

(No Model.)

J. W. LYNN.
FEED BAG SUPPORT FOR VEHICLES.

No. 422,239.

Patented Feb. 25, 1890.

FIG. 1.

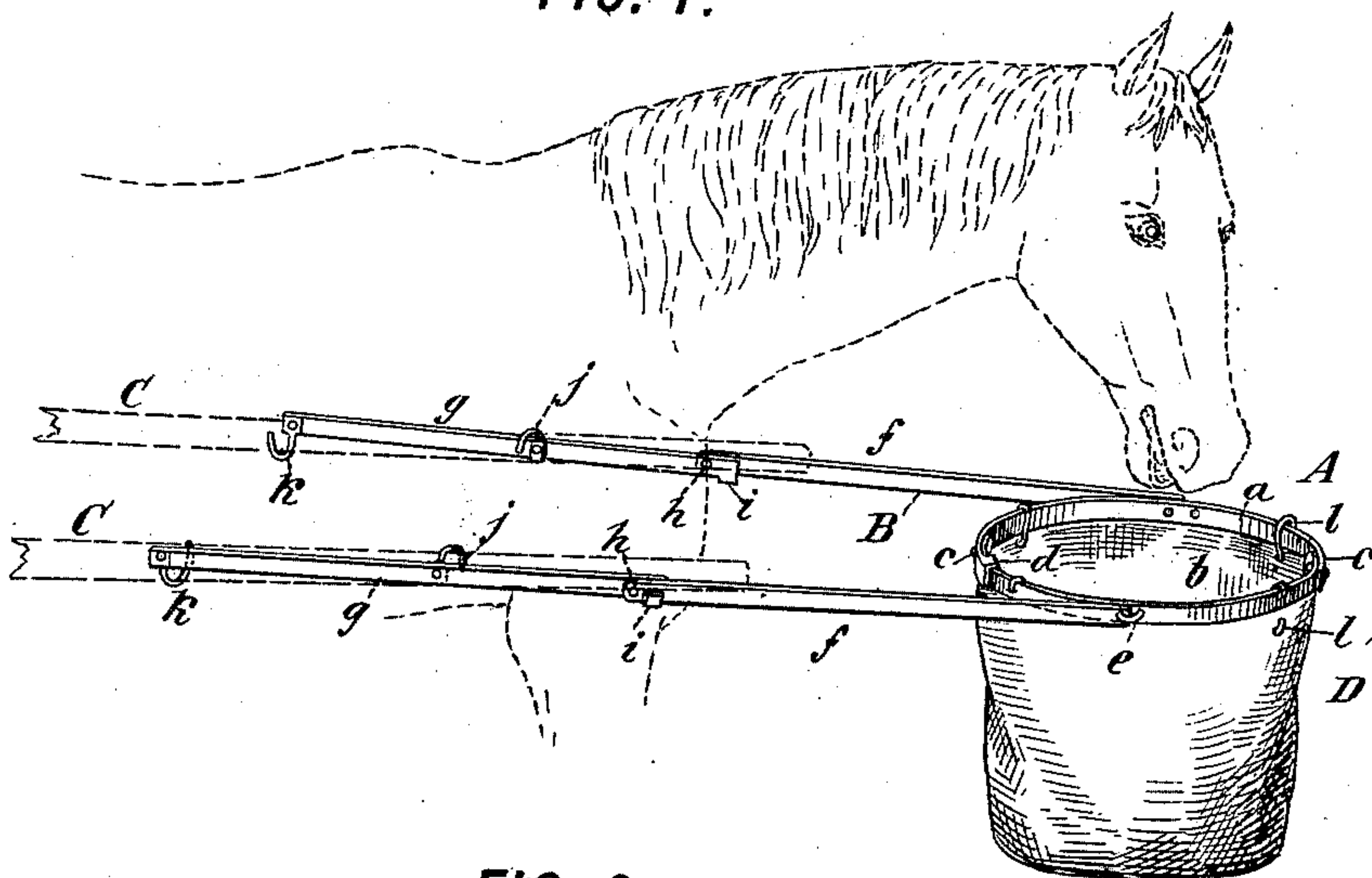


FIG. 2.

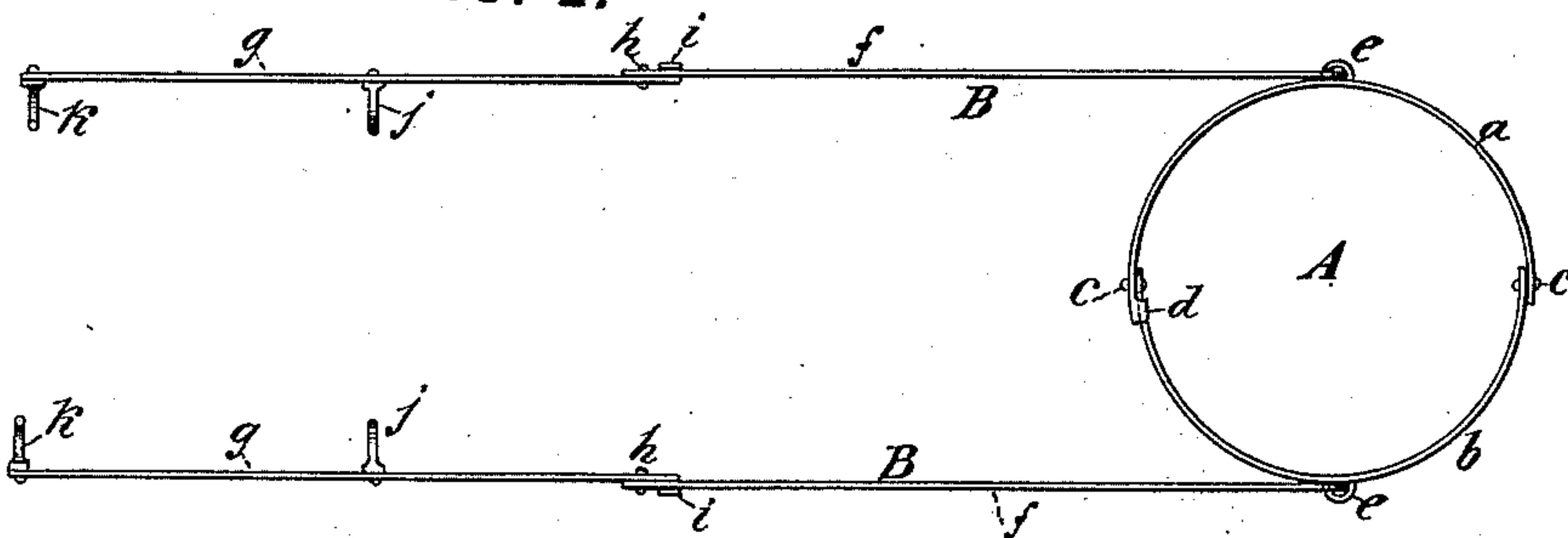


FIG. 3.

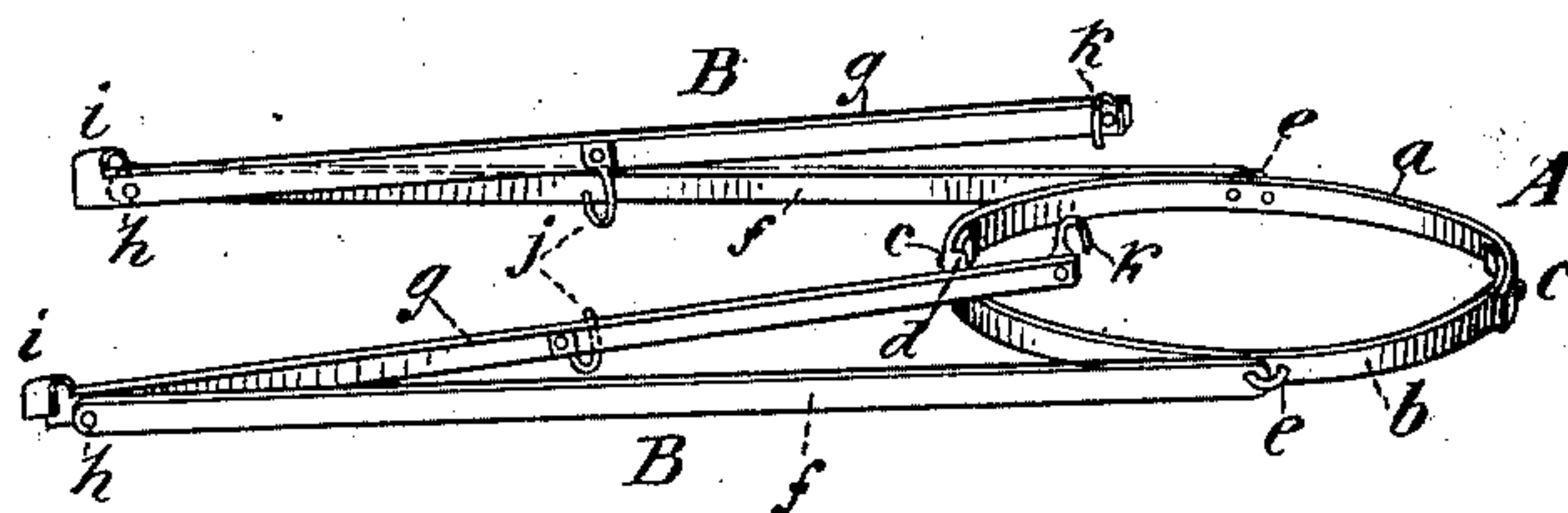


FIG. 4.



WITNESSES:

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FEED-BAG SUPPORT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 422,239, dated February 25, 1890.

Application filed November 5, 1889. Serial No. 329,313. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. LYNN, a citizen of the United States, residing in New York city, in the county and State of New York, have invented certain new and useful Improvements in Feed-Bag Supports for Vehicles, of which the following is a specification.

This invention relates to feed-bag supports wherein a collapsible supporting-frame is constructed to be supported by the shafts of a vehicle and carries on its outer end a ring for supporting the feed-bag in the vicinity of the horse's nose.

My invention comprises certain improvements in this class of devices, and has for its object to provide a feed-bag support which will be simple, economical, and can be readily applied to the shafts of any wagon, and which can be folded into compact and convenient form when not in use.

To this end in carrying out my invention I construct the bag-supporting ring in sections pivoted together on an axis extending approximately parallel with its supports, so that its parts can be folded together in such direction as to bring its supports into juxtaposition, and I connect the supports to this ring pivotally at points at right angles to the axis of the hinges connecting the sections of the ring, and I construct the inner ends of the supports with reverse hooks for engaging the shaftings.

In the accompanying drawings, which illustrate my invention, Figure 1 is a perspective view showing my improved feed-bag holder as it appears in use when attached to the shafts of a vehicle. Fig. 2 is a plan thereof showing it extended. Fig. 3 is a perspective view showing supports and ring collapsed, and Fig. 4 is a plan showing both the supports and ring collapsed.

Referring to the drawings, A represents the bag-supporting ring, B the supports thereof, and C the shafts of the vehicle.

The bag-supporting ring A is preferably constructed in two sections *a* and *b*, pivoted together at *c c*, so that the axis of the pivot will be approximately parallel with the supports B B. One of the sections is provided, preferably, with a lug or projection *d*, projecting into the path of the other section, and

so constructed as to limit the relative movement of the two sections on the pivotal axis when the ring is completely opened, but at the same time to permit the two sections to be collapsed and folded close together in the other direction.

The ring A is constructed, preferably, with two loops or hooks *e e* on its opposite sides, which hooks are preferably placed diametrically opposite each other and are in planes at right angles to the pivotal axis of the sections *a b*.

The supports B B are each preferably constructed of two sections *f* and *g*, pivoted together at *h h* and constructed to fold together in one direction. One of the sections is provided with a stop *i*, which projects into the path of the other section and acts to prevent a relative movement in one direction of the sections after the support B has been fully extended, but to permit the folding together of the two sections in the other direction.

The sections F F are pivotally connected to the ring A by means of eyes in their outer ends, which engage the hooks *e e*. By this arrangement the supports B B can be tilted laterally relatively to the ring A, in order to adapt them to shafts of different widths.

The sections *g g* are constructed to engage the ends of the shafts C. This is provided for by constructing these sections with upwardly-projecting hooks *j j*, which take over the ends of the shafts C. These hooks *j j* are preferably constructed between the center and the pivoted ends of the sections *g g*. Similar hooks *k k* are constructed near the inner ends of the sections *g g* and project downwardly and take under the shafts C back of the hooks *j j*. The hooks *j k* are preferably constructed on the inner sides of the supports B B, so that when in use the supports will be outside of the shafts, and when the apparatus is completely collapsed these hooks will be folded inside of the apparatus instead of projecting outside thereof.

The feed-bag D (see Fig. 1) may be secured to the ring in any suitable manner, either by hooks *l l*, as shown in Fig. 1, or according to any other well-known method of attaching the bag to the supporting-ring.

In applying my improved supporting de-

vice to a vehicle the supports B and the bag-
ring A are first extended and then the sup-
ports are secured to the shafts by hooking
the hooks *k k* under the shafts and then rais-
5 ing the supports until the hooks *j j* can be
hooked over the ends of the shafts, where-
upon the supports B B and the ring A will
be firmly sustained. If the shafts are wider
than the ring, one support B will first be se-
10 cured in place and then the other will be
tilted laterally until it is spread sufficiently
to engage the other shaft, whereupon it will
be hooked thereto. The bag will then be se-
cured in place in the ring A.

15 When it is desired to set the supporting de-
vice aside, it is removed from the ends of the
shafts and its supports B B are completely
collapsed. It then occupies the position shown
in Fig. 3. The ring A is then collapsed and
20 the device is folded into compact form, (shown
in Fig. 4,) whereupon it can be stored away
as desired.

By constructing the ring A to be collapsi-
ble in a direction at right angles parallel with
25 the supports B B the device is made much
more convenient for use and can be more
readily collapsed and reduced to smaller pro-
portions than any such device as heretofore
made.

30 Another important feature of my invention
is the connection of the ring A to the bars B
B in such manner that the latter can be
tilted laterally relatively to the ring and the
ring can be tilted on the pivotal point with-
35 out danger of its collapsing, so that it can to
a certain extent accommodate itself to the
movements of the horse's head during the
feeding operation.

It is important that a feed-bag support
40 should be so connected to the vehicle that it can
be readily applied while the horse is harnessed
and will at the same time be capable of suffi-
cient movement to avoid injury to the horse
in case it should be struck by the head of the
45 latter. My invention accomplishes this by
so connecting the supports B with the shafts
C that the ring A can be moved to some ex-
tent either forwardly, backwardly, or to
either side without releasing the supporting
50 device.

I do not limit myself to the particular con-
struction shown and described, as this can
be modified in some respects without depart-
ing from the essential features of my inven-
55 tion.

What I claim is—

1. In a feed-bag support for vehicles, the
combination, with two supports constructed
to engage the shafts of a vehicle at one end
60 and projecting therefrom toward the horse's
nose, of a ring for holding the feed-bag con-
nected to said supports at their outer ends
and supported thereby, said ring consisting
of two parts hinged together on an axis ex-

tending approximately parallel with said sup- 65
ports, whereby its parts can be folded to-
gether in such direction as to bring said sup-
ports into juxtaposition, substantially as set
forth.

2. In a feed-bag support for vehicles, the 70
combination, with two supports constructed
to engage the shafts of a vehicle at one end
and projecting therefrom toward the horse's
nose, of a ring for holding the feed-bag piv-
otally connected to said supports at their 75
outer ends and supported thereby, said ring
consisting of two parts hinged together on an
axis extending approximately parallel with
said supports, whereby its parts can be folded
together in such direction as to bring said 80
supports into juxtaposition, substantially as
set forth.

3. In a feed-bag support for vehicles, two 85
supports, each constructed at one end to en-
gage one of the shafts of the vehicle and each
having a joint at its middle, whereby it can
be folded, in combination with a ring for hold-
ing the feed-bag pivotally connected at op-
posite sides to the outer ends of said supports,
said ring consisting of two parts hinged to- 90
gether on an axis extending approximately
parallel with said supports, whereby its parts
can be folded together in such direction as to
bring said supports into juxtaposition, sub-
stantially as set forth. 95

4. In a feed-bag support for vehicles, two 95
supports, each constructed at one end to en-
gage one of the shafts of the vehicle and each
having a joint at its middle, whereby it can
be folded, and each constructed with hooks *j* 100
and *k*, in combination with a ring for holding
the feed-bag pivotally connected at opposite
sides to the outer ends of said supports, said
ring consisting of two parts hinged together 105
on an axis extending approximately parallel
with said supports, whereby its parts can be
folded together in such direction as to bring
said supports into juxtaposition, substantially
as set forth.

5. In a feed-bag support for vehicles, the 110
combination, with two supports projecting to-
ward the horse's nose, of a ring for holding
the feed-bag connected to said supports at
their outer ends and supported thereby, said
ring consisting of two parts hinged together 115
on an axis extending approximately parallel
with said supports, whereby its parts can be
folded together in such direction as to bring
said supports into juxtaposition, substantially
as set forth. 120

In witness whereof I have hereunto signed
my name in the presence of two subscribing
witnesses.

JAMES W. LYNN.

Witnesses:

JNO. E. GAVIN,

GEORGE H. FRASER.