E. J. OSBORNE.
Baggage Attachment for Vehicles.

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BAGGAGE ATTACHMENT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 228,924, dated June 15, 1880,
Application filed April 1, 1880. (No model.)

To all whom it may concern:

Be it known that I, EMMA J. OSBORNE, of
Anderson Court-House, in the county of An-
derson and State of South Carolina, have in-
vented a new and improved Baggage Attach-
ment for Vehicles, of which the following is a
specification.

The object of my invention is to provide a
new and improved adjustable attachment for

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carriages, which furnishes a'good support for
baggage.

The invention consists in a frame or plat-
form pivoted at its outer end between two
arms, the inner ends of which are pivoted be-
tween two arms connected by a transverse rod
and having the upper ends curved so as to
form hooks, by means of which they are hooked
onto the spring-bar of the vehicle.

In the accompanying drawings, Figure 1 is
a perspective view of my improved baggage
attachment. Fig. 2 is a cross sectional eleva-
tion of the same, showing it lowered to re-
ceive baggage. Fig. 3 is a side elevation of
the same, showing it raised as it is when not
in use.

Similar letters of reference indicate corres-
ponding parts.

The frame or platform A, which may be
made of any suitable material, either plain or
ornamental, is pivoted near its forward edge
between two arms, B B, the rear ends of which
are pivoted to rectangular projections C C at
the lower ends of two arms, D D, the upper
ends, E E, of which are curved semicircularly
and terminate in a short flange, F, projecting
upward. The arms D D are connected with
each other by a transverse bar, G, which passes
through the said arms near their lower ends.

The spring-bar H of a vehicle is provided
with two staples, J J, on the upper rear side,
which staples are fastened to the spring-bar
by means of collars K K, or in some other
suitable manner, and are the same distance
apart as the arms D D are. A wire or thin
rod, L, provided with hooks a and b at the
ends, passes through the spring-bar H, and
can be rotated on its longitudinal axis.

The upper side of the frame A is provided
with a recessed plate, M, or some similar de-
vice, whereas the under side of the frame is
provided with a staple, N. The frame A is
preferably made oblong or square, and may
have the front edge rounded. It may be made
solid, slotted, or perforated. If desired, the
staples J J may be attached to the axle, onto
which the arms D D can be hooked.

The pins by means of which the arms B are
pivoted to the projections C C project inward,
and the rear end of the frame A rests upon
them. The hooks a and b may be pivoted on
the spring-bar or axle independent of each
other.

The baggage attachment is used as follows:
Ordinarily the baggage attachment is not at-
tached to the vehicle; but if it is desired to
carry baggage on the wagon the flanged ends
of the arms D D are passed through the sta-
ples J J, so that the flange F rests against the
cross-piece of the staples, and the curved up-
per ends, E E, of the arms fit snugly onto the
spring-bar H. The platform or frame A is
lowered, as shown in Fig. 2, its rear end rest-
ing on the projecting pins, by means of which
the arms B are pivoted to the projections C
of the arms D. The arms B now carry the en-
tire weight of the frame A and its load, and
as they are pivoted to the projections C C, their rear ends must rest against the under
side of the cross-bar G, as shown in Fig. 2. If
the baggage has been delivered, the frame A is
raised into the position shown in Fig. 3, the
hook a passes into the recess under the plate
M, and by turning the wire L the frame is
locked in this position. If a seat is desired in
place of a baggage-support, the frame A is first
rotated upward on its pivots, and then the
arms B B are rotated toward the spring-bar
H, so that the frame A rests on the said spring-
bar, as shown in Fig. 2 in dotted lines. By
turning the wire L the hook b will pass into
the staple N and lock the frame A in this po-
sition. The transverse bar G may be dis-
pensed with, and two springs or studs may be
used in its place to sustain the platform upon
which the baggage rests.

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

I. The combination, with the spring-bar H,
of the staples J, the arms D, provided with
flanged curved ends, and of a platform supported by said arms, substantially as herein shown and described, and for the purpose set forth.

2. In a baggage attachment for vehicles, the combination, with the platform A, of the arms B B, the arms D D, and the cross-bar G, substantially as herein shown and described, and for the purpose set forth.

3. In a baggage attachment, the combination, with the frame A, of the recessed plate M and the hook e, pivoted on the spring-bar H, substantially as herein shown and described, and for the purpose of holding the frame A against the spring-bar H when not used to carry baggage, as set forth.

4. In a baggage attachment for vehicles, the combination, with the frame A, of the staple N and the hook h, pivoted in the spring-bar H, substantially as herein shown and described, and for the purpose of holding the frame A on the top of the spring when said frame is to be used as a seat, as set forth.

Miss Emma J. Osborne.

Witnesses:
Ella J. Whitfield,
S. A. Whitfield.