MODULAR LUGGAGE SYSTEM

In one embodiment, the present invention is a wheeled upright modular luggage system having at least a base adapted to simultaneously transport, consolidate or otherwise protect thicker or wider items, including notebooks, binders, wide files and the like. Additional modules may be mechanically coupled securely to the base by one or more stabilization systems, each module selectively adapted to receive and store such items as a portable computer, a laptop computer, a computer printer, office supplies, and/or corresponding notebooks/binders, sales catalogs, product samples, tools or clothing, all of which are typically required for a mobile professional. The base preferably includes an extendable and retractable pull handle mounted at an upper rear side portion of the base for transporting the luggage system on a transportation system along a supporting surface. The base is formed so as to allow the luggage system to stand unattended on the wheels and pushed, pulled or directed by the handle on at least some of the wheels.
MODULAR LUGGAGE SYSTEM

CLAIM OF PRIORITy

The present invention claims priority based upon U.S. Provisional Patent Application No. 60/508,745, filed Oct. 4, 2003, which is hereby incorporated by reference.

FIELD OF INVENTION

The invention relates generally to luggage, particularly a wheeled modular luggage system suitably adapted for use by those individuals who require concurrent transport of very thick or wide items, such as binders, notebooks, documents and the like. The invention allows luggage to be wheeled along a supporting surface in a tilted but upright position. The present invention also optionally includes a first modular storage adapted to transport or otherwise carry less thick or wide items such as a portable computer printer, and a second modular storage adapted to transport or otherwise carry even less thick or wide items than the first modular storage, such as a laptop computer.

BACKGROUND OF THE INVENTION

In the past, travelers have used more than one luggage piece to carry their clothing, personal items, work related articles and other articles for use in their travels. The luggage pieces were usually of different shape or dimension, with no method for retaining all pieces together in a coherent manner. This presented a considerable problem for travelers when carrying or transporting their luggage through airports, hotels, and the like, or even commuting from job site to job site. Although a traveler may have the option of renting or purchasing a separate luggage cart, dolly, or hand truck, or retaining the services of airport or hotel personnel, these methods of transporting multiple luggage components are sometimes expensive, impractical, or burdensome on the traveler.

The prior art configurations fail to take into account the needs of a user who must perform work on the road, or, someone who is highly mobile. While luggage systems have enhanced the convenience of mobility for the mobile professional, the typical size of the luggage did not allow the user to adequately carry the tools of their trade. As a result, many professionals resorted to attaching second or additional bags or other articles of luggage to a main suitcase by using rope, elastic cords (e.g. bungee cords), tape and other temporary attachments which may not actually support and retain the additional bags during the strenuous handling often encountered in travel.

One such example might include an accountant, who must travel to a client’s remote location, and must take with him or her a substantial amount of items in order to perform the work requested (e.g., one or more thick or very wide folders containing client data, one or more laptop computers and/or one or more portable printers). Another example might include a trial attorney, who might travel to court to attend a trial, but require a substantial amount of documents, binders, notebooks, folders, computers and/or printers to adequately perform his job during trial. To the extent he cannot adequately carry all of these items, he will resort to having another attorney or assistant help with the transportation of these items. Of course, other mobile professionals exist as well (such as real estate agents, salesmen, and even service repair persons) who require a portable luggage system having compartments significantly wider or thicker to transport or otherwise carry the tools of their trade.

While luggage systems exist which will allow a mobile professional to carry their tools of their trade, such systems typically will not retain thick items, and additionally, are usually formed as a single, unitary system, therefore resulting in a non-versatile luggage system.

The present invention overcomes the foregoing disadvantages by providing a wheeled modular luggage system which includes a substantially wider or thicker storage compartment adapted to retain a significant wide load.

SUMMARY OF THE INVENTION

The following summary of the invention is provided to facilitate an understanding of some of the innovative features unique to the present invention, and is not intended to be a full description of variations that may be apparent to those of skill in the art. A full appreciation of the various aspects of the invention can be gained from the entirety of the specification, claims, drawings, and abstract taken as a whole.

This invention relates to modular luggage system formed of either hardside or softside case construction (or combination thereof) which is particularly adapted to transport very thick or very wide items which can become very difficult to otherwise transport or protect by conventional luggage systems. In one embodiment, the present invention is a wheeled upright modular luggage system having a base adapted to simultaneously transport, consolidate or otherwise protect larger items, such as a computer, a laptop computer, a computer printer, office supplies, and/or corresponding notebooks/binders, sales catalogs, product samples, tools or clothing, all of which are typically required for a mobile professional. The base preferably includes an extendable and retractable pull handle mounted at an upper rear side portion of the base for transporting the luggage system on a transportation system along a supporting surface. The base is formed so as to allow the luggage system to stand unattended on the wheels and pushed, pulled or directed by the handle on at least some of the wheels.

The novel features of the present invention will become apparent to those of skill in the art upon examination of the following detailed description of the preferred embodiment or can be learned by practice of the present invention. It should be understood, however, that the detailed description of the preferred embodiment and the specific examples presented, while indicating certain embodiments of the present invention, are provided for illustration purposes only because various changes and modifications within the spirit and scope of the invention will become apparent to those of skill in the art from the detailed description, drawings and claims that follow.

BRIEF DESCRIPTION OF THE DRAWINGS

The accompanying figures further illustrate the present invention and, together with the detailed description of the preferred embodiment, assist to explain the general principles according to the present invention.

FIG. 1 illustrates a semi-translucent side perspective view of the first luggage module or base according to the present invention;
FIG. 2 illustrates a semi-translucent side perspective view of the optional second luggage module according to the present invention;

FIG. 3 illustrates a semi-translucent side perspective view of the optional third luggage module according to the present invention; and

FIG. 4 illustrates a semi-translucent side exploded view of the luggage system according to the present invention when all modules are integrated according to one aspect of the present invention.

Additional aspects of the present invention will become evident upon reviewing the non-limiting embodiments described in the specification and the claims taken in conjunction with the accompanying figures, wherein like reference numerals denote like elements.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

As seen in FIGS. 1 and 4, the present modular luggage system 10, in one embodiment, consists of at least a first luggage module or base 100 having a generally tall rectangular or square configuration with a top wall 101 with a top wall exterior surface 101a and a top wall interior surface 101b, a bottom wall 102 with a bottom wall exterior surface 102a and a bottom wall interior surface (102b), a front wall 103 with a front wall exterior surface 103a and a front wall interior surface (not shown, but being on an opposite surface of front wall exterior surface 103a), a rear wall 104 with a rear wall exterior surface 104a and a rear wall interior surface 104b, a first wall 105 with a first wall exterior surface 105a and a first wall interior surface 105b (not shown, but being on an opposite surface of first wall exterior surface 105b), a second wall 106 opposite the first sidewall 105 and between the top wall 103 and the rear wall 104, the second wall 106 having a bottom wall exterior surface 106a and a bottom wall interior surface 106b, and an interior compartment 110 being formed by the top wall interior surface 101a, the bottom wall interior surface 102b, the front wall interior surface 103b, the rear wall interior surface 104b, the first wall interior surface 105b and the second wall interior surface 106b. Preferably, the width of the front wall 103, the rear wall 104, the first wall 105 and the second wall 106 are substantially equal in dimension, such as width and height.

As seen in FIG. 1a, base 100 includes a transport system 130 coupled to the bottom wall exterior surface 103a. Preferably, transportation system 130 includes a pair of wheels 130a and a pair of load supports 130b when used together, allows the present invention to stand upright in a stable and balanced position without attendance by the user. Of course, in another embodiment, the load supports 130b may be replaced with rolling assemblies so that the base 100 may act as a four-wheeled cart. In still another embodiment, the load supports 130b may be replaced with rolling assemblies and the pair of wheels 130 may be replaced with load supports.

Returning now to FIG. 1, base 100 further includes a first modular luggage stabilization system 150, which in one embodiment, is coupled to the top wall exterior surface 101a. As more further described below, and as seen in FIG. 4, for example, first stabilization system 150 is adapted to allow base 100 to secure maintain position relative to any additional load placed upon the top wall exterior surface 101a, such as a load arising from a second or additional luggage module. In one embodiment, the first stabilization system 150 includes at least one rail 151a and at least one channel 151b on a remote luggage system (e.g., second luggage module 200), each rail 151a adapted to engage each channel 151b on the second or additional module. Of course, those of skill in the art will realize that system 150 may include other coupling systems, such as a channel placed upon the top wall exterior surface 101a adapted to mechanically communicate with a corresponding rail on the second or additional module. Additionally, stabilization system 150 may further include at least one coupling strap 152a preferably attached to the front surface 103a adapted to securely couple to at least a secondary coupling strap 152b (such as seen in FIG. 2). In any event, the first stabilization system 150 is preferably adapted to securely receive an article’s load for the base to maintain substantially the same position relative to the load.

Base 100 may also include a handling means 160 to push, tow, steer, and carry the luggage system. In one embodiment as seen in FIG. 1, the handling means 160 is an extendable and retractable pull handle 160 (such as, for example, a telescoping handle) mounted or placed on rear surface wall 104 at an upper rear side portion of the base for transporting the luggage system on a transportation system along a supporting surface. In operation, the handling means 160 is stored in a retracted or hidden position so that the uppermost handle 161 is substantially flush with the top surface wall 101 or below, so as to not interfere with the movement of the luggage system 100 (as may be required on an airplane storage area, for example). If used, a button 162 or like engaging means may be engaged which extends the handle 161 of handling means 160 so that it is pulled away or extends away from the top surface 101. Preferably, the length of extension on the handling means 160 is at slightly more than the height of any load (such as a second luggage module) which may be placed upon the top surface 101 of base 100, thereby allow the user to use the handling system when in use, and also to provide a secure support foundation of the overall luggage system when the present invention is tilted and transported on a surface (e.g., by pulling or pushing).

Of course, base 100 may optionally include one or more storage compartments 110, (where n=1, 2, 3, etc.) selectively formed on any exterior surface. Each storage compartment 110 may include an outer panel coupled to the desired exterior surface and include a fastener connection (not shown) between the exterior surface and the outer panel, thereby forming an access panel to a storage area. Those of skill in the art will realize that the fastener connection may be formed partially or substantially completely around the perimeter of any panel to allow for storage of items in the storage area, as well as provide access to the storage area. Preferably, each storage compartment 110 is formed upon each exterior surface in substantially the same configuration as any other storage compartment 110. Thus, for example, one storage compartment 110, may be formed from softside construction, and including a zipper fastener. Of course, any type of fastener may be employed, such as a slide fastener, zipper, concealed fastener or hook/pile fastener.
The major surfaces of base 100 and each storage compartment 110, is preferably constructed of soft-sided durable material, being formed of fabric for the most part. In one exemplary embodiment, the material may be 1000D cordura nylon.

As seen in FIG. 1 and FIG. 4, the first luggage piece or base 100 of the present invention is preferably, in this embodiment, sufficiently sized to receive, store and transport one or more variously sized but generally thick articles of manufacture, including binders, notebooks, folders and files. The interior 110 of base 100 may also be sufficiently compartmentalized to provide specific volume for the retention of specific articles (e.g., a binder compartment, a folder compartment, a loose paper compartment, etc.). Thus, in one preferred embodiment, the base 100 is sized to approximately 18” x 14.25” x 15.5” (i.e., height x width x depth, in inches). Preferably, any of the height, width or depth of the base 100 must be sized, in any adaptation, to create an interior compartment 110 suitable for the storing and transportation of generally thick articles of manufacture without the need for expandable side surfaces (which may wear or tear with continued use). However, those of skill in the art will realize that the expandable side surfaces if desired. One of the novel features of the present invention is an interior compartment 110 space of sufficiently large volume which, until now, is believed to be unknown in the art, but a need by mobile professionals. Of course, those of skill in the art will realize that while the volume or size of the present interior compartment may be significantly large, it may still be suitable, should the user desire, for the transportation of other items, such as clothing, tools, product samples, shoes, and the like which require transportation in a secure manner.

Turning now to FIG. 2, a second luggage module 200 is disclosed. Second luggage module 200 preferably has a generally tall rectangular configuration adapted to securely retain, store and transport a portable printing device, having a top wall 201 with a top wall exterior surface 201a and a top wall interior surface 201b, a bottom wall 202 with a bottom wall exterior surface 202a and a bottom wall interior surface 202b, a front wall 203 with a front wall exterior surface 203a and a front wall interior surface (not shown, but being on an opposite surface of front wall exterior surface 203a), a rear wall 204 with a rear wall exterior surface 204a and a rear wall interior surface 204b, a first wall 205 with a first wall exterior surface 205a (not shown) and a first wall interior surface (not shown, but being on an opposite surface of first wall exterior surface 205a), a second wall 206 opposite the first sidewall 205 and between the front wall 203 and the rear wall 204, the second wall 206 having a bottom wall exterior surface 206a and a bottom wall interior surface 206b, and an interior compartment 220 being formed by the top wall interior surface 201b, the bottom wall interior surface 202b, the front wall interior surface 203b, the rear wall interior surface 204b, the first wall interior surface 205b and the second wall interior surface 206b.

Preferably, the volume of the interior compartment 220 is adapted to receive, retain, and store a portable printer, which is generally larger in height, width and depth than a conventional laptop computer. Additionally, the width of the front wall 203 and the rear wall 204 are preferably substantially longer than the width of the first wall 205 and the second wall 206, but are substantially equal in height. And, those of skill in the art realize that second luggage module 200 may include a handle or shoulder strap (not shown) placed, for example, upon the top surface 201a or upon the two side surfaces 205a, 206a, so that it can be used as a standalone luggage piece if desired.

As seen in FIG. 2, second luggage module 200 may also include at least one coupling strap 152b preferably attached to the front surface 203a adapted to securely couple to the coupling strap 151a (such as seen in FIG. 1). While clips are illustrated, those of skill in the art will realize that other coupling techniques may be used. In another embodiment, second luggage module 200 may also include a second modular luggage stabilization system 250, which in one embodiment, is coupled to the top wall exterior surface 201a. As further described below and illustrated in FIG. 4, second stabilization system 250 is, via straps 251a and 351a, adapted to allow the second luggage module 200 to securely maintain position relative to any third luggage module 300 added or placed upon the top wall exterior surface 101a of base 100. Those of skill in the art will realize that any of the disclosed coupling straps may be inserted into storage compartments to prevent flapping or loose movement while in transit.

When the second luggage module 200 is desired to be used in conjunction with base 100 without any other luggage modules, a rear storage compartment 207 may generally be formed on a major exterior surface such as upon rear wall exterior surface 204a. In this configuration, an upper fastener opening is formed upon an upper portion 207a, and a lower fastener opening is formed on an opposite side 207b thereby defining a sleeve.

By placing second luggage module 200 upon base 100, both the upper fastener opening and the second fastener opening are opened to receivably receive the handling system 160, or, to otherwise allow handle 160 to pass completely therethrough. This configuration further provides secure coupling between the base 100 and a second luggage module 200 when in modular use.

When assembled, the second luggage module 200 is preferably sized at 8” x 14” x 12”, which generally will accommodate a portable computer printer and its accessories, samples, or catalogs. The second luggage module 200 is also optionally equipped with a second handling means (not shown) to carry or transport the second luggage module 200. As such, this module may also serve as an overnight bag. Of course, additional external storage pockets may be formed on any major exterior surface for additional storage. A shoulder strap may also be included on this luggage.

Turning now to FIG. 3, a third luggage module 300 is disclosed. Third luggage module 300 preferably has a generally tall rectangular configuration adapted to securely retain, store and transport a portable computer or laptop computer, having a top wall 301 with a top wall exterior surface 301a and a top wall interior surface 301b, a bottom wall 302 with a bottom wall exterior surface 302a and a bottom wall interior surface 302b, a front wall 303 with a front wall exterior surface 303a and a front wall interior surface 303b, and a front wall interior surface (not shown, but being on an opposite surface of front wall exterior surface 303a), a rear wall 304 with a rear wall exterior surface 304a and a rear wall interior surface 304b,
a first wall 305 with a first wall exterior surface 305a and a first wall interior surface 305b (not shown, but being on an opposite surface of first wall exterior surface 305a), a second wall 306 opposite the first sidewall 305 and between the front wall 303 and the rear wall 304, the second wall 306 having a bottom wall exterior surface 306a and a bottom wall interior surface 306b, and an interior compartment 310 being formed by the top wall interior surface 301b, the bottom wall interior surface 302b, the front wall interior surface 303b, the rear wall interior surface 304b, the first wall interior surface 305b and the second wall interior surface 306b.

[0031] Preferably, the volume of the interior compartment 310 is adapted to receive, retain, and store a portable computer or laptop computer. Additionally, the width of the front wall 303 and the rear wall 304 are preferably substantially longer than the width of the first wall 305 and the second wall 306, but are substantially equal in height. And, those of skill in art will realize that third luggage module 300 may include a handle or shoulder strap (not shown) placed, for example, upon the top surface 301a or upon the two side surfaces 305a, 306a, so that it can be used as a standalone luggage piece if desired.

[0032] As seen in FIG. 3, third luggage module 300 may also include a third luggage stabilization system. In one embodiment, the third luggage stabilization system may comprise at least one coupling strap 251L preferably attached to a side surface (such as rear exterior wall 204a) and is adapted to securely couple to the second stabilization system 250 via coupling strap 251L (such as seen in FIG. 2 and FIG. 4). This arrangement allows the third luggage module 300 to securely maintain position relative to any second luggage module 200 added or placed upon the top rear exterior surface 10a of base 100, in a major surface to major surface relationship.

[0033] When the third luggage module 300 is desired to be used in conjunction with base 100 without any other luggage modules, a rear storage compartment 307 may generally be formed on a major exterior surface such as upon rear exterior surface 304a. In this configuration, an upper fastener opening is formed upon an upper portion 307a, and a lower fastener opening is formed upon a lower portion 307b, thereby defining a sleeve.

[0034] By placing third luggage module 300 upon base 100, both the upper fastener opening and the second fastener opening are opened to receive the lower compartment 160 therethrough, or, to otherwise allow handle 160 to pass completely therethrough. And, as discussed previously and shown on FIGS. 1 and 4, the third luggage stabilization system may also comprise at least one channel 151b adapted to mechanically communicate with or engage a rail 151a on the base 100. These configurations further provide secure coupling between the base 100 and a third luggage module 300 when in modular use.

[0035] When assembled, the third luggage module 300 is preferably sized at 5.5"x14"x12", which generally will accommodate a laptop computer or its accessories (i.e., ten key, disk drive, and etc) as well as storage for files, pens and other supplies. This module may also serve as a small overnight bag if desired. Of course, additional external storage pockets may be formed on any major exterior surface for additional storage.

[0036] As discussed previously, if a mobile professional or traveler carrying a piece of luggage also has a portable computer carried in a second bag, bungee cords, retractable straps and tape cannot be relied on to securely attach the second bag to the luggage, since the resulting combination is likely not well suited to rough handling. Often, a computer user traveling with a portable computer on an airplane is confronted by conflicting needs. When boarding and before take-off, the computer user must quickly stow any carry-on luggage in an available overhead compartment, hanging closed or under-seat space. The airplanes aisles are often narrow, cramped and crowded with other impatiant travelers who are struggling to fill the rapidly diminishing overhead compartments with their own carry-on luggage or hurrying to find and occupy their seats. Often, a computer user wants to use his or her portable computer during the flight. Problems arise if the computer user has packed the portable computer in a flight bag which must now be quickly stowed in the overhead compartment before all available space is depleted by others, or before other travelers trying to reach their seats lose patience. If the computer user stands in the aisle, opens the flight bag, removes the portable computer and then closes the flight bag, temps will likely flare. The only other choice is to quickly stow the flight bag and later try to retrieve the flight bag from a packed overhead compartment to unpack the computer while en-route, or, to check in the portable computer as regular large luggage which are not typically allowed within the cabin of an airplane.

Because the second luggage module is quickly removably detachable from the base 100 through modular luggage stabilization system 150, this feature overcomes this problem.

[0037] Of course, those of skill in the art will realize that additional luggage modules may be used which are dimensioned to fit within any of the base 100, the second luggage module 200 or the third luggage module 300. Thus, such additional luggage modules may be bags adapted to store office supplies such as pens, markers, paper clips, scissors, staplers, business cards, and etc. In one exemplary embodiment, an additional luggage module may be sized at 3.25"x11"x2.75".

[0038] The overall modular system is featured in FIG. 4. In this embodiment, the present invention 10 comprises minimally the base compartment dimensionally sized to retain larger files, documents, folders and/or boxes. Next, the present invention may include a detachable second luggage module 200 formed substantially to retain, carry or otherwise transport a computer printer and which mechanically couples to the base compartment through a second luggage stabilization system 152b connectable to or removably detachable from the luggage stabilization system 150. Next, the present invention may optionally include a third luggage module 300 which mechanically couples to the base compartment through the modular luggage stabilization system 150, and couples to the second luggage module 200 through second luggage stabilization system 250 so that it is in major surface facing relationship with the second luggage module 200. Thus, one of the other novel features of the present invention is its versatility which will allow a user to use one or more modular luggage article, either individually, or as a system.

[0039] In operation, as seen in FIG. 4, for example, a user may engage button 162 on handling system 160 to thereby
extend the handling system 160. Preferably, the handling system has more than one extendable position to accommodate either the load being transported by the present invention, or to accommodate a user’s height (e.g., a shorter handle extension length 1, as illustrated in FIG. 1, may be required by a person who is height challenged, while a longer handle extension length may be required by a person who is taller). Thus, in one embodiment, the handling system 160 may be extended to a first length upon engaging the button 162 the first time, and then to a second length upon engaging the button 162 a second time. Next, the third luggage module 300 may be mechanically coupled to the base 100.

[0040] While the scope of the present invention should not be limited to any particular theory of operation, it should be instructive to speculate on such in order to provide the reader with a full understanding of this invention and its preferred embodiment.

[0041] Other variations and modifications of the present invention will be apparent to those of ordinary skill in the art, and is not limited except by the appended claims. The particular values and configurations discussed above can be varied, and are cited to illustrate particular embodiments of the present invention. It is contemplated that the use of the present invention can involve components having different characteristics as long as the principles disclosed herein are followed.

1. A modular luggage system comprising:

a first modular luggage at least having a generally tall configuration, the first modular luggage further comprising a top wall having a top wall exterior surface and a top wall interior surface, a bottom wall having a bottom wall exterior surface and a bottom wall interior surface, a front wall having a front wall exterior surface and a front wall interior surface, a rear wall having a rear wall exterior surface and a rear wall interior surface, a first wall having a first wall exterior surface and a first wall interior surface, a second wall opposite the first wall and between the front wall and the rear wall, the second wall having a bottom wall exterior surface and a bottom wall interior surface, and an interior compartment being formed by the top wall interior surface, the bottom wall interior surface, the front wall interior surface, the rear wall interior surface, the first wall interior surface and the second wall interior surface sufficiently, the interior compartment being sufficiently sized to receive, store and transport one or more generally thick articles of manufacture;

a transportation system coupled to the bottom wall exterior surface;

a handling means adapted to push, tow, steer, and carry the first modular luggage;

a first modular luggage stabilization system coupled to the top wall exterior surface adapted to allow the first modular luggage to securely maintain substantially a same position relative to any load placed, upon the top wall exterior surface.

2. The modular luggage system of claim 1 further including a second luggage module at least having a generally tall configuration, the second modular luggage further comprising a top wall having a top wall exterior surface and a top wall interior surface, a bottom wall having a bottom wall exterior surface and a bottom wall interior surface, a front wall having a front wall exterior surface and a front wall interior surface, a rear wall having a rear wall exterior surface and a rear wall interior surface, a first wall having a first wall exterior surface and a first wall interior surface, a second wall opposite the first wall and between the front wall and the rear wall, the second wall having a bottom wall exterior surface and a bottom wall interior surface, the front wall interior surface, the rear wall interior surface, the first wall interior surface and the second wall interior surface, the third modular interior compartment being sufficiently adapted to securely receive, retain, store and transport a portable computing device;

a handling means adapted to push, tow, steer, and carry the second modular luggage;

a first modular luggage stabilization system coupled to the top wall exterior surface adapted to allow the second modular luggage to securely maintain substantially a same position relative to any load placed, upon the top wall exterior surface.

3. The modular luggage system of claim 1 further including a third luggage module at least having a generally tall configuration, the third modular luggage further comprising a top wall having a top wall exterior surface and a top wall interior surface, a bottom wall having a bottom wall exterior surface and a bottom wall interior surface, a front wall having a front wall exterior surface and a front wall interior surface, a rear wall having a rear wall exterior surface and a rear wall interior surface, a first wall having a first wall exterior surface and a first wall interior surface, a second wall opposite the first wall and between the front wall and the rear wall, the second wall having a bottom wall exterior surface and a bottom wall interior surface, the front wall interior surface, the rear wall interior surface, the first wall interior surface and the third wall interior surface, the second wall interior surface, the third modular interior compartment being sufficiently adapted to securely receive, retain, store and transport a portable computing device;
4. The modular luggage system of claim 2 further including a third luggage module at least having a generally tall configuration, the third modular luggage further comprising a top wall having a top wall exterior surface and a top wall interior surface, a bottom wall having a bottom wall exterior surface and a bottom wall interior surface, a front wall having a front wall exterior surface and a front wall interior surface, a rear wall having a rear wall exterior surface and a rear wall interior surface, a first wall having a first wall exterior surface and a first wall interior surface, a second wall opposite the first wall and between the front wall and the rear wall, the second wall having a bottom wall exterior surface and a bottom wall interior surface, and a third modular luggage interior compartment being formed by the top wall interior surface, the bottom wall interior surface, the rear wall interior surface, the front wall interior surface, and the second wall interior surface sufficiently sized to receive, store and transport one or more generally thick articles of manufacture, a transportation system coupled to the bottom wall exterior surface, a handling means adapted to push, tow, steer, and carry the first modular luggage, a first modular luggage stabilization system coupled to the top wall exterior surface adapted to allow the first modular luggage to securely maintain substantially a same position relative to any load placed upon the top wall exterior surface;

a second luggage module comprising a top wall having a top wall exterior surface and a top wall interior surface, a bottom wall having a bottom wall exterior surface and a bottom wall interior surface, a front wall having a front wall exterior surface and a front wall interior surface, a rear wall having a rear wall exterior surface and a rear wall interior surface, a first wall having a first wall exterior surface and a first wall interior surface, a second wall opposite the first wall and between the front wall and the rear wall, the second wall having a bottom wall exterior surface and a bottom wall interior surface, and an interior compartment being formed by the top wall interior surface, the bottom wall interior surface, the rear wall interior surface, the front wall interior surface, and the second wall interior surface sufficiently, the interior compartment being sufficiently sized to receive, store and transport one or more generally thick articles of manufacture, a transportation system coupled to the bottom wall exterior surface, a handling means adapted to push, tow, steer, and carry the first modular luggage, a first modular luggage stabilization system coupled to the top wall exterior surface adapted to allow the first modular luggage to securely maintain substantially a same position relative to any load placed upon the top wall exterior surface;

a handling means formed on the top surface of the third modular luggage, the handling means adapted to allow carrying of the third modular luggage;

a rear storage compartment formed on the rear wall exterior surface of the third modular luggage, the rear storage compartment adapted to sleeveably receive the handling means to allow the handling means to pass completely therethrough; and

a third luggage stabilization system formed upon the top surface of the third modular luggage for detachably securing the first modular luggage to the second modular luggage when the third modular luggage is positioned in a major surface to major surface relationship relative to the second modular luggage.

5. The modular luggage system of claim 4 wherein the first stabilization system is adapted to securely receive a load thereon to allow the first luggage module to securely maintain substantially the same position relative to the load.

6. The modular luggage system of claim 5, wherein the first modular luggage transportation system further comprises at least a pair of wheels and a pair of load supports, the transportation system further adapted to allow the first modular luggage to stand upright in a stable position without attendance by a user.

7. The modular luggage system of claim 6, the handling means further comprising a telescoping pull handle, which, when retracted, is substantially flush with the first modular luggage top surface wall

8. The modular luggage system of claim 7, the first modular luggage further comprising one or more storage compartments selectively formed therein.

9. The modular luggage system of claim 8, the first modular luggage interior compartment further comprising one or more article compartments selectively formed therein.

10. A modular luggage system comprising:

a first modular luggage comprising a top wall having a top wall exterior surface and a top wall interior surface, a bottom wall having a bottom wall exterior surface and a bottom wall interior surface, a front wall having a front wall exterior surface and a front wall interior surface, a rear wall having a rear wall exterior surface and a rear wall interior surface, and a first wall having a first wall exterior surface and a first wall interior surface, a second wall opposite the first wall and between the front wall and the rear wall, the second wall having a bottom wall exterior surface and a bottom wall interior surface, and an interior compartment being formed by the top wall interior surface, the bottom wall interior surface, the rear wall interior surface, the front wall interior surface, and the second wall interior surface sufficiently sized to receive, store and transport one or more generally thick articles of manufacture, a transportation system coupled to the bottom wall exterior surface, a handling means adapted to push, tow, steer, and carry the first modular luggage, a first modular luggage stabilization system coupled to the top wall exterior surface adapted to allow the first modular luggage to securely maintain substantially a same position relative to any load placed upon the top wall exterior surface;
interior surface and the third wall interior surface, the third modular interior compartment being sufficiently adapted to securely receive, retain, store and transport a portable computing device, a rear storage compartment formed on the rear wall exterior surface of the third modular luggage, the rear storage compartment adapted to sleeveably receive the handling means to allow the handling means to pass completely therethrough; and a third luggage stabilization system adapted to mechanically communicate with the first stabilization system and the second stabilization system.

11. The modular luggage system of claim 10 wherein the first stabilization system is adapted to securely receive a load thereon to allow the first luggage module to securely maintain substantially the same position relative to the load.

12. The modular luggage system of claim 11, the handling means further comprising a telescoping pull handle, which, when retracted, is substantially flush with the first modular luggage top surface wall.

13. The modular luggage system of claim 12, the pull handle further comprising an engaging means which controls extension of the pull handle so that a telescoping portion of the pull handle may be pulled away from the first modular luggage top surface, and which further controls retraction of the pull handle.

14. The modular luggage system of claim 13, the first modular luggage further comprising one or more storage compartments selectively formed on any exterior surface.

15. The modular luggage system of claim 14, the first modular luggage interior compartment further comprising one or more article compartments selectively formed therein.

16. A modular luggage system comprising:

a first modular luggage comprising a top wall having a top wall exterior surface and a top wall interior surface, a bottom wall having a bottom wall exterior surface and a bottom wall interior surface, a front wall having a front wall exterior surface and a front wall interior surface, a rear wall having a rear wall exterior surface and a rear wall interior surface, a firsts wall having a first wall exterior surface and a first wall interior surface, a second wall opposite the first wall and between the front wall and the rear wall, the second wall having a second wall exterior surface and a second wall interior surface, an interior compartment being formed by the top wall interior surface, the bottom wall interior surface, the rear wall interior surface, the first wall interior surface and the second wall interior surface sufficiently sized to receive, store and transport one or more generally thick articles of manufacture, a transportation system coupled to the bottom wall exterior surface, a handling means adapted to push, tow, steer, and carry the first modular luggage, a first modular luggage stabilization system coupled to the top wall exterior surface adapted to allow the first modular luggage to securely maintain substantially a same position relative to any load placed upon the top wall exterior surface; and

a second luggage module comprising a top wall having a top wall exterior surface and a top wall interior surface, a bottom wall having a bottom wall exterior surface and a bottom wall interior surface, a front wall having a front wall exterior surface and a front wall interior surface, a rear wall having a rear wall exterior surface and a rear wall interior surface, a firsts wall having a first wall exterior surface and a first wall interior surface, a second wall opposite the first wall and between the front wall and the front wall, the second wall having a second wall exterior surface and a second wall interior surface, and a second modular luggage interior compartment being formed by the top wall interior surface, the bottom wall interior surface, the front wall interior surface, the rear wall interior surface, the first wall interior surface and the second wall interior surface, the second modular interior compartment being sufficiently adapted to securely receive, retain, store and transport a portable printing device, a rear storage compartment formed on the rear wall exterior surface of the second modular luggage, the rear storage compartment adapted to sleeveably receive the handling means to allow the handling means to pass completely therethrough; and a second luggage stabilization system formed upon the front surface of the second modular luggage, the second luggage stabilization system removably detachable with the first luggage stabilization system.

17. The modular luggage system of claim 16 wherein the first stabilization system is adapted to securely receive a load to allow the first luggage module to securely maintain substantially the same position relative to the load.

18. The modular luggage system of claim 16, the second luggage stabilization system further being adapted to mechanically engage the first stabilization system.

19. The modular luggage system of claim 18, the first modular luggage further comprising one or more storage compartments selectively formed on any exterior surface.

20. The modular luggage system of claim 19, the first modular luggage interior compartment further comprising one or more article compartments selectively formed therein.