

R. W. CHAPMAN.
Traveling-Bags.

No. 156,408.

Patented Nov. 3, 1874.

Fig. 1.

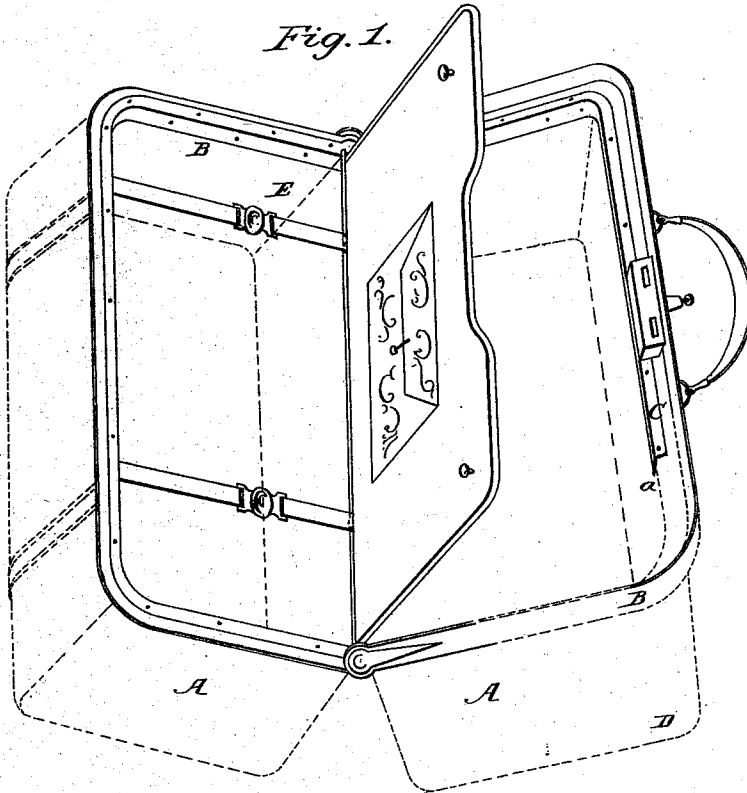


Fig. 2.

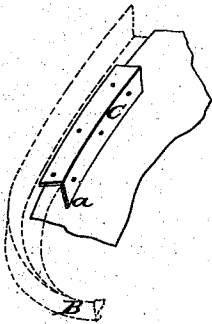
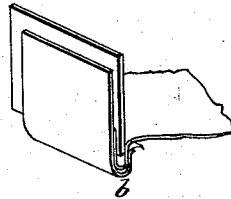


Fig. 3.



Witnesses.
Herman Metcalf.
A. T. Eggleston.

Inventor.
Robt. W. Chapman
by his Atty
Chapman Hooper & Co.
per C.

UNITED STATES PATENT OFFICE.

ROBERT W. CHAPMAN, OF NEWARK, NEW JERSEY, ASSIGNOR TO J.
LAGOWITZ, OF SAME PLACE.

IMPROVEMENT IN TRAVELING-BAGS.

Specification forming part of Letters Patent No. **156,408**, dated November 3, 1874; application filed
November 29, 1873.

To all whom it may concern:

Be it known that I, ROBERT W. CHAPMAN, of Newark, in the county of Essex and State of New Jersey, have invented a new and valuable Improvement in Traveling-Bags; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a railroad-bag with my improvement. Fig. 2 is a view of my improved angle inlay. Fig. 3 is a view in section of my improved inlay constructed with an angle and corrugation.

My invention has reference to traveling-bags, and principally to that kind of bag known in the trade as "railroad-bag." It consists in the peculiar construction of the inlay, as hereafter described, whereby the leather and lining forming the bag are securely retained in place, and whereby, also, I am enabled to use a lighter metal than that commonly employed for the frame, while at the same time I obtain a cheap and substantial frame.

In the drawing, B represents the frame, made of metal and constructed in the usual form. A is the bag, the upper edge of which is suitably secured between the frame B and the inlay C. This inlay, instead of being in the usual form of a flat strip of metal, is made, as shown, with a bend or angle, as distinctly shown at *a*. This angle or bend, it will be observed, causes the inlay to pass over under

the lower edge of the frame, so that the leather, instead of hanging from the frame, as in bags of the ordinary construction, makes a turn at the angle *a* of the inlay, and is clamped between the lower and outer edge of the frame and the inlay.

By this construction of the inlay a substantial frame is obtained, and the strain upon the rivets almost or wholly obviated.

If considered desirable, the inlay may be constructed so as to form a regular curve at the point *b*, as shown. This is effected by forming a corrugation on the inner and under side of the inlay, the result being that additional strength is thereby imparted, and the cutting of the leather at this point is less likely to occur. This feature, however, I do not distinctly claim, as it may be regarded as a mere modification of my invention; but

What I claim is—

The angular inlay-strip C, corrugated at the angle to receive the edge of the bow-plate of a traveling-bag, bowed to correspond with said bow-plate, and perforated for attachment thereto by rivets passing through the bow-plate, inlay-strip, and material of the bag, which is clamped between the same and bent around said bow-plate by said inlay-strip, as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ROBERT W. CHAPMAN.

Witnesses:

DAVID F. LEONARD,
NATHAN SENFB.