

J. W. LIEB.

Manufacture of Travelling-Bags.

No. 144,340.

Patented Nov. 4, 1873.

Fig 1.



Fig 2.

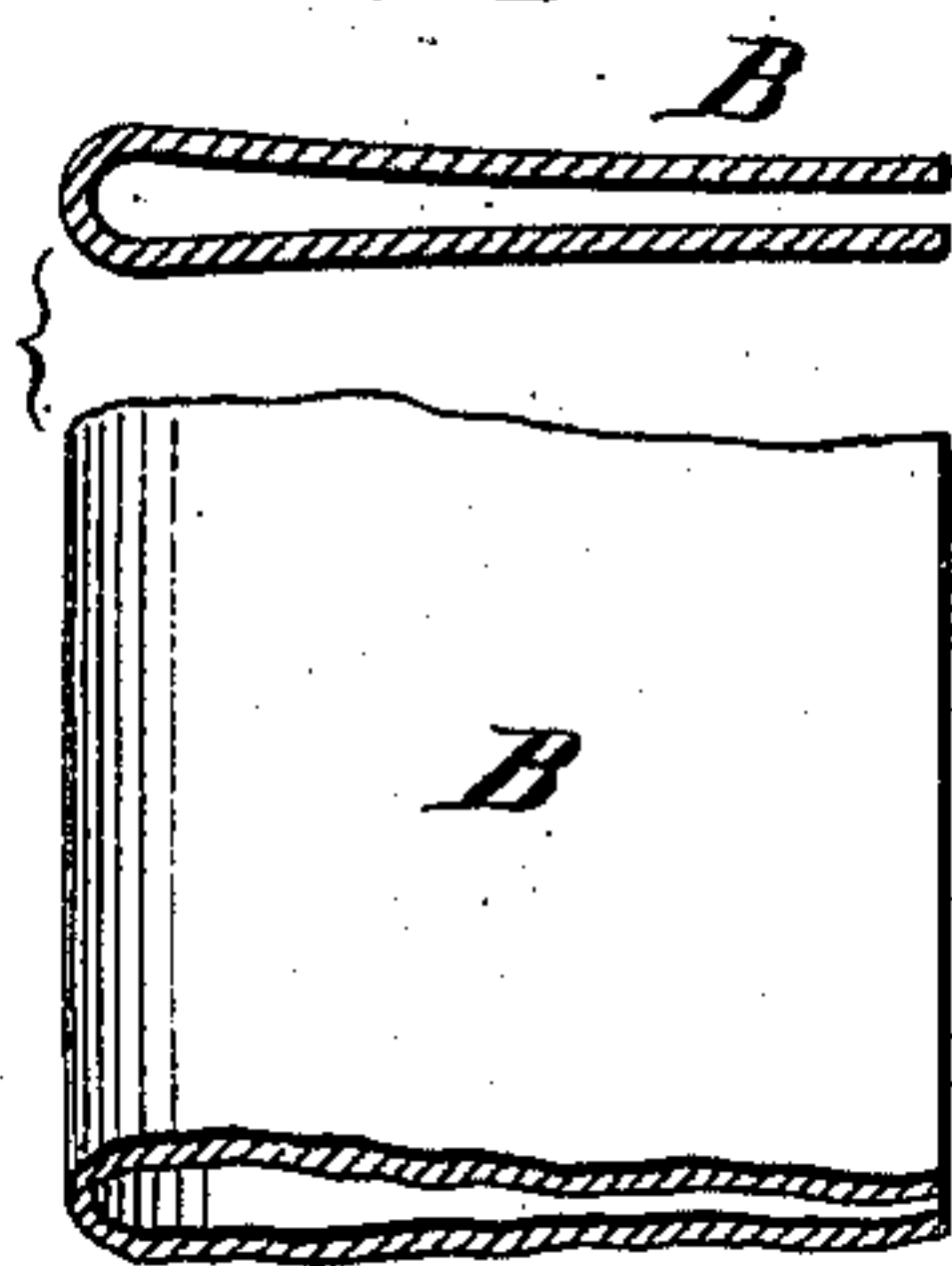


Fig 3.

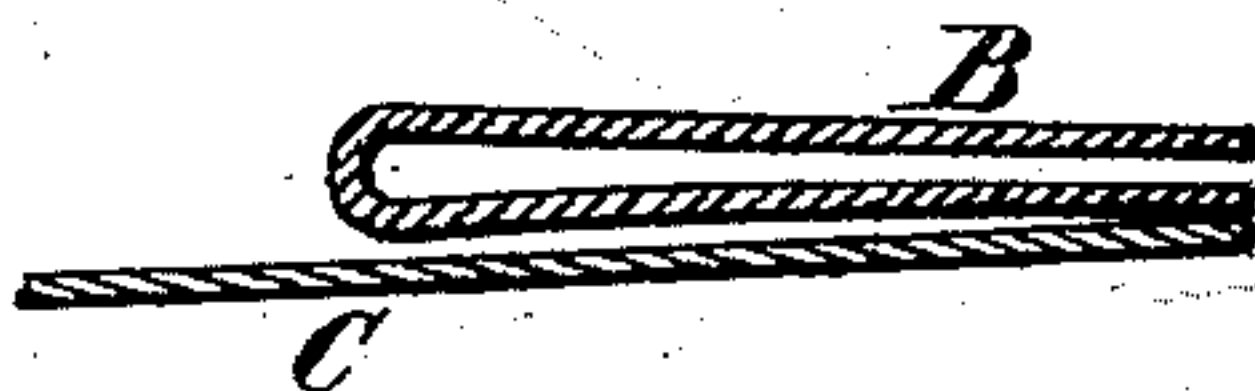


Fig 4.

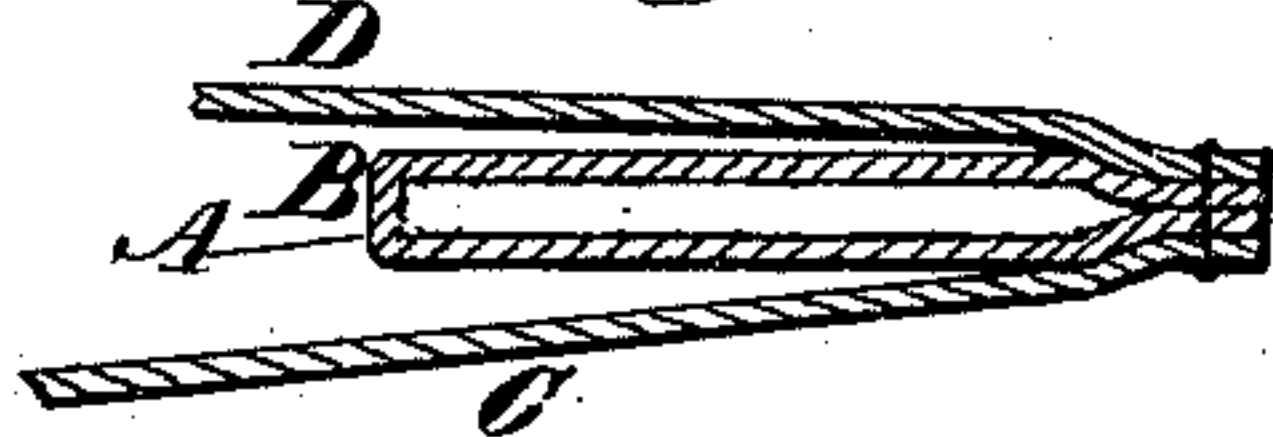


Fig 5.

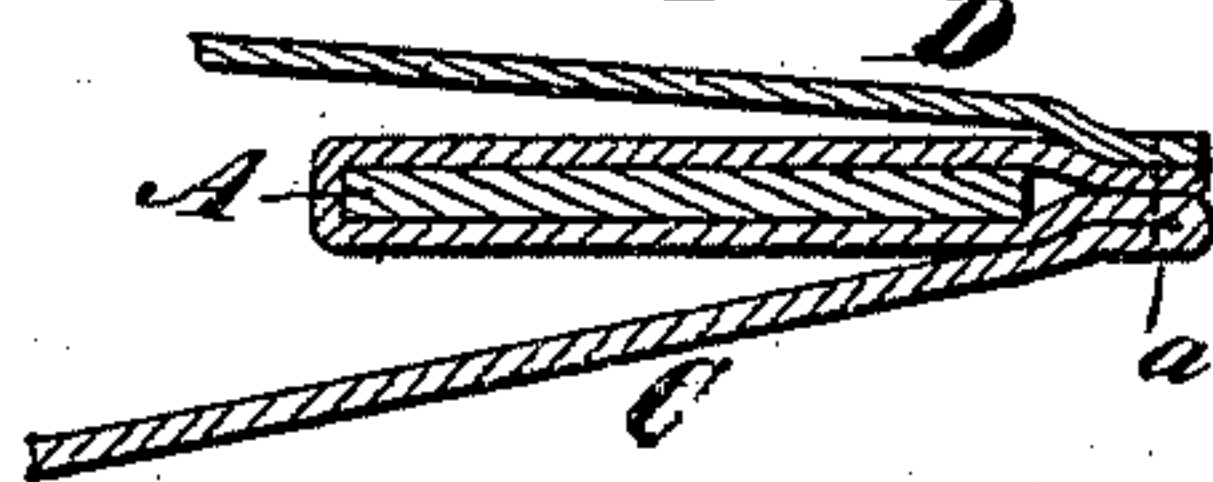


Fig 6.

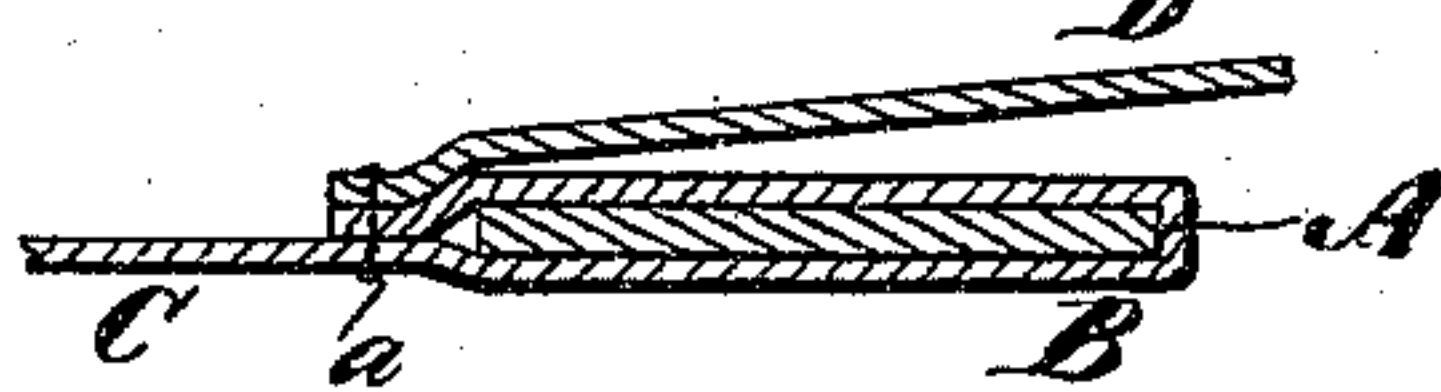


Fig 7.

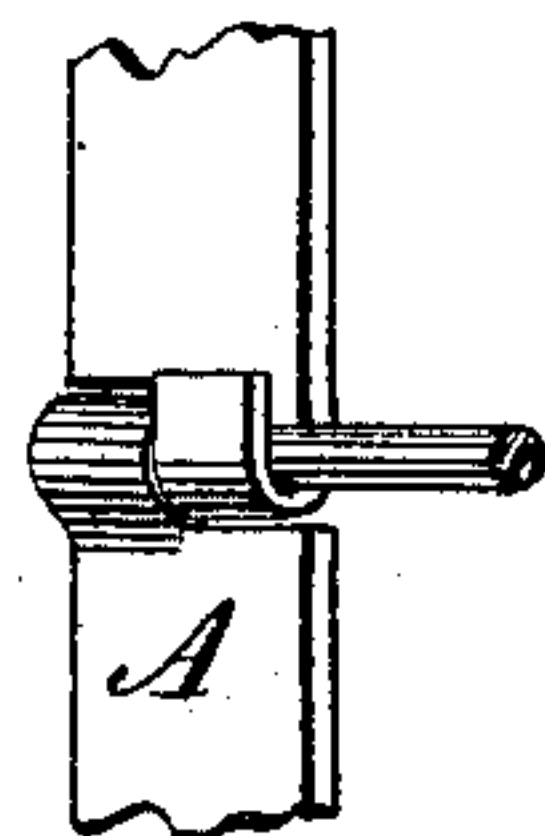
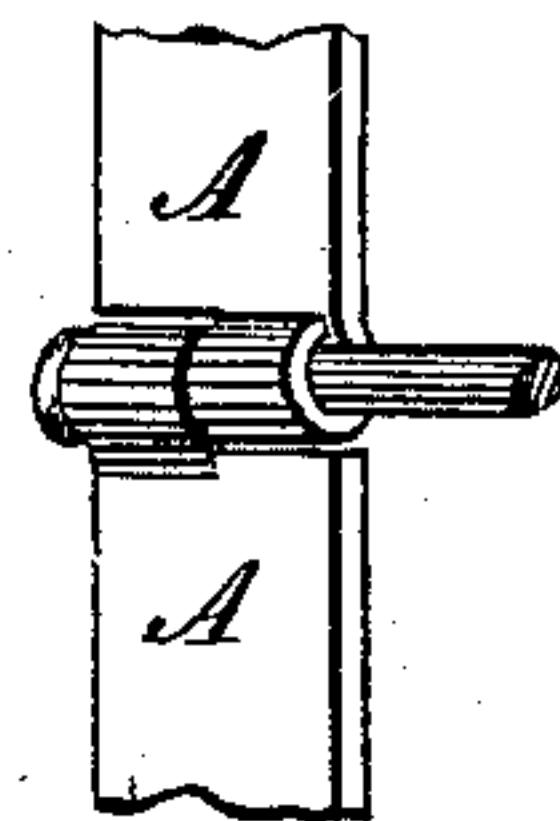


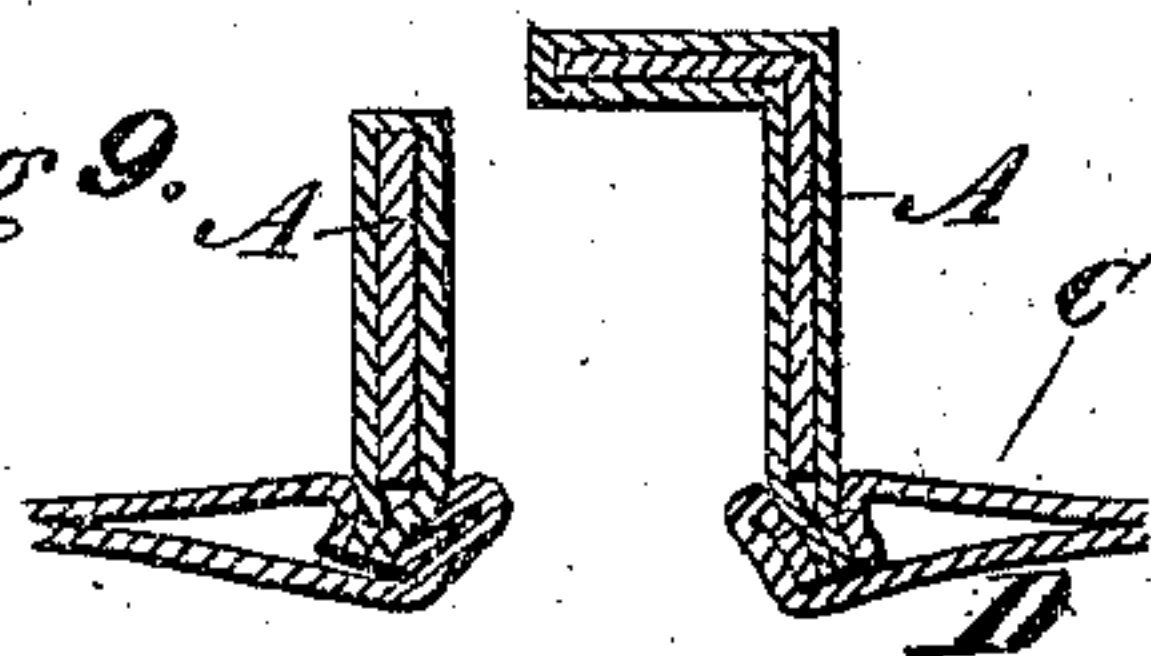
Fig 8.



Witnesses.

Harry King.
H. H. Dodge.

Fig 9.



Inventor.

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UNITED STATES PATENT OFFICE.

JOHN W. LIEB, OF NEWARK, NEW JERSEY.

IMPROVEMENT IN THE MANUFACTURE OF TRAVELING-BAGS.

Specification forming part of Letters Patent No. **144,340**, dated November 4, 1873; application filed July 3, 1873.

To all whom it may concern:

Be it known that I, JOHN W. LIEB, of Newark, in the county of Essex and State of New Jersey, have invented certain Improvements in the Manufacture of Traveling-Bags, of which the following is a specification:

My invention relates to that class of traveling-bags which have a frame covered with leather or like material, with the edge of the body secured thereto. The invention consists in a novel method of putting the bag together, which admits of the employment of machinery in place of the present hand-labor, and, consequently, reduces the cost of manufacture.

In the manufacture of those traveling-bags which have a frame covered with leather, canvas, enameled cloth, or like material, with the edge of the body secured to said covering, it has been, and is now, the universal practice to proceed as follows: First, the frame is made, and the two parts or jaws hinged together. The frame is then covered by folding or wrapping the material over it, the covering being sometimes pasted fast. The two edges of the covering are brought together inside of the frame, and then the edge of the body sewed fast thereto by hand. After this the lining is sewed fast to both the body and the cover, also by hand. These operations are slow, laborious, and expensive, and the bags produced thereby are not only costly but wanting in that smoothness and elegance of finish which is attained by the use of machinery.

The object of my invention is to construct the bags entirely, or as nearly as may be, by machinery, in order to reduce their cost, and render them neater in appearance. This I accomplish by sewing the covering, body, and lining together on a sewing-machine, then slipping the two jaws separately into the covering, and, finally, uniting or hinging the two jaws, and giving the little finishing touches to the bag.

Figure 1 is a perspective view of my completed bag; Fig. 2, a cross-section of the folded covering for the frame; Fig. 3, a cross-section of the covering and body in position to be sewed together; Figs. 4, 5, and 6, cross-sections, showing the covering, body, and lining sewed together in different shapes; Figs. 7 and 8, views showing the hinge before and after be-

ing closed or completed; Fig. 9, a cross-section of the two parts or jaws of the frame complete, as in the finished bag.

In proceeding to construct a bag on my plan, I first take the usual strip of material B for covering the frame, and fold or double it lengthwise through the middle, as shown in Fig. 2. I then take the body C of the bag, made in the proper and usual shape, and lay the folded covering-strip B along on its outer side, so that the edges of the two parts are in line, as shown in Fig. 3. I next take a strip of lining material, D, and lay it upon the outside of the body, over the covering-strip B, taking care to keep the edges of the three parts in line and close together. Having thus arranged the parts, I place them on a sewing-machine, and at one operation sew through all four thicknesses, as shown at *a*, Fig. 4, thus securing the cover, body, and lining strongly and quickly together. A center piece of lining is then sewed fast, by the machine, to the strip D, and a piece also sewed to the side, if there is one to the bag body or gusset. The body, thus produced entirely by machinery, is next turned inside out, and is then ready to receive the frame. The two parts or jaws of the frame, constructed, as usual, with hinges, but not connected together, are next pushed endwise into the respective covering-strips B of the body, and then, finally, the jaws hinged together, as usual.

It will be seen that, by the above-described method of procedure, I am enabled to do away with most of the hand labor heretofore necessary in the manufacture of this class of bags, and to substitute therefore the use of machinery. This change reduces the cost of labor very greatly, and, consequently, lessens the cost of the bags; while, at the same time, a neater, stronger, and more serviceable bag is produced.

Instead of using a covering-piece separate from the body of the bag, the material which forms the body may be folded in either of the shapes shown in Figs. 5 and 6 to receive the frame.

It is obvious that when jaws are used in which the jaw, instead of being made of a single piece bent at right angles, is composed of a vertical piece, with the flange or horizontal part attached thereto by brackets, the side or vertical

part only may be covered by the material and the flange or horizontal be japanned; in which case the latter will be attached after the vertical portion is inserted within the fold or hem.

Having described my invention, what I claim is—

1. The herein-described mode of attaching the body of the bag to the frame or jaws—that is to say, by first forming a hem or pocket along the edge of the mouth, and then inserting the jaws separately into said hem or pocket,

and, finally, hinging the jaws together, as herein set forth.

2. The hem or pocket made from a separate piece, and secured to the body and the lining by one or more rows of stitches, the same being prepared, as described, previous to the insertion of the jaws, substantially as set forth.

JOHN W. LIEB.

Witnesses:

WILLIAM ITNA,
T. MAYER.