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BAGGAGE STAND FOR HOTEL GUEST ROOMS.

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1,429,651. Patented Sept. 19, 1922.

Fig. 1.

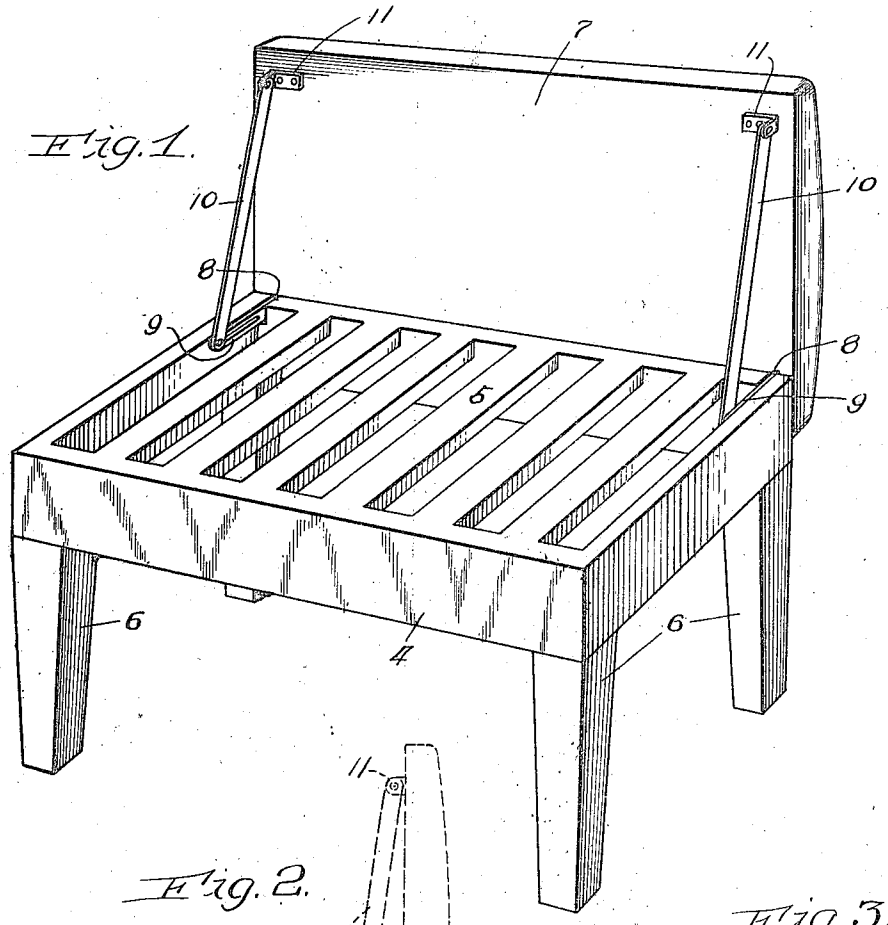


Fig. 2.

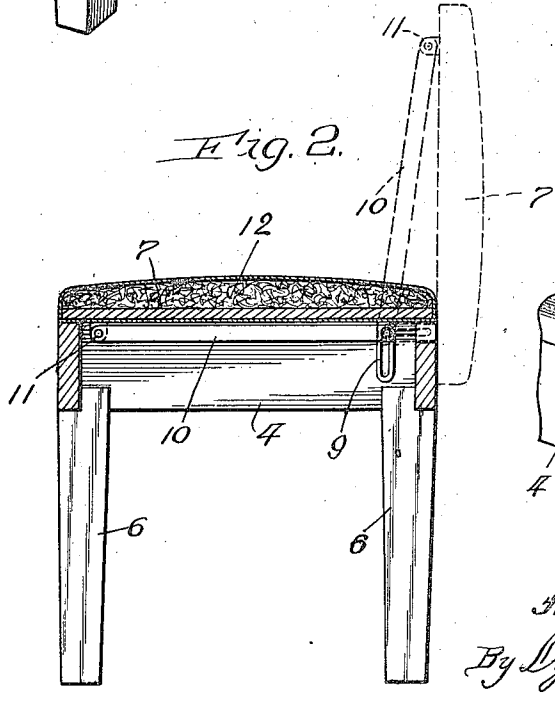
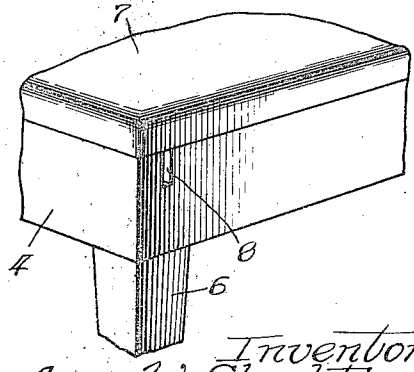


Fig. 3.



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UNITED STATES PATENT OFFICE.

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BAGGAGE STAND FOR HOTEL GUEST ROOMS.

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To all whom it may concern:

Be it known that I, ANNA W. SLAGHT, a citizen of the United States, residing at Evanston, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Baggage Stands for Hotel Guest Rooms, of which the following is a specification.

My invention relates to an improvement in the class of stands in common use in the guest-rooms of hotels as rests for baggage.

An ordinary stand for this purpose is a rectangular open wooden frame on legs. Its usual position in the room is against the wall or against an article of furniture, such as a dresser, with which it or the article resting upon it comes into contact with the effect of marring the wall or furniture surface, and when forcibly shifted into place the effect is liable to be and frequently is to break the plaster or scar the furniture. A common location for stands or rests of this character is against the door connecting adjoining guest-rooms, and when a suit case or other article of baggage placed thereon is opened and its lid thrown back it frequently causes marring of the door against which such lid rests. In fact, within my own experience in hotel-management, the damage inflicted from the causes referred to have incurred, within a few months, the expenditure of hundreds of dollars to repair it.

The object of my invention is to provide a construction of stand in the class referred to which shall obviate this damage and which shall render the stand an attractive article of furniture.

Referring to the accompanying drawing, Figure 1 is a perspective view of my improved stand with the padded hinged lid raised; Figure 2 is a view of the same in cross-sectional elevation, showing the lid down by the full-line representation and in its raised shielding position by dotted representation, and Figure 3 is a broken perspective view of the stand showing one of the two similar end-slots provided in the rear rail of the frame.

The rectangular frame 4 is of the usual dimensions to adapt it for its baggage-supporting purpose and has its front and rear rails connected by spaced slats 5; and the frame is supported on corner-legs 6. The frame presents a flat even surface level with its rear and side rails, thus presenting no obstruction to the easy placing of baggage thereon and its removal therefrom. By this construction, as will be seen, no recesses are afforded in which the corners of the baggage may catch.

On the rear frame-rail is hinged a lid 7, preferably by the means illustrated and described as follows:

In open slots 8 provided in the upper edge of the rear frame-rail near its opposite ends fit longitudinally slotted arms 9, 9, which are rigidly secured at their rear ends to the inner face of the lid some distance above its rear edge. Each arm is pivoted through its slot to the inner face of the end-rail of the frame near the rear end thereof and the same pivot connects to the adjacent side-wall one end of a link 10 having its opposite end pivoted to an angular bearing 11 secured to the inner face of the lid near its forward edge.

The lid is padded, as shown at 12, on its outer surface.

With the lid down the stand affords an attractive and useful article of furniture, being usable as a comfortable settee. To prepare the stand for imposing upon it a trunk, suit-case or other form of baggage, the lid is raised from the full-line position represented in Fig. 2 to that illustrated in Fig. 1 wherein it presents the padded side as a barrier to the wall or furniture, against which it may bear without objectionable consequences, and shields the same from contact therewith of baggage placed on the stand, thereby affording effective protection to the wall or furniture against defacement.

The illustrated hinging mechanism presents material advantages in use. The lid, in lowering, turns the arms 9 out of the slots 8 and the links 10 turn on their lower pivots until they reach the horizontal position in Fig. 2; and in attaining their lowered position and that of the lid, the slotted arms drop on the said pivots to the vertical position represented in that figure. By raising the lid, the arms 9 are brought to the horizontal position wherein they enter the slots 8, permitting the lower portion of the padded lid to overlap the rear frame-rail and thus prevent contact of that rail and of the adjacent legs with the wall or furniture with resultant tendency to defacement thereof, as would be liable to occur should the lid rise from the top of the rear rail; and the links prop the lid in its raised position, in which their propping function is

supplemented by the rail-overlapping position of the lid.

I realize that considerable variation is possible in the details of construction herein shown and described, and I do not intend by illustrating a single specific or preferred embodiment of my invention to be limited thereto, it being my intention in the appended claims to claim protection for all the novelty there may be in my invention as fully as the state of the art will permit.

I claim:

1. In combination with a baggage-stand of the character described, a leg-supported frame comprising front, rear and end rails, a central baggage-receiving section level with said surrounding rails whereby said section and rails present a flat surface throughout, and a lid hinged to the rear frame-rail and forming a barrier in its raised position for the purpose set forth.

2. In combination with a baggage-stand of the character described, a leg-supported frame comprising front, rear and end rails, a central baggage-receiving section level with said surrounding rails whereby said section and rails present a flat surface throughout, and a lid provided with a padded outer surface and hinged to the rear frame-rail, the padded lid forming a barrier in its raised position for the purpose set forth.

3. In combination with a baggage-stand of the character described, a leg-supported frame comprising front, rear and end rails, a central baggage-receiving section level with said surrounding rails whereby said section and rails present a flat surface throughout, and a padded lid hinged to the rear frame-rail to overlap said rail and form a barrier in the raised position of the lid for the purpose set forth.

4. In combination with a baggage-stand of the character described, comprising a leg-supported frame having slots in the rear frame rail, a lid carrying slotted arms to lie in said rail-slots, and links pivoted at one end to the inner face of the lid and at the opposite end to the end-rails of the frame through the slots in said arms to hinge the lid to the frame and form a barrier, in the raised position of the lid, for the purpose set forth.

5. In combination with a baggage-stand of the character described, comprising a leg-supported frame having slots in the rear frame-rail, a padded lid carrying slotted arms to extend from pivots near its opposite ends and short of one edge and lie in said rail-slots, and links pivoted at one end to the inner face of the lid; short of its opposite edge and at the opposite end to the end-rails of the frame through the slots in said arms to hinge the lid to the frame to form a barrier, in the raised rear-rail-overlapping position of the lid, for the purpose set forth.

ANNA W. SLAGHT.