at the lateral center and near the back edge of the gussett form **11** of the frame and a congruent aperture in the gussett **32**. The inner end **51** of the stem **49** on the hook unit **47** has affixed thereon flange means such as a nut or the like. There is illustrated here a push nut **52** fixed onto threads on the end **51** of the stem **49** which is available commercially, requires very little force to push the same onto the threads and requires great force to dislodge the same from the threads. The primary requirements of the nut **52** are that it have a radial dimension greater than that of the aperture in the grommet **50** and that it be capable of withstanding the forces tending to pull the same from the stem **49** at least as great as the maximum weight of the luggage unit fully loaded.

The hook end **48** of the hook unit is more or less rectangularly bent so that the end **53** thereof is substantially parallel to the stem **49** and the spacing between the end **53** of the hook end **48** and the stem **49** is at least as great as the thickness of the average door so that the hook may be placed over a door for hanging the luggage unit in an open condition, or even in a closed condition, but preferably open, for loading and unloading the same.

When the luggage unit is folded as shown in Figure 1, it is desirable that the hook unit **47** be recessed as far as possible into the luggage unit and that it be retained in that recessed position until pulled out for hanging. To this end, another grommet **54** is secured through an aperture in each of the gussett form **11** and the gussett **32** spaced appropriately from the grommet **50** to receive the free end **53** of the hook end **48**. By so providing the grommets and apertures etc. as described, the hook unit **47** may be recessed into the luggage unit with only the connecting portion of the rod between the stem **49** and the free end **53** being exposed outside of the luggage unit. To retain the hook within the luggage unit as described, the free end **53** of the hook end **48** is slightly inverse S-curved and a small strip spring **55** is riveted or otherwise secured as at **56—56** to the innerface of the bight portion **18** on the gussett form **11** adjacent to the grommet **54** to be engaged by the free end **53** of the hook end **48** to act as a snap spring catch for the hook unit **47**. This snap spring catch acting spring cooperating with the inverse S-curve on the free end **53** of the hook will retain the hook in place recessed within the luggage unit and will also serve to readily release the hook for hanging the luggage unit with the stem **49** pulled its maximum distance through the grommet **50** as shown in its extended position in Figures 2 and 3.

Within the luggage unit and depending from the grommet **50** is a sheath to receive the stem **49** of the hook **47**. This sheath may be formed of any desirable suitable material such as the material from which the cover is made or any other desired material and is closed at the bottom end thereof as indicated at **57**. This sheath **58** is open at its upper end as indicated at **59** and is secured to the luggage unit either by having a portion thereof secured to the cover as indicated at **60** where the gussett **32** is secured to the upper edge of the back cover **31** or is secured under the inner flange of the grommet **50**, or may be secured by both of the foregoing means. In any event the aperture in the grommet **50** opens into the hollow interior of the sheath **58** so as to provide a

receiving sheath for the stem **49** and the nut **52** on the end **51** of the stem of the hook **47**.

This sheath **58** also serves another very important purpose in accordance with this invention, in addition to protecting garments within the luggage unit from the nut **52** and the stem **49**, in that the outer front face of a sheath may have secured thereto a strip **61** of material operatively arranged to receive one or a plurality of garment hangers. In the embodiment shown the strip **61** is formed of a fabric stitched to the outer front face of the sheath **58** and at a plurality of spaced locations **62—62**. The strip **61** and the securing stitches **62** therein are so placed and so formed that a plurality of spaced loops **63** are formed in the strip to provide receiving loops for the common forms of garment hangers. The garment hangers may also be received between the strip **61** and the front face of the sheath **58** and be retained by hanging against the stitching **62** if desired.

Further, the last mentioned hanging technique by resting the hangers against the stitching **62** may be so utilized in this hanger carrier that the loops **63** and the strip **61** may be omitted without departing from the scope of this invention. A form of hanger carrier utilizing this principle is illustrated in Figure 6 wherein a strip **64** is folded about a ring **65** and has its ends secured together as at **66**. A plurality of spaced across stitches **67—67** are then provided between the two thicknesses of the fabric strip **64** and garment hangers may be hung therefrom by inserting the hook ends thereof between the folds of the strip **64** and hanging the same from the stitching **67**. The ring **65** is supported from a well known form of garment carrier case hanger device indicated generally at **68** and having an inverted T-shaped slot in the hanger portion **69** thereof to be received onto a hanger bracket **70** secured to the upper central portion of the gussett form **11**. A hanger hook **71** is pivotally arranged on the hanger device **68** with a supplemental hook end **72** effective to lock the hanger end assembly with the hanger bracket **70**.

After the garments have been placed in the luggage unit they are secured therein by a cradle arm **73** shown in Figure 2. In this embodiment of the invention the cradle arm **73** is a fabric covered bar flexibly connected to the saddle at one end thereof and at the other end thereof flexibly carrying a hook **74** to cooperate with a hook receiving ring **75** which is flexibly connected to the saddle **13** and at the end thereof opposite to which the flexible end of the cradle arm **73** is connected. The cradle arm holds the garments in the luggage unit between itself and the saddle **13** after completion of loading of the luggage unit whereupon slide fasteners **41** and **42** may be closed for closing the luggage unit.

Thereupon, the luggage unit may be disengaged from the door or other supporting means and the hook **47** recessed into the unit as described hereinabove. The luggage unit is then ready for folding into the position shown therefor in Figure 1.

To facilitate folding of the luggage unit without wrinkling of the garments contained therein and without wrinkling or bulky force folding of the same about the hinges of the saddle, the arms of the gussett forms and the gussetts themselves are tapered with diminishing dimensions as they approach the region of the saddle **13**. This tapering of the gussetts and the arms of the gussett forms does not diminish the capacity of this luggage unit, however, in that the curvature of the saddle sufficiently displaces the center thereof from the line of the back edges of the gussetts and the gussett form arms to accommodate that area of all of the garments disposed within the luggage unit. These diminishing dimensions of the gussetts and the gussett form arms do, however, permit easy, convenient and neat folding of the luggage unit to the position shown therefor in Figure 1.

Since the maximum problem of bulkiness, wrinkling and improper folding of the luggage unit occurs in the

hinging area thereof the taper of the gussetts and the gussett forms is increased for more rapidly diminishing dimensions close to the saddle so that the taper of the gussetts and the gussett forms is of two gradings having a relatively shallow slope as indicated at **76—76** for a major portion of the length of the arms **16** and **17** in the gussett forms as the arms extend away from the bight portions **18** thereof, and a relatively greater slope is indicated at **77** in the region of the ends thereof secured to the brackets **19** and **20**.

In accordance with this invention, the luggage unit may be securely and positively locked closed in its folded position by readily available and usual forms of luggage locks **78** and **79**, each of the locks being formed in two parts in the usual manner. The utilization of this type of lock is permitted with this luggage unit at the sides of the gussetts and on the arms of the gussett forms by virtue of the hard frame construction of the luggage unit. Each of the lock portions are fixedly secured to the gussetts and the arms of the gussett forms and thus provides side locking for the luggage unit as shown.

For convenient handling of the luggage unit the handle **80** is secured to the center portion of the saddle **13** by any convenient handle pivotal holding means desired and indicated generally at **81**.

Additionally, to support the luggage unit off the floor or ground, etc. into which it may be set, the small feet **82—82** may be secured onto the gussets and onto the bight portions **18** and the gussett forms **11** and **12** thereby providing bottom foot rests for the luggage unit when folded into the position wherein it is closed as shown in Figure 1.

Although numerous variations and modifications of luggage units may be made without departing from the spirit and scope of the novel concepts and principles of this invention, I intend to cover all thereof that do not depart from the spirit and scope of the novel concepts and principles of this invention.

I claim as my invention:

1. In a garment carrier luggage device, a frame comprising a pair of generally U-shaped gussett forms, a saddle plate secured to the ends of the arms of each of said gussett forms, a saddle disposed between the gussett forms adjacent the saddle plates, and a flexible material covering overlying said saddle plates and said saddle and secured thereabout and therebetween thereby forming a flexible hinge connection between said saddle and said gussett forms.

2. In a garment carrier luggage device, a frame comprising a pair of generally U-shaped gussett forms, a saddle plate secured to the ends of the arms of each of said gussett forms, a saddle disposed between the gussett forms adjacent the saddle plates, and a flexible material covering overlying said saddle plates and said saddle and secured thereabout and therebetween thereby forming a flexible hinge connection between said saddle and said gussett forms, said gussett forms having a tapered configuration of diminishing dimensions toward said saddle and said saddle plates to facilitate superposition of said gussett forms.

3. In a garment carrier luggage device, a frame comprising a pair of generally U-shaped gussett forms, a saddle plate secured to the ends of the arms of each of said gussett forms, a saddle disposed between the gussett forms adjacent the saddle plates, and a flexible material covering overlying said saddle plates and said saddle and secured thereabout and therebetween thereby forming a flexible hinge connection between said saddle and said gussett forms, said gussett forms having a tapered configuration of diminishing dimensions toward said saddle and said saddle plates to facilitate superposition of said gussett forms, and a flexible material cover overlying said saddle and said gussett forms and including an outside back cover and gussetts.

4. In a garment carrier luggage device, a frame comprising a pair of generally U-shaped gussett forms, a saddle plate secured to the ends of the arms of each of said gussett forms, a saddle disposed between the gussett forms adjacent the saddle plates, and a flexible material covering overlying said saddle plates and said saddle and secured therabout and therebetween thereby forming a flexible hinge connection between said saddle and said gussett forms, said gussett forms having a tapered configuration of diminishing dimensions towards said saddle and said saddle plates to facilitate superposition of said gussett forms, a flexible material cover overlying said saddle and said gussett forms, means for cradling garments in said luggage device adjacent said saddle when said device is folded, an dmeans for supporting said device in an open position, said cover having gussetts thereon patterned to conform to the configuration of said gussett forms and luggage locks secured to said gussett forms and said cover to lock said luggage device in a folded position.

5. A garment carrier device, including an opposed pair of gussett forms, a saddle between said forms, a saddle plate secured to each of said forms and disposed contiguous and parallel to said saddle, a flexible material covering overlying said plates and said saddle, and stitching joining said flexible material covering between said saddle and saddle plates to provide a hinged connection therebetween.

6. A garment carrier device, comprising a pair of opposed gussett forms, a saddle plate secured to each of said gussett forms, a saddle disposed between the gussett forms adjacent the saddle plates, a flexible cover overlying said saddle plates and saddle, stitching between said saddle and saddle plates to secure said flexible cover thereabout and hingedly connect said saddle to said gussett forms, said saddle and gussett forms together forming a rigid foldable frame, an outer flexible material covering around said frame, an inner covering having a flap secured to said frame, means for cradling garments in said luggage device adjacent said saddle when said luggage device is folded, and means for supporting said garment carrier device in an open position.

7. In a luggage carrier, a frame comprising a pair of generally U-shaped gussett forms, a saddle plate secured to the ends of the arms of each said gussett forms, a saddle disposed between the gussett forms adjacent the saddle plates, and a flexible material covering overlying and saddle plates and said saddle and secured thereabout and therebetween by stitching thereby forming flexible hinge connections between said saddle and said saddle plates, said U-shaped gussett forms having arms of tapered configuration of diminishing dimensions towards said saddle and said saddle plates to facilitate superposition of said gussett forms, a flexible material cover overlying said saddle and gussett forms, means for cradling garmnets in said luggage carrier adjacent said saddle when said luggage carrier is folded, and means for supporting said luggage carrier in an open position, said cover having gussetts thereon patterned to conform to the configuration of said gussett forms to protect garments within the luggage carrier when the luggage carrier is folded about the flexible hinge connections between said saddle and said saddle plates.

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