July 1, 1958 E. R. DALLAS 2,841,257

LUGGAGE FOR CARRYING APPAREL WITHOUT FOLDING

Filed Aug. 22, 1956

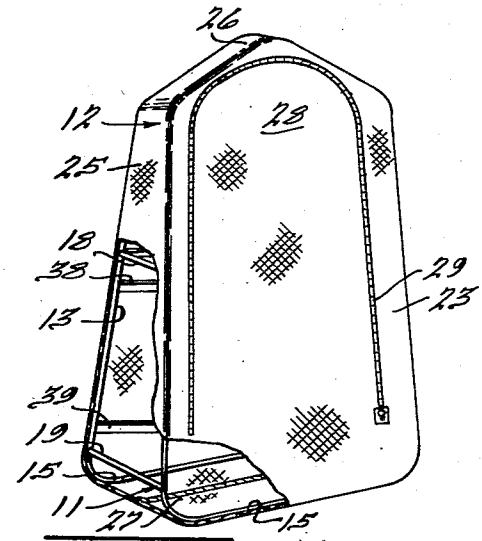


Fig. 1.

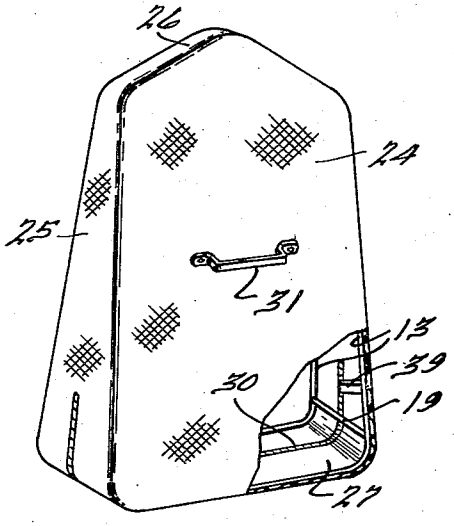
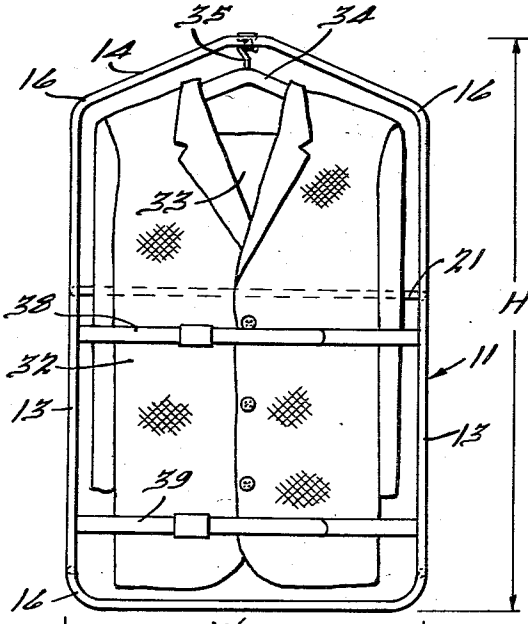


Fig. 2.

Fig. 3.



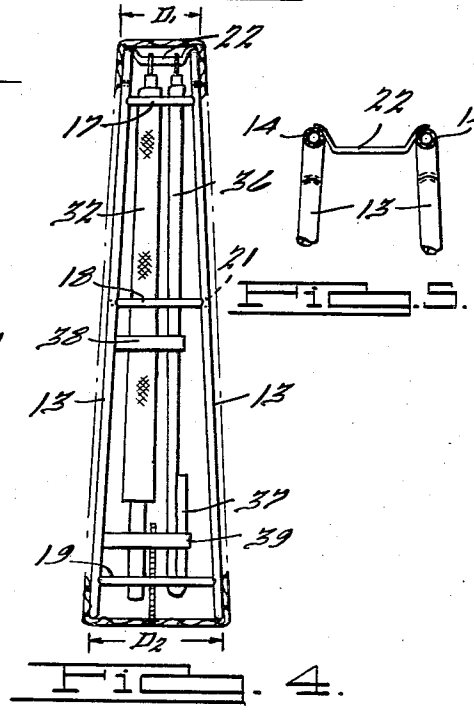


Fig. 4.

Fig. 5.

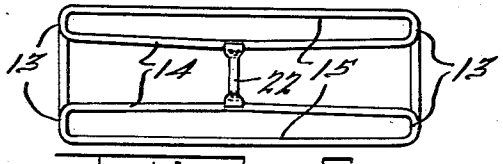


Fig. 6.

INVENTOR.
Edgar Roy Dallas.
BY
Harness, Dickey & Pierce
ATTORNEYS.

United States Patent Office

2,841,257

Patented July 1, 1958

2,841,257

LUGGAGE FOR CARRYING APPAREL WITHOUT FOLDING

Edgar Roy Dallas, Detroit, Mich.

Application August 22, 1956, Serial No. 605,547

3 Claims. (Cl. 190—41)

This invention relates to luggage, and more particularly to hand or personal luggage for carrying suits, dresses and similar items.

The problems involved in transporting garments such as suits, coats and dresses in hand baggage without wrinkling or creasing are known to every traveler. Conventional types of personal baggage, such as trunks and valises, even though sufficient to accommodate the bulk of such articles of apparel, require that each item be folded at least once in order to fit within the outside dimensions of the container. As a result of this folding and the subsequent compression of the clothes, journeys of even a few hours normally result in wrinkled or misshapen garments which require repressing. In recent years several types of personal baggage have been commercialized in which the suits or dresses are placed in the container in unfolded condition. However, these types of baggage have all been found to have features which make them unsatisfactory. For example, in some cases the container must be folded after the apparel is placed inside in order that the baggace can be easily carried, the clothing being creased in the process. In other cases, with the "garment bag" type of baggage, the containers are unwieldy and because of their pliable nature will not protect the clothing when other luggage is placed on top of the bag, such as usually happens in the baggage compartments of trains or planes.

It is an object of the present invention to overcome these disadvantages of previously known types of personal baggage and to provide a piece of hand luggage which is especially adapted for carrying garments such as suits, coats and dresses in unwrinkled condition, without sacrificing ease of handling of the baggage.

It is another object to provide an improved baggage construction of this nature which occupies a minimum of space in the traveler's quarters during stopping points, and which may be readily used as a wardrobe so that the garments need not be unloaded or disturbed except as needed.

It is a further object to provide a piece of hand baggage of this character in which means may readily be provided for carrying additional apparel such as shirts, underwear or shoes without increasing the bulk of the overall container and without incurring any wrinkling or crushing of the larger garments.

It is also an object to provide an improved hand baggage item of the above nature, which is extremely simple in construction, can be manufactured of standard and inexpensive materials, and is sturdy enough to withstand the rigors of transportation in all types of public and private vehicles while protecting the condition of the clothes being carried.

It is another object to provide an improved personal baggage article of this type which is readily adapted to be placed in the rear seat compartment of an automotive vehicle in such a way as to be held snugly in upright condition, thus being readily accessible for removal.

Other objects, features, and advantages of the present invention will become apparent from the subsequent description, taken in conjunction with the accompanying drawings.

In the drawings:

Figure 1 is a perspective view of the novel and improved personal baggage item of this invention, parts being broken away for clarity, showing the front of the container in closed position and a portion of the frame;

Figure 2 is a perspective view showing the rear of the container with the carrying handle;

Figure 3 is a front view of the container frame showing the rounded corner configuration of the baggage;

Figure 4 is a side view of the frame showing the bracing construction;

Figure 5 is an enlarged fragmentary view of the upper portion of Figure 4 showing the details of the hanger bar construction; and

Figure 6 is a top view of the frame showing the position of the hanger bar.

The invention comprises a frame generally indicated at **11** and a cover indicated at **12** which is snugly fitted thereon. Frame **11** may be constructed of any suitable material such as tubular steel, and consists of two pairs of uprights **13**, each pair being connected by top and bottom members **14** and **15** respectively. Top members **14** slope upwardly from their outer ends to their centers, while bottom members **15** are horizontal. The corners **16** between the uprights and members **14** and **15** are preferably rounded, and in suitable instances each pair of uprights **13** together with its connecting members may be formed by bending a single length of tubular metal into the required shape.

As seen in Figure 4, the two pairs of uprights **13** with their connecting members are held in spaced-apart position by three pairs of cross members **17**, **18** and **19**. These members are secured at their opposite ends to the uprights and are spaced apart vertically to form rigid connections. Preferably, the lengths of these cross members increase from top to bottom, thus providing a slightly tapered frame construction with the base somewhat wider than the top. This construction may be found most suitable since the lower portions of suits and dresses usually have greater bulk than the upper portions. The downwardly flared construction may also be found to provide greater stability when the baggage is resting on the floor. An additional horizontal frame member **21** may also be provided in the same plane as intermediate cross members **18** at the rear of the container to further strengthen the frame.

Although the exact dimensions of frame **11** are not critical, for purposes of the invention it is preferable that the height H and width W of the frame be sufficient to accommodate a suit of clothes in hanging condition without folding or bunching of the material. For example, a satisfactory height H for the frame has been found to be 37", while a width W of 22" has also been found suitable. It should be understood however that these figures are merely illustrative and that other appropriate dimensions are contemplated within the principles of the invention. The depths D_1 and D_2 of the

top and bottom of the frame respectively are likewise preferably sufficient to accommodate the required number of garments. One suitable set of dimensions has been found to be a top depth D_1 of 4" and a bottom depth D_2 of 7".

Means are provided for supporting clothes hangers at the top of frame **11**, this means comprising a hanger bar **22** secured between the central portions of upper members **14**. As seen in Figure 5, the main portion of bar **22** is below the level of the extreme top of frame **11** so that the hanger hooks may be accommodated and restrained between bar **22** and the cover material.

Cover **12** may be fabricated of any suitable material such as rubberized cloth or canvas, and is so constructed as to fit snugly and in taut position over frame **11**. For this purpose the cover may be sewn in place after frame **11** has been assembled, or may be secured thereto, or both. Alternatively, cover **12** may be removably mounted on the frame so that it may be separately cleaned. When in position, cover **12** entirely encloses frame **11** leaving no exposed metal parts. The cover has a front panel **23**, a rear panel **24**, side panels **25** and top and bottom panels **26** and **27** respectively when in assembled position. Buttons or other wear members (not shown) may be provided on bottom panel **27**, since the luggage will normally stand in upright position.

Front panel **23** is provided with an access opening covered by a flap **28** for loading and unloading purposes. As shown in Figure 1, flap **28** is contiguous along its lower edge with front panel **23** and may be constructed of the same material as the remainder of cover **12**. The flap occupies the major portion of front panel **23**, being securable to the panel by a slide fastener **29** of inverted U-shaped, or similar fastening means. When opened, flap **28** uncovers an opening affording full access to the interior of the baggage. A second slide fastener **30** is shown dividing bottom panel **27** and the lower portions of side panels **25**, to facilitate removal of cover **12** for cleaning purposes.

Mounted on rear panel **24** is a carrying handle **31** by means of which the case may be lifted and carried. Handle **31** may be secured to rear panel **24** by any appropriate means, or may be attached if desired directly to reinforcing bar **21**. The position of handle **31** relative to the top of the container is such that when grasped and lifted, bottom panel **27** will be raised from the ground a sufficient distance to enable the carrier to walk comfortably while his engaged arm remains downwardly extended. Although it is realized that to attain maximum comfort the height of handle **31** could vary with individuals of different heights, the handle position is preferably so chosen as to permit the bag to be carried easily by persons of shorter stature while not detracting from the carrying convenience for taller persons.

Figures 3 and 4 illustrate the manner in which suits and dresses may be enclosed within the novel baggage case without being folded or wrinkled. Figure 3 shows the position of a man's suit within the confines of frame **11**. It will be seen that the suit coat **32** and the trousers **33** are draped on a hanger **34** in the usual manner and hang freely within the frame without being folded or creased in any way. The spacing between the suit coat and the sides and bottom of the frame will of course vary with the clothing size, and in some instances it may be desirable to use a hanger **34** having a hook **35** with a relatively short shank, so that the hanger is closer to the top of the frame.

Similarly a lady's dress **36** may be draped on a hanger and suspended from hanger bar **22**. In the case of a dress, the lower portion **37** may be pinned up as shown in Figure 4 so as not to engage the bottom of the container. It will be noticed, however, that as in the case of the suit, dress **36** hangs freely and without pressure being exerted on any portion of the material, so that wrinkles will be avoided. The number of garments

which may be hung side by side in the container will of course depend on its depth relative to the bulk of material. If the garments do not occupy the entire depth of the case, and it is expected that the baggage will be tilted or upended during the journey (for example, when it is to be checked on a train or plane), means may be provided for restraining the garments from movement. In the illustrated embodiment, this means takes the form of two pairs of straps **38** and **39** attached to the frame or cover inside the case. These straps, which are located at intermediate and lower portions of the container, will serve to maintain the garments in their extended position regardless of the method of handling of the baggage.

In use, the luggage piece will normally be carried in an upright position by grasping handle **31**. Because of the container shape it may be supported comfortably alongside a person without interfering with his movements. When placed in the room of the traveler, the case will stand upright and flap **28** may be opened to remove the clothing. Because of the compact nature and attractive appearance of the case it may be used as a wardrobe in the traveler's room, thus dispensing with the need for removing and replacing the garments.

The baggage piece of this invention is sturdy enough to withstand the rough handling common in public transportation, with frame **11** and cover **12** cooperating to provide resilient but firm protection for the contents. The case is especially adapted for loading into the rear seat compartment of an automotive vehicle during traveling. Because of the tapered configuration of the container, it will fit snugly between the back of the front seat and the front of the rear seat of an automobile, resting on the floor and occupying a minimum of space. From this position it may be readily removed when the traveler arrives at his destination.

While it will be apparent that the preferred embodiment of the invention disclosed is well calculated to fulfill the objects above stated, it will be appreciated that the invention is susceptible to modification, variation and change without departing from the proper scope or fair meaning of the subjoined claims.

What is claimed is:

1. In a piece of hand baggage, a frame comprising two pairs of spaced upright members which form the frame edges, top and bottom members connecting each pair of upright members, a plurality of cross members connecting said pairs of upright members to form a rigid frame, a bar extending between said top members adapted to support a clothes hanger, the height, width and depth of said frame being sufficient to accommodate a suit of clothes draped on such hanger, a cover of pliable material secured over said frame to form a base, front and rear panels extending upwardly from said base, and side and top panels extending between said front and rear panels, an access opening in said front panel, a flap for said access opening, the disposition of said opening being such that said cover will be securely retained on said frame when said flap is open, and a carrying handle secured to said rear panel and spaced a sufficient distance below said top panel to permit convenient lifting and carrying of the piece of baggage.

2. In a piece of hand baggage, a frame, said frame having two sides, each side being formed of a length of tubular metal and being of generally rectangular shape with a pair of upright portions and top and bottom members connecting said upright portions, a plurality of cross members connecting said two lengths of tubular metal, a bar secured between said top members and adapted to support a clothes hanger, the height, width and depth of said frame being sufficient to accommodate a garment such as a suit draped on such hanger, a cover of pliable material secured over said frame, said cover having a base, front and rear panels, and side and top panels connecting said front and rear panels, an access opening

in said front panel, a flap for said opening, the lower edge of said flap being contiguous with said front panel and movable between a closed position and an open position extending from said front panel, the disposition of said opening being such that said cover will be securely retained on said frame when said flap is open, and a carrying handle secured to said rear panel a sufficient distance below said top panel to enable convenient lifting and carrying of the piece of baggage.

3. The combination according to claim 2, the lengths of said cross members being such that said bottom frame members are spaced apart a greater distance than said top frame members, whereby said base is of larger area than said top panel.

References Cited in the file of this patent

UNITED STATES PATENTS

2,016,520	Short	Oct. 8, 1935
2,086,895	Cart	July 13, 1937
2,163,116	Derman	June 20, 1939
2,684,135	Cart	July 20, 1954
2,755,896	Breglia	July 24, 1956
2,806,563	Einhorn	Sept. 17, 1957