Dec. 26, 1939. B. PLATT ET AL 2,184,848

BAG FRAME JAW FOR LUGGAGE CARRIERS

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Fig. 1.

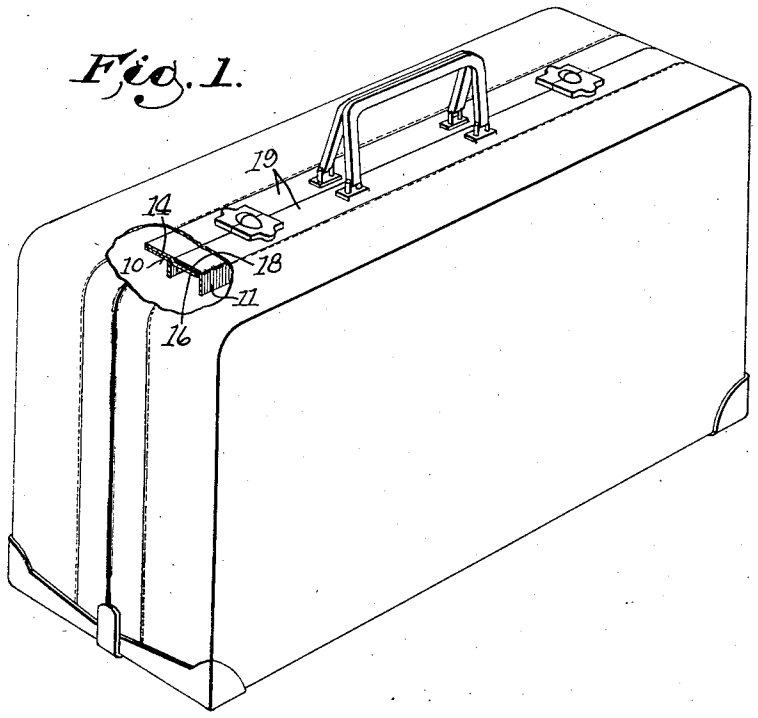


Fig. 2.

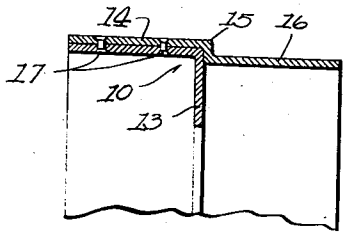
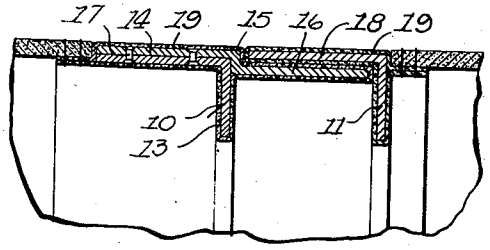


Fig. 3.



INVENTOR
Benjamin Platt
and
Paul Platt
BY
Wheeler, Wheeler & Wheeler
ATTORNEYS

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BAG FRAME JAW FOR LUGGAGE CARRIERS

Benjamin Platt and Paul Platt, Chicago, Ill.

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3 Claims. (Cl. 190—28)

Our invention relates to improvements in bag frame jaws for luggage carriers similar to those known as Gladstone bags and other carriers having flat tops, with one jaw overlapping an inset flange carried by the other jaw.

Heretofore it has been customary to form the jaws of angle iron and to attach an auxiliary member to the inwardly projecting flange of one of the jaws to provide a support for the top flange of the associated jaw. Certain difficulties have been encountered, of which one of the principal difficulties is that of precisely positioning such attachments in order that the two jaws may be supported with their top surfaces in exactly the same horizontal plane.

Also, considerable expense has been incurred in providing such attachments for an angle iron jaw, and it is desired to reduce the expense of manufacture and also obtain greater precision in fixing the position of such attachments.

It is, therefore, our object to provide an attachment which can be readily struck up from a flat metal plate to provide an intermediate longitudinally extending elbow with portions on opposite sides of the elbow in adjacent parallel planes, whereby one of such portions may be welded to the top flange of the jaw and its corresponding end arm extensions, and the other side portion inset to provide a shelf-like projection adapted to support the top flange of an opposing jaw in a plane identical with that of the welded portion.

In the drawing:

Figure 1 is a perspective view of a Gladstone bag with one corner broken away to show a frame jaw embodying our invention.

Figure 2 is a cross sectional view of a jaw fragment embodying our invention.

Figure 3 is a fragmentary sectional view of a completed bag embodying our invention.

Like parts are identified by the same reference characters throughout the several views.

In the drawing, the angle iron portions 10 and 11 of the jaws are of ordinary construction, with the exception that the side flange 13 of the jaw 10 is slightly shorter than the corresponding flange of jaw 11, to an extent equal to the thickness of the auxiliary plate now to be described. The auxiliary plate is composed of sheet metal, struck up to form the portion 14, elbowed portion 15 and inset side portion 16.

The portion 14 is then welded or riveted at 17 to the top flange of the angle iron bar 10 to provide a two-ply top flange, of which the inner ply is composed of the laterally extending flange of the angle iron bar 10, and the outer ply includes the portion 14 of the auxiliary plate. The end portions are bent or elbowed to the usual manner to form side flange 13, which are also composed of the end portions of the bar 10 and of the superposed sheet metal plate with its outer ply 14 and the inset flange 16.

The elbowed portion 15 supports the part 16 of the plate in an inset position, the dimensions of the elbow being such that the portion 16 is in a plane substantially parallel to that of the portion 14, but inset at a distance equal to the thickness of the portion 14, or at least equal to the thickness of the top flange 18 on the opposing jaw 11, whereby the jaws, when closed upon each other, will present a flat topped surface.

The jaws will preferably be covered by leather or other suitable non-metallic jacket 19, to which the bag or luggage carrier coupling will be stitched, as shown.

We have discovered that the inset portions 16 of such attachments can be positioned much more accurately than attachments which are riveted or welded to the inturned flanges 13 of bag frame jaws composed of angle iron. Also, the two-ply top flanges are reenforced and provide an adequate support for the trim and for the handles, the bag frames embodying our invention having greatly improved strength and meeting accuracy.

We claim:

1. A metallic bag frame jaw having a top flange portion, a flange portion adapted to cooperate with a companion jaw, and an inwardly projecting flange, said jaw being composed of inner and outer elongated metallic strips rigidly secured together, the outer strip forming the top flange and companion jaw cooperating flange portion, and said strip having an elongated shoulder on the underside thereof, and the inner elongated strip forming the inwardly projecting flange and having an angular portion secured to the underside of said outer strip, the angle formed by the inner strip being nested against said elongated shoulder of the outer strip accurately to locate and assist in rigidly assembling said strips.

2. A metallic bag frame jaw having a top flange portion, a flange portion adapted to cooperate with a companion jaw, and an inwardly projecting flange, said jaw being composed of inner and outer metallic angle irons rigidly secured together, the outer angle iron forming the top flange and the companion jaw cooperating flange and being provided with an inwardly projecting

portion forming a shouldered recess intermediate the flanges, and the inner angle iron forming the inwardly projecting flange and including a top flange at right angles thereto which underlies and is secured to the said top flange of the outer angle iron, the angle formed between the two flanges of the inner angle iron being nested in the said shouldered recess accurately to locate and assist in the rigid assemly of the angle irons.

3. The structure as set forth in claim 2 wherein the top flange and companion jaw flange are in offset planes connected by an intermediate web, the web and top flange forming the shouldered recess.

BENJAMIN PLATT.
PAUL PLATT.