March 30, 1965 H. C. BIERMAN 3,175,658

POCKET FOR TRAVELING BAG

Filed July 5, 1963

FIG. 1.

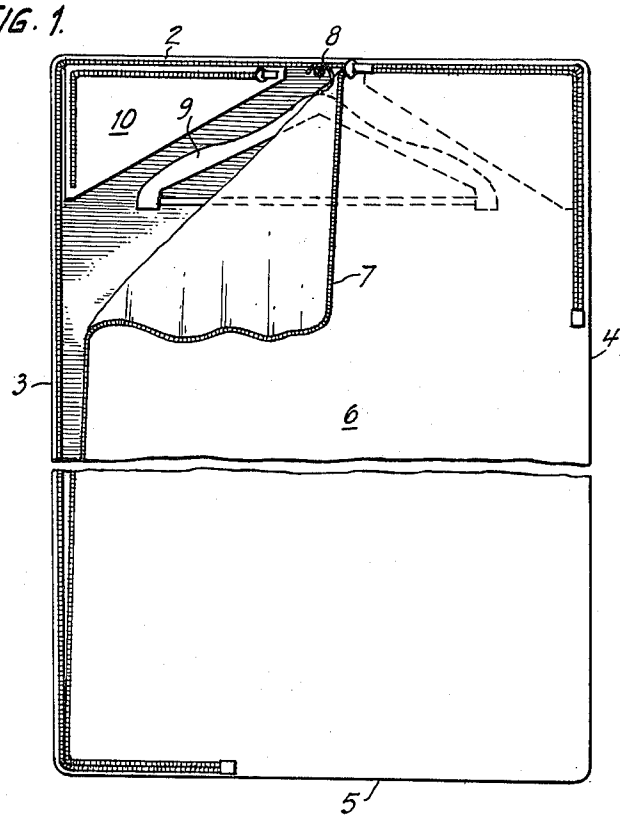
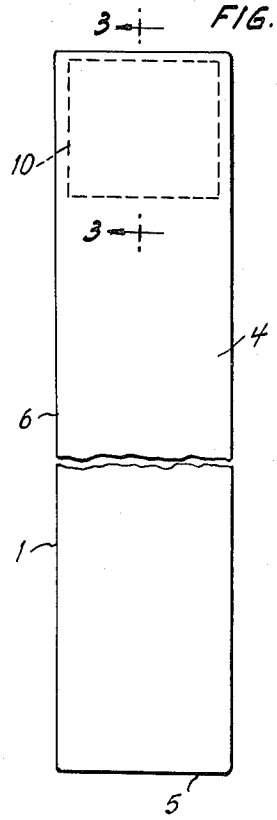


FIG. 2.



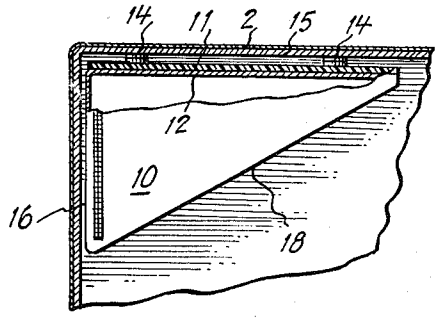


FIG. 3.

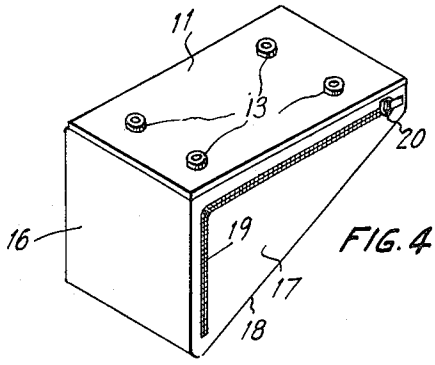


FIG. 4.

INVENTOR.
HARRY C. BIERMAN

BY

Bierman & Bierman

ATTORNEYS

United States Patent Office

3,175,658

Patented Mar. 30, 1965

3,175,658

POCKET FOR TRAVELING BAG

Harry C. Bierman, 50 Siebrecht Place, New Rochelle, N.Y.

Filed July 5, 1963, Ser. No. 292,870
2 Claims. (Cl. 190—43)

The present invention is directed to luggage, and more particularly to garment bags such as are commonly known as "car sacks." Such car sacks have become very commonly used because of the convenience thereof and the lightness, together with adequate strength to withstand misuse. In such car sacks, there is provided at the top a bar or the like for the purpose of suspending garment hangers. This provides a convenient arrangement but the capacity of the car sack is not all that could be desired. For instance, in packing shoes, there is only the bottom of the car sack available; and also for inserting various small articles of clothing such as stockings, socks, underwear, cosmetic and toilet kits, there is no special provision. They must be placed in the bottom of the car sack where access thereto is relatively difficult.

There also have been provided small narrow pockets on either the inside wall or the outside wall of the car sack. Such pockets do not accommodate many articles and they unnecessarily increase the bulk of the car sack when filled and folded.

The present invention is intended and adapted to overcome the difficulties and disadvantages inherent in prior car sacks, it being among the objects thereof to provide means for increasing the capacity thereof to a substantial extent, without an increase in the size or bulkiness of the car sack when folded for transportation.

It is also among the objects of the present invention to provide an insert for the car sack, which is simple in construction, convenient to handle and which provides a more efficient packing of relatively small articles.

It is further among the objects of the invention to provide such inserts which can be firmly held in place and yet be removable and utilize space which otherwise would be wasted in the car sack.

In practicing the present invention, there is provided a pocket preferably of flexible material, which may be inserted at the top of the car sack in the space between the hanger and the top and side thereof. Usually there are two such pockets located on opposite sides of the car sack. The size and shape of the pockets is such as to completely fill the heretofore empty and non-usable space. The invention also contemplates the provision of means whereby the pockets may be removed from the car sack for convenience in inspecting, packing articles therein, and removing them therefrom.

The invention is more fully described in connection with the accompanying drawing constituting a part hereof, in which like reference characters indicate like parts, and in which—

FIG. 1 is a front elevational view of a car sack, having pockets made in accordance with the present invention;

FIG. 2 is a side elevational view thereof;

FIG. 3 is a fragmentary, enlarged view of the upper left-hand corner of a car sack, showing the pocket in place for use; and

FIG. 4 is a perspective view of the pocket detached from the car sack.

The car sack consists of a flexible fabric back, having a relatively stiff top **2**, flexible fabric sides **3** and **4**, and a bottom **5**, which may be of relatively stiff material. Front **6** is of flexible material and has a zipper tape therein whereby the car sack may be opened or closed. In the top, and transverse to the body of the car sack is a rail or the like **8**, providing means for holding garment hangers **9**.

The pocket **10** is roughly triangular when viewed from the front, but the actual shape is dependent upon the garment hanger **9**, the structure of the pocket being such as to substantially completely fill the space between the hanger and the upper corner of the car sack. The pocket has a top **11** of relatively stiff material which is permanently secured to fabric **12**, constituting the top of the pocket. The pocket has extending from the top thereof a plurality of snap fasteners **13** adapted to snap into cooperative fasteners **14** in the top **15** of the car sack.

The pocket has side **16** and front **17** and bottom **18** integral with top **12**. Side **17** is provided with zipper **19** in angular position, as shown in FIG. 4, with means **20** for closing and opening side **17**.

Although the invention has been described setting forth a single specific embodiment thereof, numerous variations in the details may be made within the spirit of the invention. For instance, pocket **10** may be made partially or completely of stiff material with the front **17** of flexible material. In place of cooperative snap fasteners **13** and **14**, other equivalent fastening means may be used. One or more pockets may be provided on one or both upper corners of the car sack, depending upon the size, nature and character of the articles to be held therein. These and other changes may be made within the scope of the invention, which is to be broadly construed and not to be limited except by the character of the claims appended hereto. For instance, guides or rails extending forwardly from within top **2** may provide means for sliding pockets **10** in or out of the bag.

I claim:

1. In a traveling bag having means centrally at the top for retaining garment hangers, the top of said bag being substantially rigid, a pocket for the reception of articles fitted into a corner of said top and being substantially triangular when viewed from the front, the improvement which comprises the top of said pocket being rigid, the front of said pocket being open, a closure for said front, cooperating securing means for holding said pocket detachably on the inside of said top including at least one support element fixed in the top of said bag and at least one complementary support element on the top of said pocket connected to said one support element.

2. A traveling bag according to claim 1 characterized in that cooperative fasteners are provided on said closure and said pocket along two of the sides of said pocket.

References Cited by the Examiner

UNITED STATES PATENTS

1,132,530	3/15	Warren	190—41
1,520,044	12/24	Wilt	190—13
1,668,358	5/28	De Luca	190—41
2,391,871	1/46	Benson	190—41
2,565,969	8/51	Judson	190—41
2,793,742	5/57	Mintz	206—7

FRANKLIN T. GARRETT, *Primary Examiner.*