

C.F. Blakslee,
Traveling Bag,
No 63,002, *Patented Mar. 19, 1867.*

Fig. 4.



Fig. 1.

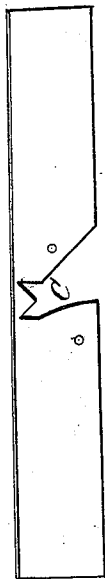


Fig. 5.

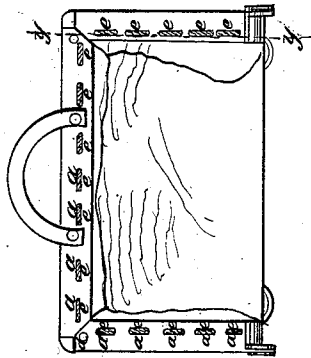


Fig. 2.

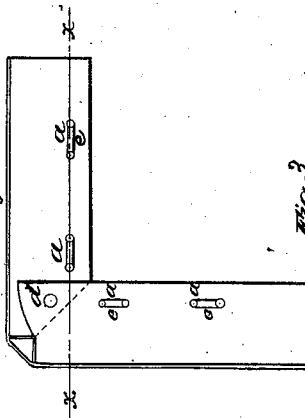


Fig. 3.



Witnesses.
Theo Tuschke
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United States Patent Office.

CHARLES F. BLAKSLEE, OF BROOKLYN, NEW YORK.

Letters Patent No. 63,002, dated March 19, 1867.

IMPROVEMENT IN CARPET-BAGS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, CHARLES F. BLAKSLEE, of Brooklyn, in the county of Kings, and State of New York, have invented a new and useful Improvement in Travelling-Bags; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to the manner in which the cloth of which the bag is made is attached to the frame; and the invention consists in perforating the frame in such a manner that the cloth or leather can be fastened directly to it without the use of any other piece or pieces of iron, as will be hereafter described.

Figure 1 represents a longitudinal section of the frame, showing a piece cut out when the corner is made.

Figure 2 shows a longitudinal section of the frame with the corner formed.

Figure 3 is a longitudinal section through the line *x x* of fig. 2.

Figure 4 is a section through the bag, fig. 5, at *y y*.

Figure 5 represents the bag complete.

Similar letters of reference indicate like parts.

In forming the ordinary iron-frame travelling-bag the cloth or leather is fastened to the frame by being first attached to a wire, or to a flat piece of iron, and the wire or iron is then fastened to the frame; or, the cloth or leather is clasped between a strip or piece of iron and the frame, where it is secured by rivets. In carrying out my improvement I use no extra wire or iron, but I perforate the frame, as seen in the drawing, figs. 2 and 3, and sew the cloth or leather directly to the frame, as seen in fig. 5. Between the holes or perforations the frame is sunken, as seen in figs. 3 and 4, so that the thread or twine used in sewing is not exposed to wear on the outside of the bag.

In figs. 2 and 3, *a* represents the holes with the sunken portion shaded. This sunken portion or channel for the thread may be continuous, if desired, extending across the frame on the line of holes. These channels are marked *c*. *b* is the thread, fig. 4. It will be seen that on the outside of the bag the thread is not seen, except when in the channel or sunken part of the frame, and that it is not exposed to wear. This arrangement is very convenient for repairing the bag should the cloth become loose; besides, the bag can be made considerably cheaper than in the old way, taking less cloth and less iron. To make the corners for one-half of the frame in one piece, the iron is cut as represented in fig. 1 at *C*. When this piece is bent to form the corner it shows as represented in fig. 2. *d* is a rivet, by which the two portions are secured together.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A travelling-bag frame provided with sunken perforations *a*, having a connecting channel, *c*, for the purpose described, as herein specified.

The above specification of my invention signed by me this 28th day of December, 1866.

CHAS. F. BLAKSLEE.

Witnesses:

WM. F. McNAMARA,
ALEX. F. ROBERTS.