Aug. 31, 1937. B. PLATT ET AL 2,091,650

LUGGAGE CARRIER

Filed May 6, 1936

Fig. 1.

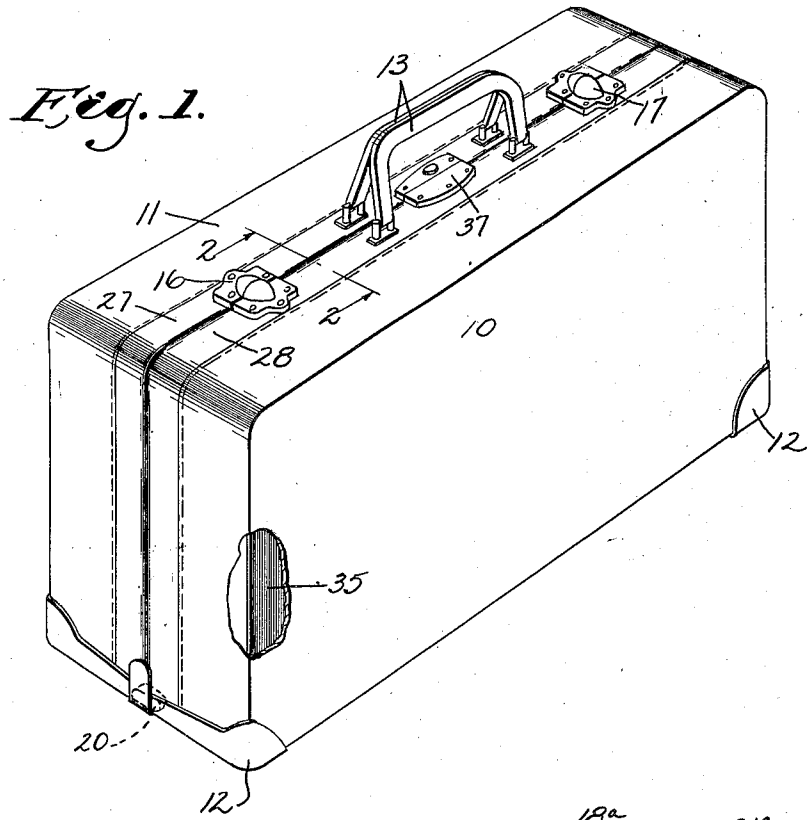
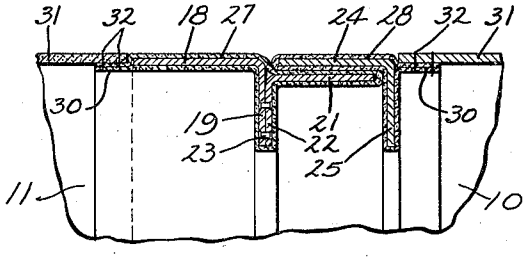


Fig. 2.



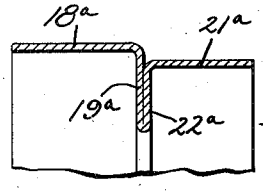


Fig. 3

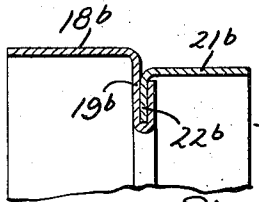


Fig. 4.

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LUGGAGE CARRIER

Benjamin Platt and Paul Platt, Chicago, Ill.

Application May 6, 1936, Serial No. 78,095

1 Claim. (Cl. 190—28)

Our invention relates to improvements in luggage carriers, with particular reference to the construction of the so-called frames and the connection of the body portions therewith.

Objects of our invention are to provide means whereby the entire top surface of the bag may occupy a single horizontal plane, with the exposed margins of the jaw frames and their coverings butted; to provide improved jaw frames having overlapping inner portions and butted outer portions; to provide means whereby Gladstone bags can be constructed in the form of a true rectangular box, with no projections other than the trim and the handles; to provide means whereby locking bolts and keepers may be located in housings of substantially equal size and of minimum height, secured to the respective jaws and adequately supported for uniform registry of the locking bolt with the slot in the bolt receiving housing; and to provide improved means for connecting the body covering with the jaws in such a manner that the jaws of the body covering may be butted without overlap, with the top surfaces of the body covering and jaw coverings in the same plane.

In the drawing:

Figure 1 is a perspective view of a Gladstone bag embodying my invention.

Figure 2 is a sectional view of the jaws drawn to line 2—2 of Figure 1, and showing fragments of the body.

Figure 3 is a view showing a modification of the left hand jaw shown in Figure 2.

Figure 4 is a similar view showing a further modification.

As shown in Figure 1, the Gladstone bag embodying our invention has the general form of a plain rectangular box having body members 10 and 11 provided with rounded upper corners and devoid of overlapping members, or projections other than corner re-enforcements 12, handles 13, and the usual trim, including the doweling members 16 and 17.

The frame jaws may be hinged together at the bottom as indicated at 20. As shown in Figure 2, one of the jaws, i. e., the left hand jaw, comprises a U-shaped bar of angle iron form having the middle portion 18 in a substantially horizontal plane when the bag is upright, and an inwardly projecting flange 19 associated with a similar bar faced in the opposite direction. Its middle portion has a horizontal flange 21 inset from the flange 18 and an inturned flange 22 of sufficiently less width than the flange 19 to allow the inner margins of the flanges 19 and 22 to coincide.

The inturned flanges 19 and 22 are connected with each other in any suitable manner, rivets being indicated at 23, although it is not material whether these flanges are riveted, welded, or otherwise connected.

The intermediate top portion of the right hand jaw has a horizontal flange 24 projecting in the same direction as the flange 18 and in substantially the same plane. The outer side of this jaw has an inturned flange 25, and at the ends of the bag the jaw is extended downwardly, and these vertical portions are hinged at 20 to the vertical portions of the first mentioned jaw as above explained.

Suitable coverings, preferably composed of leather strips 27 and 28, are folded about the respective jaws, and their side margins are lapped together and extended in the form of connecting flaps or marginal strips 30 to which the relatively thick leather covering 31 of the bag body may be stitched, as indicated at 32, with the margins of the bag covering 31 butted against the exposed upper portions of the cover and the margins of the flanges 18 and 24.

The walls of the body,—particularly the vertical side walls and the bottom, are preferably provided with stiffening material 35 as indicated in Figure 1, whereby the shape of the bag may be maintained and the top portion of the covering held to substantially the same plane as that occupied by the exposed portions of the jaw coverings 27 and 28.

The locking bolt 37 may reciprocate in a horizontal plane in close proximity to but above the top of the bag, and aside from rivets or equivalent fastenings no part of the trim need extend through the jaw flanges. Accurate positioning of the jaws makes this possible since precise registry for counterpart portions of the trim is maintained.

In Figure 3, the jaw members 18*a*, 19*a*, 21*a*, and 22*a* are formed of a single strip of metal folded as illustrated. In Figure 4 this jaw is formed in two parts in general correspondence to the illustration in Figures 1 and 2, but the flange 19*b* is of greater width and folded about the flange 22*b*. The flanges 18*b* and 21*b* occupy the same relation to each other as the corresponding flanges in the other views.

We claim:

A luggage carrier comprising the combination of non-metallic container members, marginally provided with metallic hinged jaws of angle iron

form having inwardly projecting flanges and top flanges facing in the same direction and in the same plane, one of said jaws having its inwardly projecting flange reenforced by a reversed angle iron member, inset to form a shelf over which the top flange of the other jaw laps, and non-metallic coverings for said jaws, each folded about its respective jaw in a position to cover all surfaces thereof, and having its margins extended in superposed contacting relation beyond the top flange and substantially in the plane of its under surface and secured to the inner face of its respective container member to support the latter in end to end relation to its associated top flange.

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