

(No Model.)

F. A. NICKERSON.

SAFETY ATTACHMENT FOR TRAVELING BAGS.

No. 292,940.

Patented Feb. 5, 1884.

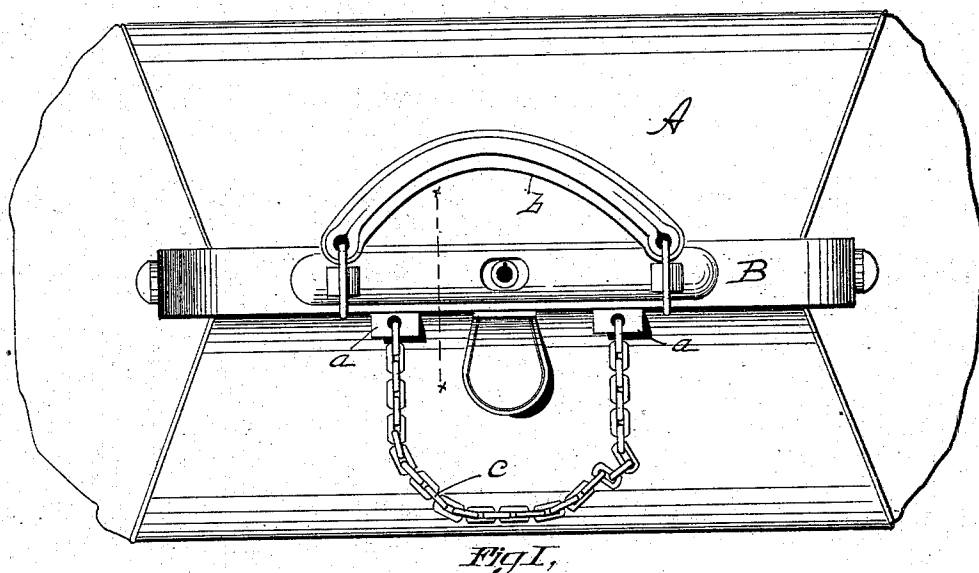


Fig. I,



Fig. II,

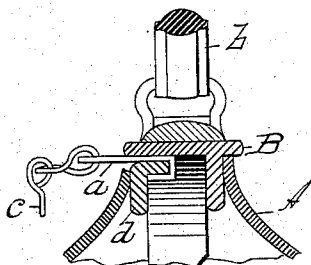


Fig. III,

Witnesses,
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Att'y

UNITED STATES PATENT OFFICE.

FRED. A. NICKERSON, OF SPRINGFIELD, MASS., ASSIGNOR OF TWO-THIRDS
TO CHARLES M. SHEDD AND HENRY A. CHAPIN, BOTH OF SAME PLACE.

SAFETY ATTACHMENT FOR TRAVELING-BAGS.

SPECIFICATION forming part of Letters Patent No. 292,940, dated February 5, 1884.

Application filed March 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, FRED. A. NICKERSON, a citizen of the United States, residing at Springfield, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Safety Attachments for Traveling-Bags, of which the following is a specification.

This invention relates to improvements in safety attachments for traveling-bags; and it consists in a chain having secured to each end thereof a hook, which is adapted to engage with the frame of a traveling-bag, and be secured thereto when the latter is shut, the object being to provide an improved device of this class for temporarily securing a bag to a railway-car seat or other convenient object in a car or other place.

In the drawings forming part of this specification, Figure 2 illustrates a safety attachment for traveling-bags constructed according to my invention. Fig. 1 is a view of a traveling-bag having said attachment secured to the frame thereof. Fig. 3 is a section of the upper part of a bag on the line *x x*, Fig. 1, showing the manner in which each hook engages with the bag-frame.

In the drawings, *A* is the body of the bag. *B* is the outer and *d* the inner part of the bag-frame. *b* is the bag-handle. *c* is the chain, and *a a* are frame-hooks.

To the ends of a suitable chain, *c*, are secured the hooks *a*, which are so formed as to engage with the inner edge of the frame part *d* when the bag is opened, and to be locked thereto by shutting the parts *d* and *B* together, as in Figs. 1 and 3.

The manner of employing my attachment

is as follows: It will be observed that the chain *c* and the two hooks *a a*, one on each end thereof, constitute a construction entirely separate from the bag, and that both of the ends of said chain, unlike other devices of this class heretofore made, are adapted to be secured by frame-hooks to the bag.

In securing the bag to some permanent object in a railway-car or other place the bag is opened, the chain is passed around said object, and both of hooks *a* are engaged with the frame of the bag, as shown. The bag is then shut and locked, thereby safely securing the latter against removal, except by forcible means, it being necessary to unlock the bag before either of said hooks can be disengaged from it.

I am aware that a safety device consisting of a chain having a hook at one end, adapted to be held between the jaws of a bag, and a ring at the other large enough for the passage of the hook to form a slip-loop, has been used, and I do not claim, broadly, a chain having a hook for connection with a bag, my invention differing from the above in having two flat clasping-hooks of small size, affording two points of attachment to the bag.

What I claim as my invention is—

As a new article of manufacture, a device for securing traveling-bags, consisting of a chain, *c*, having at each end a hook adapted to embrace one of the jaws of a traveling-bag, and to be secured between them when the jaws are locked, substantially as described.

FRED. A. NICKERSON.

Witnesses:

WM. H. CHAPIN,
R. F. HYDE.