Nov. 13, 1923. 1,473,932

T. H. GOTISAR

METHOD OF CONSTRUCTING HAND BAGS

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Fig. 1.

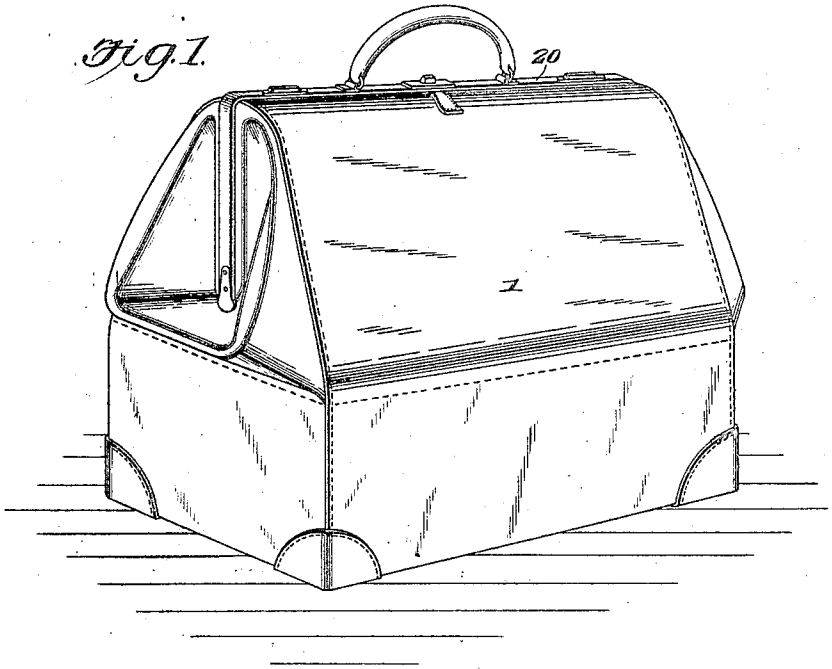
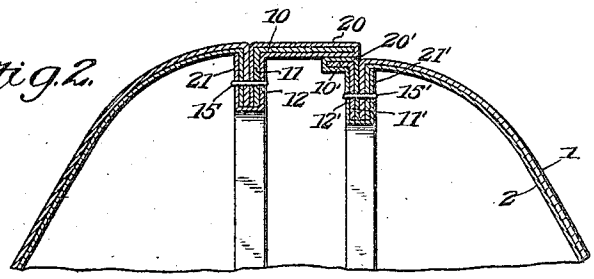


Fig. 2.



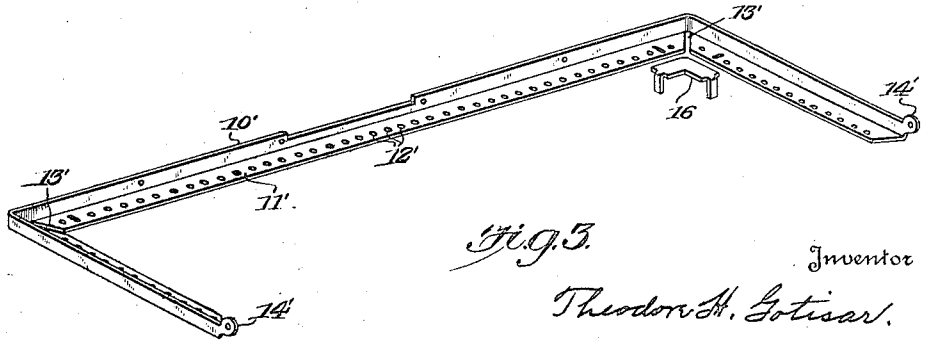


Fig. 3.

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Fig. 4.

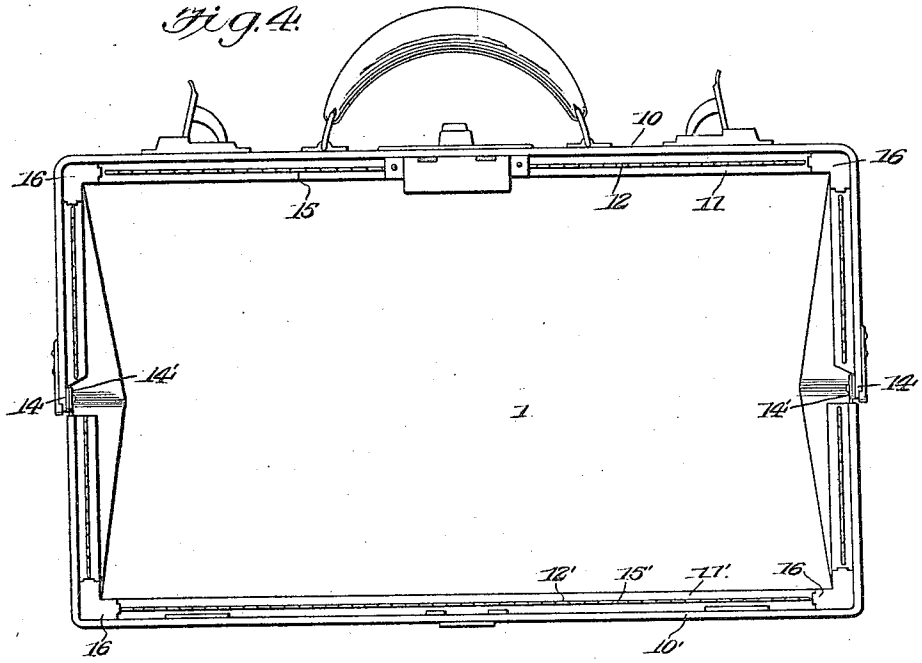
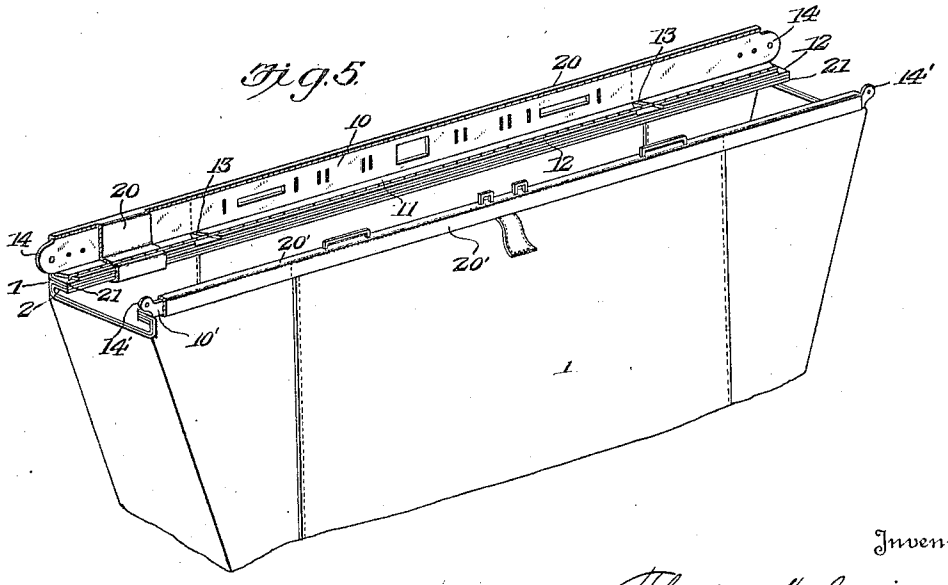


Fig. 5.



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Patented Nov. 13, 1923. 1,473,932

UNITED STATES PATENT OFFICE.

THEODORE H. GOTISAR, OF NEWARK, NEW JERSEY.

METHOD OF CONSTRUCTING HAND BAGS.

Application filed December 26, 1922. Serial No. 609,015.

To all whom it may concern:

Be it known that I, THEODORE H. GOTISAR, a citizen of the United States, residing at the city of Newark, county of Essex, State of New Jersey, have invented certain new and useful Improvements in Methods of Constructing Hand Bags; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to the construction of traveling bags or hand bags of leather or similar material, and has for its object to provide a novel method of forming the elements of the jaw frame, securing the said elements to the corresponding edges of the bag mouth, preferably by machine stitching, then bending the elements of the frame to appropriate form, and securing their overlapping ends together by the usual hinge joint, whereby the amount of labor required to construct a bag will be materially reduced, and a much stronger and more durable bag will be produced, having no visible stitch connections between the mouth of the bag and the frame when the bag is closed.

In the accompanying drawings,—

Fig. 1 is a perspective view of a hand bag constructed in accordance with the invention;

Fig. 2 is a fragmentary transverse section through the bag, with the fittings omitted;

Fig. 3 is a perspective view of one of the elements of the frame bent to its ultimate shape;

Fig. 4 is a plan view of the bag in open relation;

Fig. 5 is a perspective view of the assembled bag body and jaw frame, immediately after these elements have been secured together, and before the frame members have been bent to their ultimate positions and secured together.

In the practice of the invention, the bag body is first constructed of leather or similar material, of an appropriate or desired shape, with a suitable lining 2 which may be of leather or other suitable material. The body includes the sides, ends and bottom sections which may be constructed of three or five separate pieces of material, as will be understood by those skilled in the art, so that when the sections are assembled, the upper portion of the bag will present an opening or mouth which is desirably of the same dimensions as the bottom.

It has been the custom heretofore to secure the edges of the bag mouth to the preformed sections of the frame, which sections are hinged together at their abutting or overlapping ends, the jointure between the edges of the bag mouth and the finished frame being effected by means of rivets passing through cover plates, or, in some cases, by hand stitching passed through openings in the frame, and through the material of the bag body. The riveted connections between the body and the frame are objectionable because of general unsightliness and lack of strength, and the hand stitched connections between the body and the frame have been prohibitive except in the most expensive types of bags, because of the cost of this kind of work, due to the difficulty of applying the hand stitching to the pre-constructed frame, and the edges of the bag mouth in engagement with said frame. The present invention is designed to permit the attachment of the body of the bag to the frame by stitching, and preferably by machine stitching, in a simple, cheap and effective manner, so that the finished bag will possess all of the inherent qualities and characteristics of the best hand sewed bags, and may nevertheless be produced at a much lower labor cost than even the ordinary rivet-connected bag.

To effect these desirable objects, the jaw frame is formed of straight lengths of angle iron sections, and attached to the opposite edges of the bag mouth by stitching, before the members of the frame are bent to their ultimate shapes.

The mode of assembling and connecting the bag body to the elements of the frame is illustrated in Fig. 5, in which 10 indicates one leg or flange of an L-iron frame member, the other member 11 of which is provided with a regularly spaced series of perforations 12 adapted to permit the passage of the stitching thread by means of which the frame member is connected to the edge of the bag mouth. The flange 11 is also provided with V-shaped notches 13 at appropriate distances from the respective ends of the bar or frame member, so that, when the end sections are bent at right angles, the edges of the notches will constitute a neat miter joint. The ends of the frame member are provided

with the usual perforated ears or lugs 14, 14, constituting elements of the customary hinge joints between the frame sections.

The companion frame section is similarly constructed, said section including a flange 10′ of less width than the flange 10, the flange 11′ provided with stitch receiving perforations 12′, the miter joint forming notches 13′, and the perforated lugs 14′ constituting the other members of the hinge joints of the frame. This particular frame member is shown in perspective in its ultimate bent form in Fig. 3.

In the better class of bags, it is customary to cover the frame with leather or similar material, to improve the general appearance of the bag and render the color effect thereof substantially harmonious throughout. As illustrated, the present invention is admirably adapted to the construction of this particular type of bag, and, to this end the straight lengths of the frame members are each provided with a covering of leather 20 cemented to the surface of the member, the covering strip being extended over and laterally of the free edge of the perforated flange of each frame member to constitute a free flap 21. In assembling and applying the frame members to the bag mouth, the body of the bag is first stretched or extended longitudinally, as illustrated in Fig. 5, and the edges of the bag mouth are folded inwardly against the outer faces of the flanges 11 and 11′ of the respective frame members, and the flaps 21 and 21′ folded over the folded edges of the bag mouth, the several parts occupying the relative positions shown in Fig. 5. It will be noted that the distance between the straight parallel members of the frame is sufficient to permit a stitching machine to be operated to apply rows of stitching 15 and 15′, which pass through the perforations in the corresponding flanges 11 and 11′ of the frame members, the leather covering of the frame members, the inturned edges of the bag mouth, and the free flaps 21, 21′, as illustrated in Figs. 2 and 5. After the frame members have been thus secured to the edges of the bag mouth, each of the frame members is bent at the miter joint forming notches 13 and 13′ to bring the end sections of each frame member at right angles to the main portion of said member, and the corresponding perforated ears or lugs 14, 14′ into registry to receive the usual pivot pin passed through the registering openings in the ears aforesaid. In order to properly reinforce the frame, clips 16 are passed through suitable openings in the flanges 11, 11′, the covering therefor and the inturned edges of the bag mouth, after which the legs or tines of the clips are bent over against the lower faces of the flanges.

It will be understood that the usual fittings, such as the lock, the handle, and the latches ordinarily employed in bags of this general character, may then be applied, and the bag is complete. It will be particularly noted that when the bag is closed, the stitching securing the frame to the bag mouth is wholly concealed, thereby adding materially to the æsthetic appearance of the complete bag. Furthermore, the particular mode of connecting the frame to the bag mouth insures a much stronger and more durable joint. When the finished bag is open, none of the material of the bag body projects within the area defined by the jaw frame, which area is substantially equal to that of the bottom of the bag, which greatly facilitates the packing of the bag and the removal of the articles therefrom.

While the preferred form of the invention includes the covering of the frame with leather or other suitable fabric, it will be understood that this step is not essential as the frame may be constructed of metal having a coating of enamel, metal plating, or the like, as is the common practice in the construction of some types of bags. Under these conditions, the inturned edges of the bag mouth are stitched directly to the perforated flanges 11 and 11′ of the frame members and the general structure and appearance of the bag will be the same as that hereinbefore described, except for the absence of frame coverings and the free flaps of the latter which fold over the inturned edges of the bag mouth.

What I claim is:

1. The method of making hand bags, comprising forming the body of the bag of leather or the like, forming the jaw frame of straight lengths of L-bars each having in one flange stitch receiving perforations and notches to form miter joints, turning the edges of the bag mouth inward into engagement with the outer faces of the perforated flanges of said L-bars, passing stitching through the turned edges of the bag mouth and the perforated bars, bending the L-bars at the miter-forming notches, and uniting the ends of the frame bars by hinge pins.

2. The method of making hand bags, comprising forming the body of the bag of leather or the like, forming the jaw frame of straight lengths of L-bars each having in one flange stitch receiving perforations and notches to form miter joints, turning the edges of the bag mouth inward into engagement with the outer faces of the perforated flanges of said L-bars, passing stitching through the turned edges of the bag mouth and the perforated bars, bending the L-bars at the miter-forming notches, uniting the ends of the frame bars by hinge pins, and reinforcing the miter joints by clips passing through openings in the perforated flanges of the bars.

3. The method of making hand bags, comprising forming the body of the bag of leather or the like, forming the jaw frame of straight lengths of L-bars each having in one flange stitch receiving perforations and notches to form miter joints, cementing a covering of leather or the like to the surfaces of each L-bar said covering having a free flap extending along and laterally of the edge of the perforated flange of the L-bar, turning the edge of the bag mouth inward into engagement with the outer faces of the perforated flanges of said L-bars, turning the flaps of the covers over the turned edge of the bag mouth, passing stitching through the perforated bars the covers thereof the flaps of the covers and the turned edge of the bag mouth, bending the L-bars at the miter forming notches, and uniting the ends of the frame bars by hinge pins.

4. The method of making hand bags, comprising forming the body of the bag of leather or the like, forming the jaw frame of straight lengths of L-bars each having in one flange stitch receiving perforations and notches to form miter joints, cementing a covering of leather or the like to the surfaces of each L-bar said covering having a free flap extending along and laterally of the edge of the perforated flange of the L-bar, turning the edge of the bag mouth inward into engagement with the outer faces of the perforated flanges of said L-bars, turning the flaps of the covers over the turned edge of the bag mouth, passing stitching through the perforated bars the covers thereof the flaps of the covers and the turned edge of the bag mouth, bending the L-bars at the miter forming notches, uniting the ends of the frame bars by hinge pins, and reinforcing the miter joints by clips passing through openings in the perforated flanges of the bars.

In testimony whereof I affix my signature.

THEODORE H. GOTISAR.