Feb. 16, 1932. G. H. WHEARY 1,845,822

BAGGAGE CARRIER

Filed Feb. 28, 1927

Fig. 1.

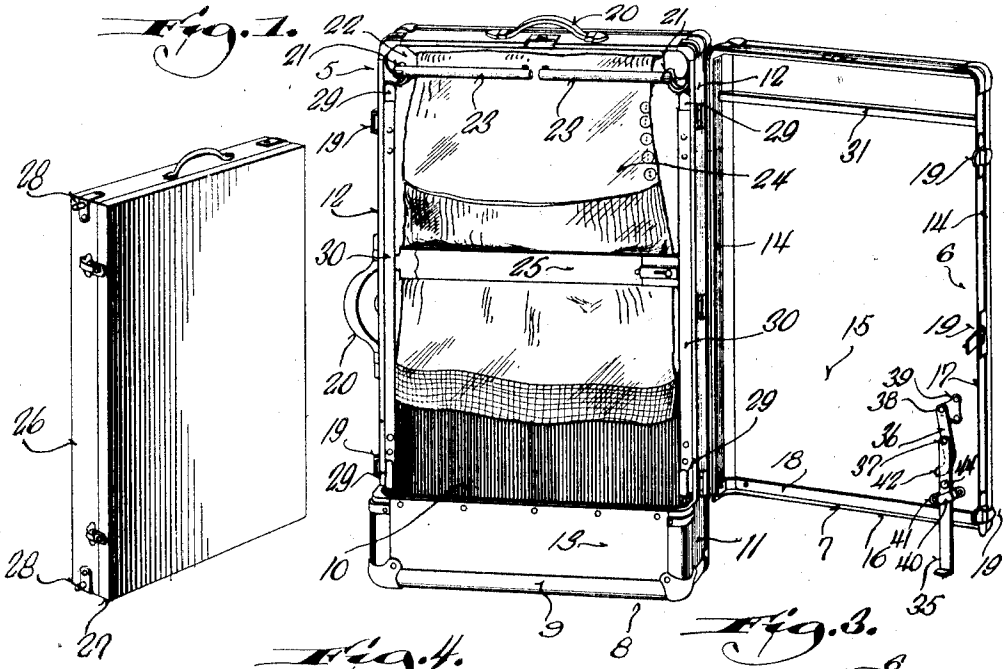


Fig. 4.

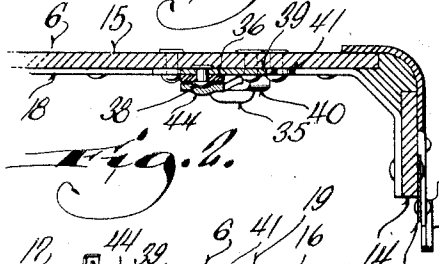


Fig. 2.

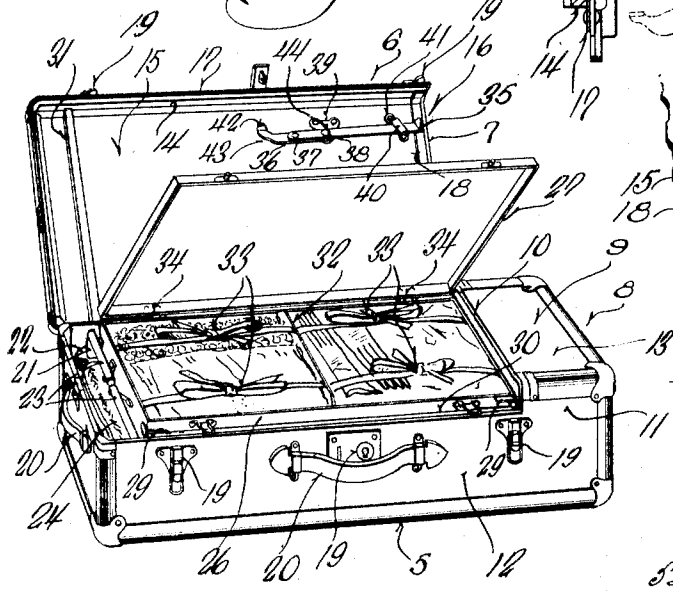
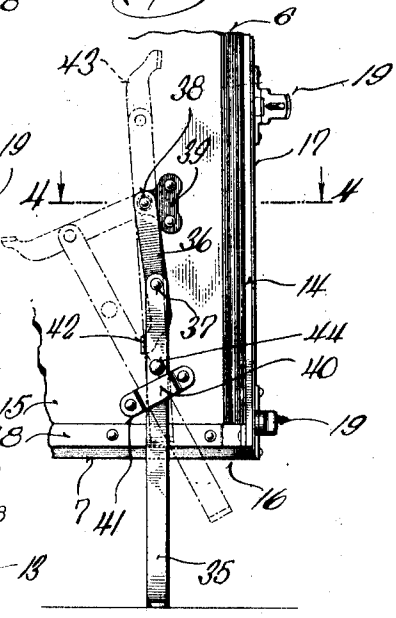


Fig. 3.



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1,845,822

UNITED STATES PATENT OFFICE

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BAGGAGE CARRIER

Application filed February 28, 1927. Serial No. 171,594.

This invention relates to certain new and useful improvements in baggage carriers particularly of the wardrobe type having provisions for hanging or suspending garments upon hangers so that they are maintained against wrinkling and has as an object to provide a carrier of the character described which is of a size to permit its being carried as hand luggage and to fit beneath the seat of a standard Pullman car and which also is so designed that it may be laid flat to permit access to the inner receptacle in the manner of a conventional suit case or other like hand luggage and which, at the same time, may be readily stood vertically and used as a standard or conventional wardrobe trunk.

This invention further contemplates the provision of an improved baggage carrier of the character described having a collapsible leg structure for its door or cover which may be readily extended and there held to engage the floor and prevent the accidental tilting of the carrier when the door is open so that the ready handling of the garments may be had without the necessity of exercising care to prevent overbalancing.

It is a further object of this invention to provide an improved trunk of the character described having a well or space at its bottom into which the ends of the garments hang and a removable container adapted to be mounted in the open face of the carrier above the space or well to permit access to the interior of the container when the case proper is laid flat in the manner of a conventional suit case or other hand luggage.

With the above and other objects in view which will appear as the description proceeds, my invention resides in the novel construction, combination and arrangement of parts substantially as hereinafter described and more particularly defined by the appended claims, it being understood that such changes in the precise embodiment of the hereindisclosed invention may be made as come within the scope of the claims.

In the accompanying drawings, I have illustrated one complete example of the physical embodiment of my invention constructed according to the best mode I have so far devised for the practical application of the principles thereof, and in which:

Figure 1 is a perspective view of a baggage carrier embodying my invention, the door or cover thereof being open and the removable receptacle or container detached;

Figure 2 is a perspective view of my improved baggage carrier illustrating its manner of use as a conventional suit case whereby access may be had to the interior of the removable receptacle or container without disturbing the contents thereof;

Figure 3 is a fragmentary detail view, in elevation, illustrating the improved collapsible leg operable to engage the floor when the case is opened vertically to prevent the unbalancing of the baggage carrier, and

Figure 4 is a fragmentary detail view, partly in section and partly in elevation, taken through Figure 3 on the plane of the line 4—4.

Referring now more particularly to the accompanying drawings in which like numerals designate like parts throughout the several views, 5 designates the main section of a baggage carrier having its open front normally covered by a closure 6 hingedly connected therewith. The bottom 7 of the closure is positioned on a higher plane than the bottom 8 of the section 5 and the space between the bottom of the closure is filled when the carrier is closed by an extension member 9 projecting from the bottom of the main section and forming therewith a rigid, one-piece bottom for the baggage carrier and providing a well or space 10, to be later described.

The side walls 11 of the extension member form continuations of the lower portions of the main section side walls 12 and are connected at their forward ends by a front panel

13, the bottom of the extension member being a continuation of the main section bottom 8.

The side walls 14 of the closure are of a depth equal to the distance the member 9 extends beyond the main section so that when closed, the baggage carrier presents a neat unbroken appearance. The closure front wall or panel 15 forms a continuation of the extension front panel 13 when closed and a valance 16 preferably extends from the lower marginal edges of the closure to overlie the adjacent marginal edges of the extension member 9, there being a valance 17 extended from the side and top marginal edge portions of the closure to overlie the adjacent marginal edges of the main section 5.

A reinforcing band or brace 18 may be secured along the inner side of the closure at its lower marginal edge to give rigidity thereto and the closure is secured in closed position by suitable fastening or locking means 19. Handles 20 are secured to the carrier at one side and at the top so that the carrier may be handled vertically or horizontally.

The type of baggage carrier illustrated in the drawings is especially designed for ladies' garments although it is immaterial as to whether ladies' or men's garments are accommodated except that different types of hangers and consequently trolley constructions are required. For ladies' garments, a double trolley is preferred consisting of two sectional members 21 and 23, the inner members 21 being rigidly mounted adjacent the side walls of the carrier at its upper end and the members 23 being hingedly connected therewith, hangers 22 being supported on the trolley and slidable onto the extensions 23 to permit access to any garment without disturbing the others. The garments 24 are draped over the hangers in the manner illustrated in Figure 1 and extend into section 5 with their ends free in the space above the bottom of the section except when the garments are of especially long length and the end portions of the garments are compressed against the rear wall of the section to prevent their disarrangement by a compression bar 25 connecting the side walls or panels of the main section.

Provision is made for carrying articles, other than dresses and like garments, such as underwear, nightclothes, handkerchiefs and the like, in the form of a removable box or receptacle 26 having a hinged cover 27, and adapted to fill the space within the closure 6 when the baggage carrier is closed. The receptacle 26 is preferably supported by trunnions or studs 28 projected from the sides thereof adjacent its upper and lower ends and removably engageable in notches or recesses 29 in side angle iron members 30 secured to the side marginal edges of the main section side panels. A cleat or stop 31 secured to the panel 15 of the closure 6 engages over the top of the receptacle 26 to prevent the disengagement of its hangers 28 from the recesses 29 in the event the baggage carrier is turned upside down.

The receptacle 26, if desired, may be provided with one or more partitions 32 to form compartments having means 33 for securing articles therein against shifting and the cover 27 is hinged, as at 34, to the receptacle so that when secured within the container, its hinges are adjacent the hinges of the closure 6. The lower end of the receptacle is preferably just above the top of the extension so that the carrier may be laid flat and the closure 6 and cover 27 opened in the manner of a conventional suit case and access had to the interior thereof without disturbing the garments 24 in any wise. The receptacle 26 may be removed from the carrier and, in case of travelling in a Pullman car, taken to the dressing room.

In packing the case, the garments 24 are hung from the hangers, as described, the articles nightclothes, underwear, hose, and the like are packed in the receptacle 26 and shoes and other bulky articles (not shown) may be packed in the space or well 10 of the extension 9 below the receptacle. If desired, straps or other tying means (not shown) similar to the members 33 may be provided in the space 10 to secure the shoes or other articles therein.

A collapsible leg structure may be provided for the outer end of closure 6 to protect against accidental overbalancing of the carrier when open consisting of two sections 35 and 36, section 35 having its upper end pivoted at 37 to section 36 at an intermediate point and section 36 having its upper end pivoted at 38 to a plate 39 fixed to the panel 15. The leg section 35 passes through the raised portion 40 of a diagonal guide or bracket 41 and the lower end of section 36 extends inwardly and is formed with an outstruck portion or lug 42 providing a stop engaging the adjacent side of the section 35 after its pivot 37 passes beyond an imaginary line drawn vertically through the pivot 38, as illustrated in full lines in Figure 3.

When in extended position the leg 35 is held from collapsing by the pivots 38 and 37 being out of vertical alignment, as described, so that pressure is maintained against the lug 42 which also provides a means for collapsing the leg by swinging the lug 42 to the left with respect to Figure 3, in the manner illustrated by dotted lines to its position illustrated by the dotted lines 43. The leg is held in its collapsed position by an outstruck tit or bulged portion 44 receiving the head of the pivot 38, in the manner best shown in Figure 4. The bracket 41 being diagonally disposed permits the section 35 to follow the movement of the section 36 to and from extended position and when in extended posi-

tion, section 35 is held against lost motion by engaging the diagonal corners of the recessed portion 40.

From the foregoing description taken in connection with the accompanying drawings, it will be readily apparent to those skilled in the art to which an invention of the character described appertains that I provide an improved and novel baggage carrier which is of a size to permit its being carried and to fit beneath the conventional Pullman car seat, which has provisions for hanging garments, as in a wardrobe trunk, so that they retain their fresh appearance, for carrying smaller articles such as night clothes, underwear, handkerchiefs, etc., for shoes and other articles, and further that I provide an improved carrier having a very simple and novel collapsible supporting leg for the closure when open so that accidental overbalancing of the carrier is prevented.

What I claim as my invention is:

1. A baggage carrier, comprising a wardrobe section, a lid hinged thereto, an article container supported over the open face of said wardrobe section for longitudinal movement with respect to the section when the lid is opened, and means carried by the lid for preventing longitudinal movement of said container when the lid is closed.

2. A baggage carrier, comprising a main section, a hinged closure for the section, the bottom of the closure being on a higher plane than the bottom of the section, an extension on the bottom of the section and forming therewith a one-piece bottom for the carrier, said extension filling the space beneath the carrier closure, wardrobe means within the section, an article carrying container removably fitted in the section outwardly of the wardrobe means, said container extending beyond the marginal edges of the section and into the closure when the carrier is closed, cooperating means carried by the container and section to removably secure the container within the carrier, and means carried by the closure and cooperating with the container and section carried means to prevent shifting of the container in the carrier.

3. A wardrobe type suit case, comprising a main section, a hinged closure for the section, the bottom of the closure being on a higher plane than the bottom of the section, an extension on the bottom of the section forming therewith a one-piece bottom for the case and filling the space beneath the case closure, wardrobe means within the section, an article carrying container, means removably mounting the container in the section outwardly of the wardrobe means with its front extended beyond the marginal edges of the section and into the closure when closed, and a cleat secured to the closure wall adjacent its top and engageable over the top of the container when the closure is closed to prevent shifting of the container within the carrier and its disengagement from its mounting means.

4. In a baggage carrier of the character described including a hinged closure having its bottom disposed on a higher plane than the bottom of the carrier, a collapsible leg structure carried by the closure for supporting the outer end thereof when in open position, comprising an upper member, means pivotally mounting one end of the upper member on said closure, a lug on the other end of the upper member and disposed to one side thereof, a lower member, means pivotally securing the upper end of the lower member to the upper member at an intermediate point thereof, and a guide for the lower member and through which the same passes, said lug engaging one side of the lower member when extended with the pivots to one side of a vertical line drawn through the first pivot whereby upward stress on the upper member is resisted and a movement of the upper member on its pivot collapses the leg structure.

5. In a baggage carrier of the character described including a hinged closure having its bottom disposed on a higher plane than the bottom of the carrier, a collapsible leg structure carried by the closure for supporting the outer end thereof when in open position, comprising an upper member, means pivotally mounting the inner end of said upper member on said closure, a lateral lug on the outer end of the upper member and disposed to one side thereof, a lower member, means pivotally securing the inner end of the lower member to the upper member at an intermediate point thereof, a guide for the lower member and through which the same passes, the lug engaging the side of the lower member when in extended position with the pivots to one side of a vertical line drawn through the first pivot whereby an upward stress on the upper member is resisted and a movement of the upper member on its pivot collapses the leg structure, and means releasably securing the leg structure in collapsed position.

6. In a baggage carrier of the character described including a hinged closure having its bottom disposed on a higher plane than the bottom of the carrier, a collapsible leg structure carried by the closure for supporting the outer end thereof when in open position, comprising an upper member, means pivotally mounting the inner end of the upper member on said closure, a lateral lug on the outer end of the upper member and disposed to one side thereof, a lower member, means pivotally securing the inner end of the lower member to an intermediate portion of the upper member, a guide for the lower member and through which the same passes, said lug engaging one side of the lower member when

in extended position with the pivots to one side of a vertical line drawn through the first pivot whereby an upward stress on the upper member is resisted and a movement of the upper member about its pivot by movement of its lug collapses the leg structure, and a tit struck from the lower member a distance from the second pivot equal to the distance between the first and second pivots whereby the first pivot is received in said tit when the leg structure is fully collapsed to releasably retain the same in such position.

In testimony whereof I hereunto affix my signature.

GEORGE HENRY WHEARY.