Jan. 31, 1950 W. S. SYKES 2,496,182

LUGGAGE SECTION END WALL HAVING A PERIPHERAL UNDERCUT GROOVE SECURING A BUFFER STRIP

Filed Aug. 18, 1945

Fig. 1.

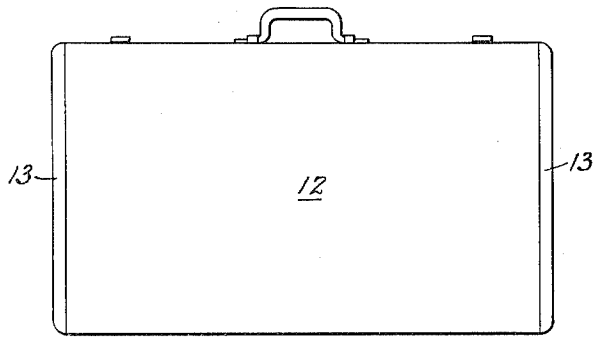


Fig. 2.

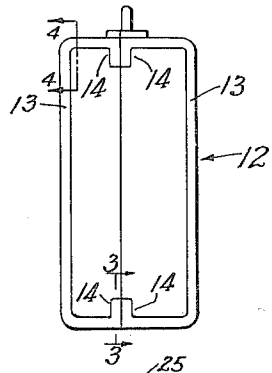


Fig. 5.

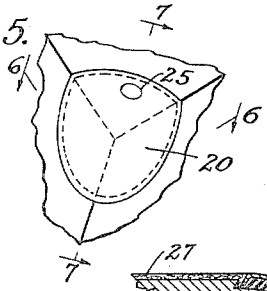


Fig. 6.

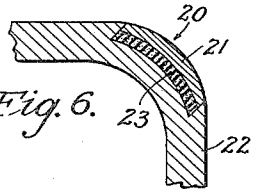


Fig. 7.

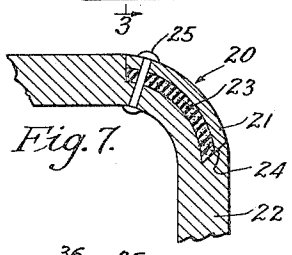


Fig. 8.

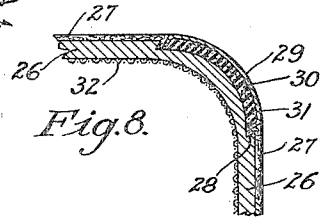


Fig. 9.

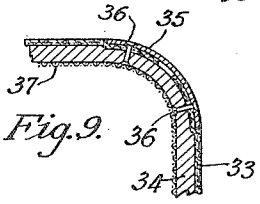


Fig. 3.

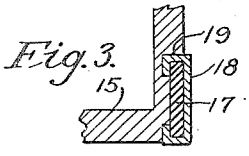


Fig. 11.

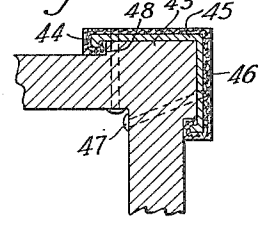


Fig. 4.

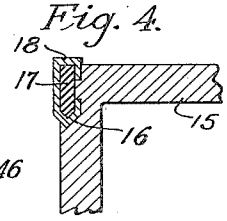
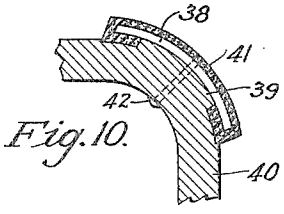


Fig. 10.



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Patented Jan. 31, 1950

2,496,182

UNITED STATES PATENT OFFICE

2,496,182

LUGGAGE SECTION END WALL HAVING A PERIPHERAL UNDERCUT GROOVE SECURING A BUFFER STRIP

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Application August 18, 1945, Serial No. 611,324

2 Claims. (Cl. 190—37)

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My invention relates to stitchless luggage, and more particularly it is an important object of the invention to provide trimming such as corners and edges that are mounted upon luggage without stitching.

Another object is to provide a protecting corner or edge on luggage in an arrangement that in the end product is resilient.

My invention also has for its objects to provide such means that are positive in operation, convenient in use, easily installed in a working position and easily disconnected therefrom, economical of manufacture, relatively simple, and of general superiority and serviceability.

The invention also comprises novel details of construction and novel combinations and arrangements of parts, which will more fully appear in the course of the following description. However, the drawings merely show and the following description merely describes embodiments of the present invention, which are given by way of illustration or example only.

In the drawings, like reference characters designate similar parts in the several views.

Fig. 1 is a side elevational view of a piece of luggage embodying the foregoing objects.

Fig. 2 is an end elevational view of said piece of luggage.

Fig. 3 is a section taken on the line 3—3 of Fig. 2.

Fig. 4 is a section taken on the line 4—4 of Fig. 2.

Fig. 5 is a broken, perspective view of a corner applied to a piece of luggage.

Fig. 6 is a sectional view taken on the line 6—6 of Fig. 5.

Fig. 7 is a sectional view taken on the line 7—7 of Fig. 5.

Figs. 8 to 11 show modified constructions for resilient corners.

Referring more in detail to the drawings, the reference number 12 generally designates a piece of hand luggage that is edged as shown at 13. The opposite ends of the edging material are bent towards each other, as suggested at 14, to lock the edging in place. In hand luggage that is separable into halves, as particularly shown in Fig. 2, each half has its edging so bent and locked in place.

The body 15 of the luggage is preferably lightweight material, such as light-weight metal, e. g., magnesium or aluminum, plastic or wood. The sides and ends of the body 15 are grooved, as suggested at 16, for receiving the edging material, which in Figs. 3 and 4 is shown to be a comparatively rigid base member 17 which is substantially inelastic and the same is covered with a comparatively resilient material 18, such as leather or cloth. Each groove 16 extends along each edge of the side of each body or case section 15, then along each edge of the top and bottom portions of said body, and then partly along the parting line edge of each end of the body, the grooves 16 on the same end of the case, completely encircling the contour edge thereof and also extending partly along the line of parting of the case sections. Each groove 16 is, therefore, C-shaped.

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The groove 16 has a bottom that is V-shaped and is, therefore, undercut to receive a correspondingly shaped, covered base member 17. In applying the edging material to the body member, it is slid in the grooves 16 at the sides and ends of the luggage, and the ends 14 are bent towards each other in the ends 19 of the grooves 16.

The present invention may be utilized for providing resilient corners, as shown at 20 in Figs. 5, 6 and 7. In those figures, the comparatively rigid corner member 21 is flush with the body 22. The body is preferably one of the light-weight materials mentioned above. Back of the corners 20 is a cushion 23 of cork, rubber or other resilient material. The corner 20 and the backing material 23 are preferably of dove-tail shape in cross section, when taken on the line 6—6 of Fig. 5, or generally parallel thereto. This shape is shown in Fig. 6. The lower edges of the corner 20 and of the cushion 23 are at an acute angle to the horizontal, as shown in Fig. 7, to aid in preventing their escape from the recess 24 in the body. To further hold the corner in place upon its cushion, a rivet 25 is also provided. The corner piece 20 and cushion are slid down in the dovetail-shaped groove to the position shown in the drawings, and held there by the rivet.

In the form shown in Fig. 8, the body 26 of the luggage is covered with suitable resilient material 27, such as leather or cloth, that is folded into the corner recess of the piece of luggage, as shown at 28. The corner comprises a metal cap 29 upon a cushion 30 which may be of one or more of the materials mentioned in connection with the cushion 23 above. The flanges of the cap 29 at the edges thereof are bent inward around the cushion material, as suggested at 31. It is believed clear to one skilled in the art that the corner cap and cushion may be held in place by suitable means, e. g., the means shown in Figs. 5 to 7. A lining 32 is also indicated in Fig. 8.

In the form shown in Fig. 9, the covering 33 is

of cloth, leather or other resilient material. This resilient covering is disposed on the body **34** of the piece of luggage and is extended under the corner piece **35** to provide a cushion therefor. Rivets **36** hold the corner cap **35** in place on the edge portions of the resilient covering **33**. A lining **37** is also employed in this figure.

In the form shown in Fig. 10, a corner piece **38** is mounted upon an embossing **39** on the body **40** of the luggage. A covering **41**, preferably of resilient material, is folded under the edges of the corner piece **38**. Suitable rivet means **42** holds the assembly in place. The thickness of the material **41** is preferably greater than the distance between the corner member **38** and the body **40**, in order to squeeze the edge portions of the material **41** therebetween to prevent their displacement.

In the form shown in Fig. 11, the embossing **43** is angular instead of round, as in Fig. 10. Moreover, the edges **44** of the corner members **45** are bent inward to clinch outwardly extending edges **48** of the resilient covering **46** on the corner member. Suitable rivet means **47** also hold this assembly in position.

The use of my present invention is believed apparent. In the form shown in Figs. 1 to 4, the edging material is slid into position and its ends then bent towards each other to clinch it in place. In the other forms shown in the drawings and described herein, the corner members are mounted without stitching in a variety of manners, some of these forms also being resiliently mounted.

While I have illustrated and described what I now regard as the preferred embodiments of my invention, the construction is, of course, subject to modifications without departing from the scope of my invention. I, therefore, do not wish to restrict myself to the particular forms of construction illustrated and described, but desire to avail myself of all modifications that may fall within the scope of the appended claims.

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

1. In luggage formed of separable sections connected to form a case of generally rectangular form, each case section having a groove formed along the end contour edge thereof whereby said grooves completely encircle each end of the case, the groove in each case section, at each end, being extended partially along the line of parting of the case sections, said grooves each being also formed with an undercut, and an edging strip within each groove and co-extensive therewith, each strip having an edge corresponding in shape to that of the mentioned undercut, each edging strip, at each end, having an inturned extension positioned in the respective mentioned end extensions of the grooves.

2. In luggage formed of separable sections connected to form a case of generally rectangular form, each case section having a groove formed along the end contour edges thereof whereby said grooves completely encircle each end of the case, the groove in each case section, at each end, being extended partly along the line of parting of the case sections whereby each groove is generally C-shaped, the bottom of each groove throughout its extent being formed with an undercut, and a C-shaped edging strip in each groove and having an edge fitting into said undercut, said edging strip comprising a form-retaining substantially inelastic base member, and a resilient cover for at least the outer faces thereof.

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