

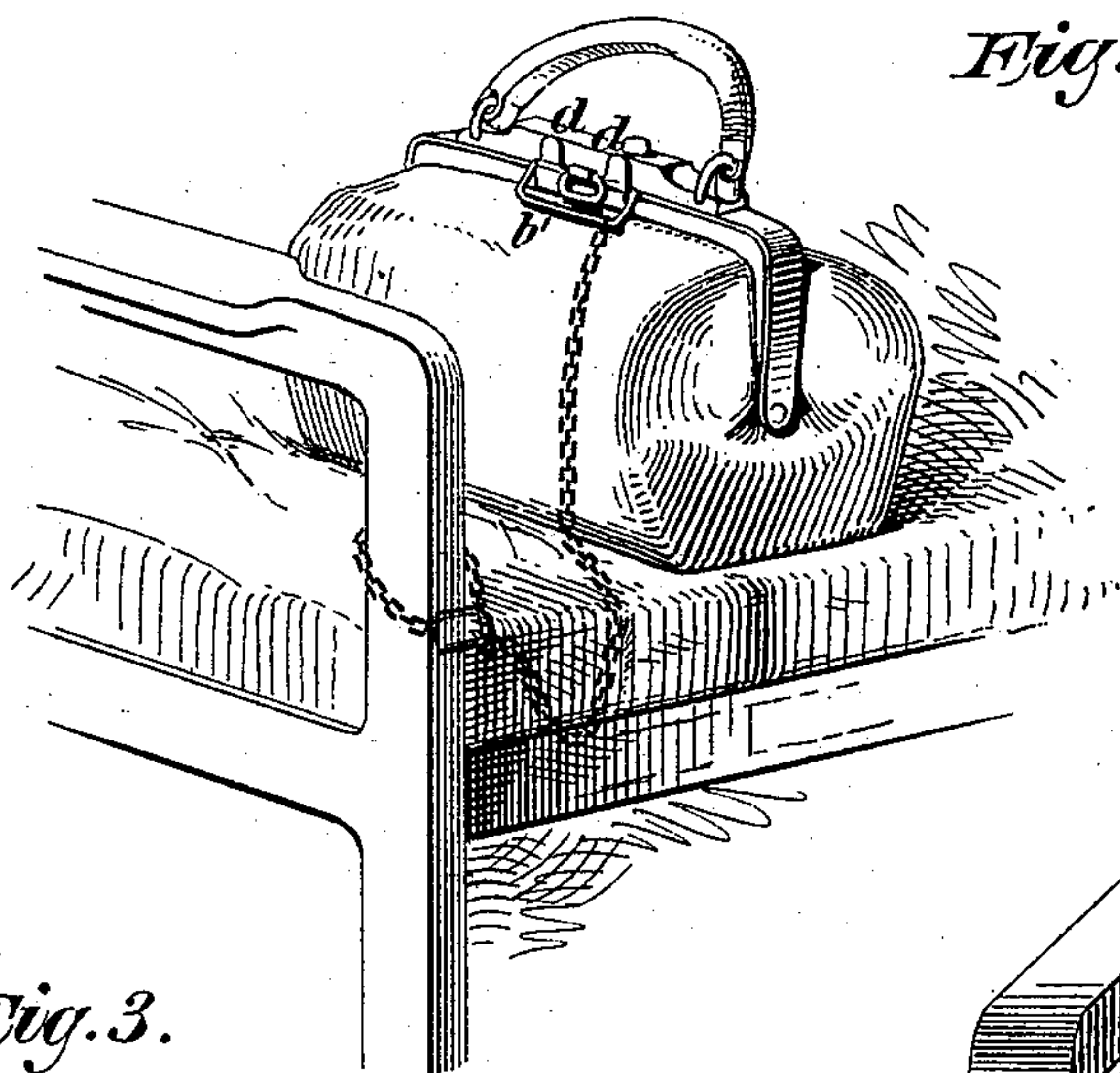
(No Model.)

A. C. KIMBER.

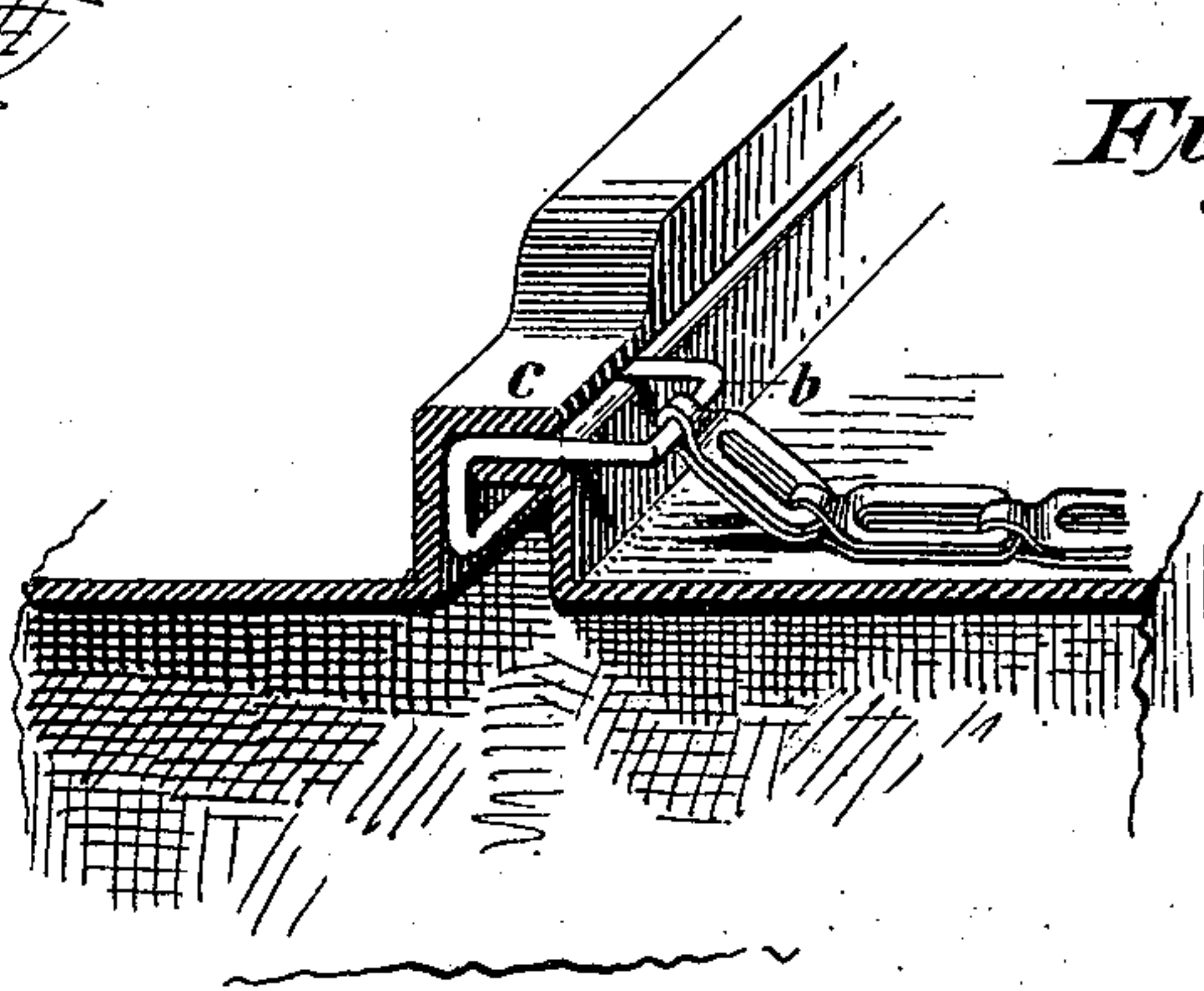
MEANS FOR SECURING SATCHELS, BAGS, &c., TO CAR SEATS.

No. 338,846.

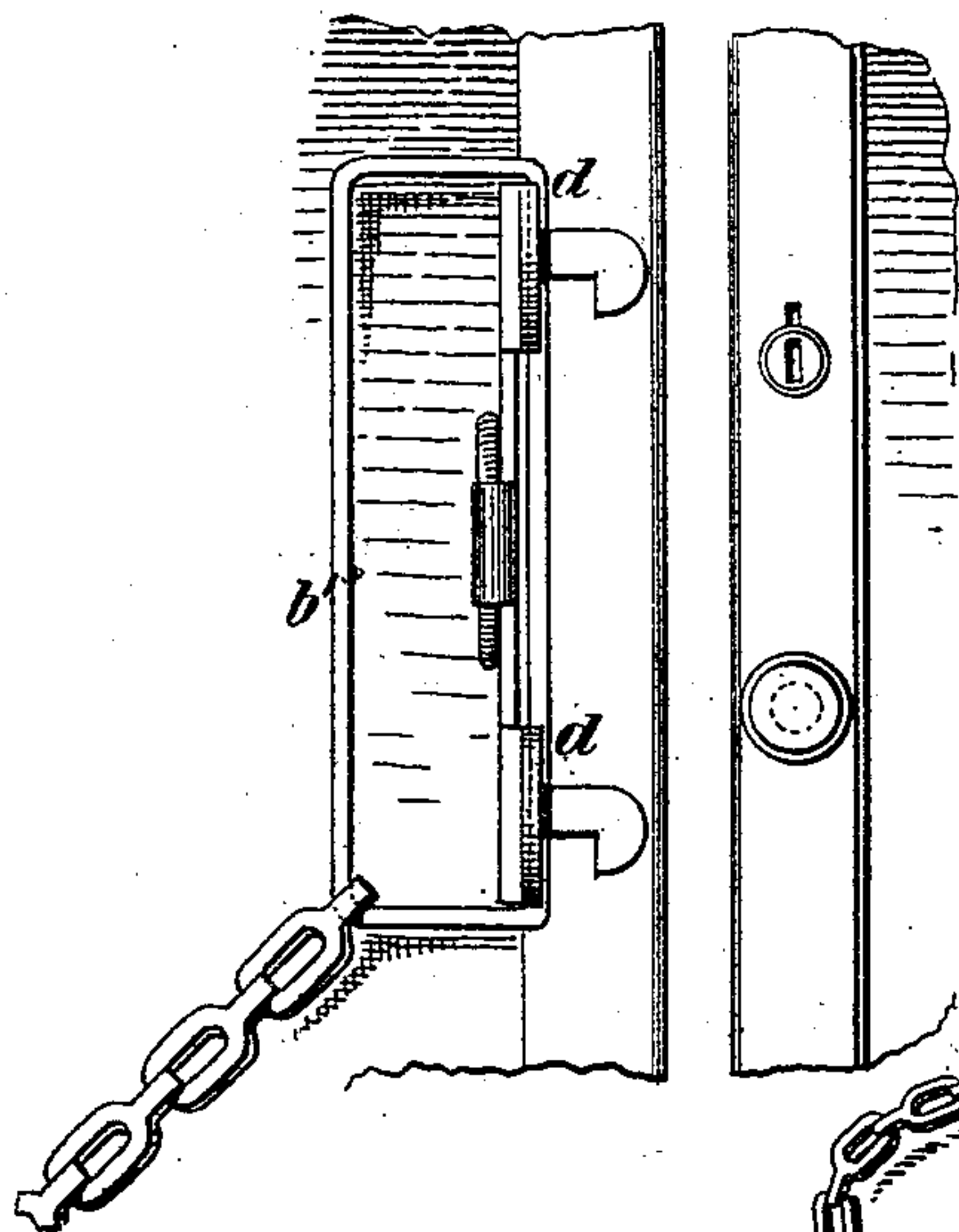
Patented Mar. 30, 1886.



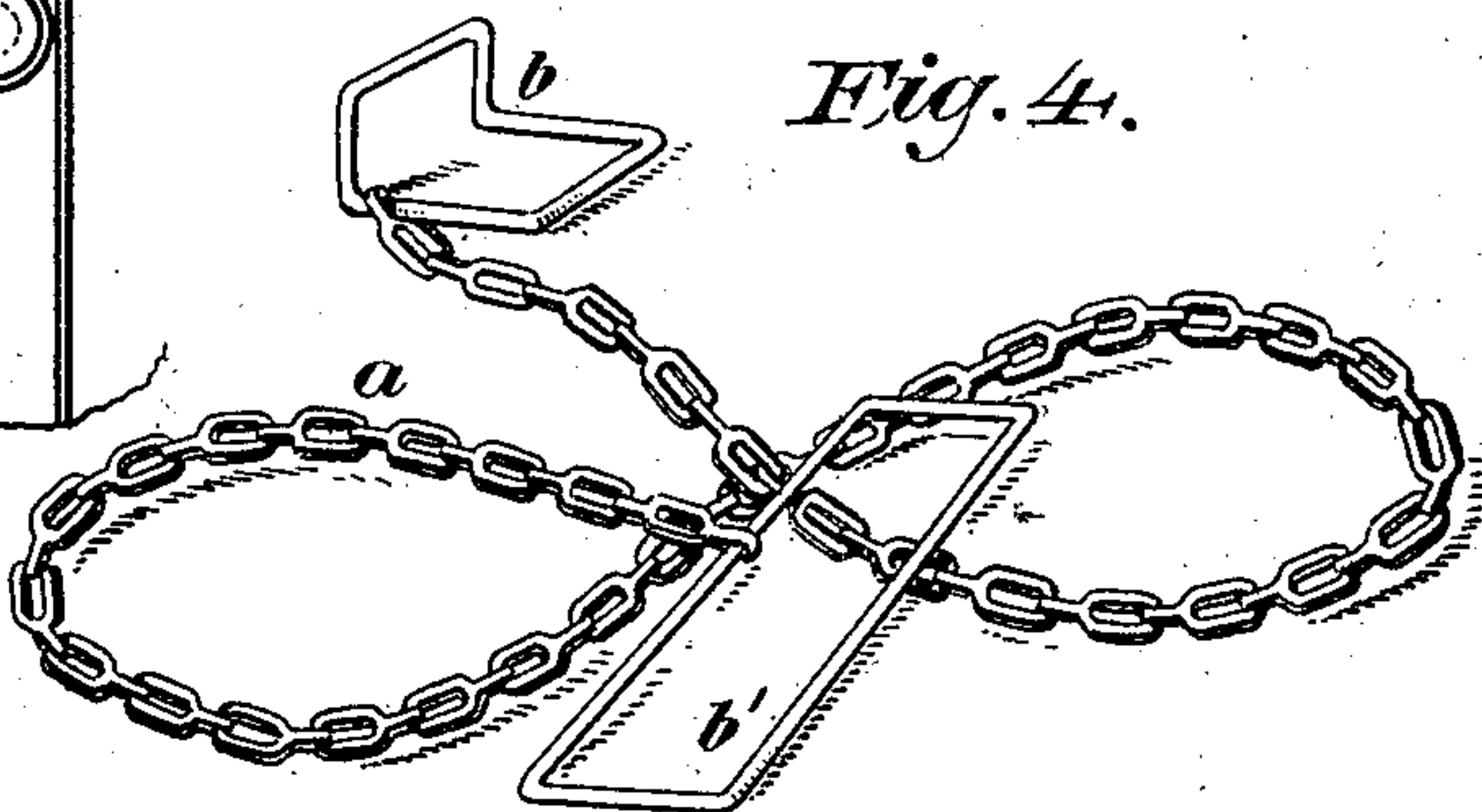
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



*Fig. 4.*

WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## MEANS FOR SECURING SATCHELS, BAGS, &c., TO CAR-SEATS.

SPECIFICATION forming part of Letters Patent No. 338,846, dated March 30, 1886.

Application filed December 31, 1885. Serial No. 137,289. (No model.)

*To all whom it may concern:*

Be it known that I, ARTHUR C. KIMBER, a citizen of the United States, and a resident of the city, county, and State of New York, have invented certain new and useful Improvements in Means for Securing Satchels, Bags, and other Similar Portable Articles to Seats, of which the following is a specification, reference being had to the accompanying drawings, forming part thereof.

This invention relates to means whereby a person can attach his bag or valise or similar portable article to the arm or rail of a car-seat, chair or settee back, or other convenient structure.

It consists of the following device—namely, a piece of chain, or flexible wire cord or equivalent thereof of a convenient length, at the ends of which are attached loops or rings, so that after the chain has been placed around the post or rail of the seat the device can be securely attached to the bag before the bag is closed and locked with the key.

In the drawings, Figure 1 is a perspective view showing my improved device as connected to the bag-frame at one end and to the arm of a car-seat at the other end. Fig. 2 is a view showing one end of the device attached to the frame of the bag at another part of the frame from that in Fig. 1. Fig. 3 is a view of the device connected to the frame of the bag, as seen in Fig. 1, the frame being partly open so as to exhibit how the wire-loop is applied in this instance to it. Fig. 4 is a view of the device disconnected from both bag and car-seat.

*a* is a chain of a reasonable length—say eighteen inches, more or less—to conveniently secure the bag or satchel to the arm of a car-seat. *b b'* are loops or rings attached one at each end to this chain *a*. They should be made of wire or metal thin enough to either spring in between the surfaces of the frame of a bag as it is being closed, as shown at *c* in Fig. 2, or to go over the upright catches *d d*, as seen in Fig. 3, and permit of such catches engaging with the bolt of the lock when the bag-frame is closed, as seen in Fig. 1. These ends *b b'* being in a loop form would also secure the bag were a slot made in the

lock, and the hook or loop inserted therein so as to permit the bolt of the lock to pass through it while such bolt at the same time locks the bag-frame. Such, however, would require a special construction of lock-case to be used in connection with my device. The loop, as shown in Fig. 2, is bent a portion of its distance at an angle so as to be in an open angular loop or angular ring form, in order to prevent its being withdrawn from the bag-frame after the frame has been locked. The loop *b* or loop *b'* hooks on in either case to the bag-frame. In Fig. 2 the loop by reason of the angular bend in it hooks onto the inner edge of one side of the frame, while in Figs. 1 and 3 the loop hooks onto the upright catches *d d*.

In attaching the device to the arm of the seat it will be seen that either the loop *b* can be slipped through the loop *b'* or the loop *b'* slipped through the loop *b*, thus securing the device to such arm. The other end of the chain is then hooked onto the bag-frame, as seen in Fig. 1 or Fig. 2, depending upon which one of the loops is drawn through the other.

Instead of passing one loop through the other, the chain may be passed around the arm and both loops hooked onto the bag-frame. In the latter case both *b* and *b'* may be loops, or both may be angled to a hook form, as shown in *b*. A coat or similar article can also be secured to the car-seat before the loop so drawn through is attached to the frame of the bag by having the chain and such loop passed through one of its sleeves or button-holes.

The advantages of this invention are apparent. Travelers frequently leave their seats at railway-stations to obtain a lunch, or seats in a waiting room to obtain tickets, &c. By so employing the device the bag or satchel is rendered secure until the owner returns, and at the same time it gives notice that the seat is occupied.

The device can be made small and strong, and be carried in the bag, satchel, or valise without inconvenience.

I claim—

1. In a device for securing a bag or other

portable article to a car-seat or other convenient structure, a chain having open angular loops or rings, as specified, attached to its ends, substantially as described.

- 5 2. In a device for securing a bag or other portable article to a car-seat or other convenient structure, the combination of a chain,

*a*, with loops *b* and *b'* attached to its ends, substantially as described.

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Witnesses:

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