

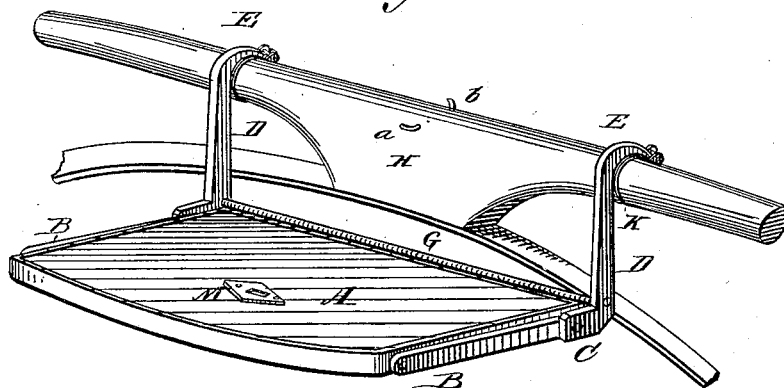
(No Model.)

E. J. OSBORNE.  
Baggage Attachment for Vehicles.

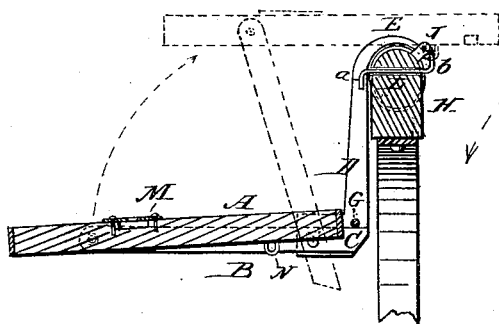
No. 228,924.

Patented June 15, 1880.

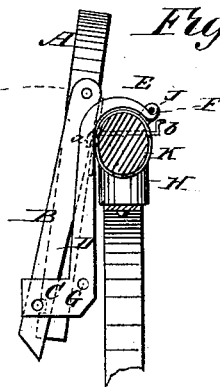
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

EMMA J. OSBORNE, OF ANDERSON COURT-HOUSE, SOUTH CAROLINA.

## 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 Anderson and State of South Carolina, have invented a new and Improved Baggage Attachment for Vehicles, of which the following is a specification.

The object of my invention is to provide a new and improved adjustable attachment for carriages, which furnishes a good support for baggage.

The invention consists in a frame or platform pivoted at its outer end between two arms, the inner ends of which are pivoted between 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 elevation of the same, showing it lowered to receive 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 corresponding 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 device, 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 attached 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 staples J J, so that the flange F rests against the cross-piece of the staples, and the curved upper 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 resting 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 entire 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 position. The transverse bar G may be dispensed 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—

1. 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.

5 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.

10 3. In a baggage attachment, the combination, with the frame A, of the recessed plate M and the hook a, 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. 15

4. In a baggage attachment for vehicles, the combination, with the frame A, of the staple N and the hook b, pivoted in the spring-bar H, substantially as herein shown and described, 20 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:

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