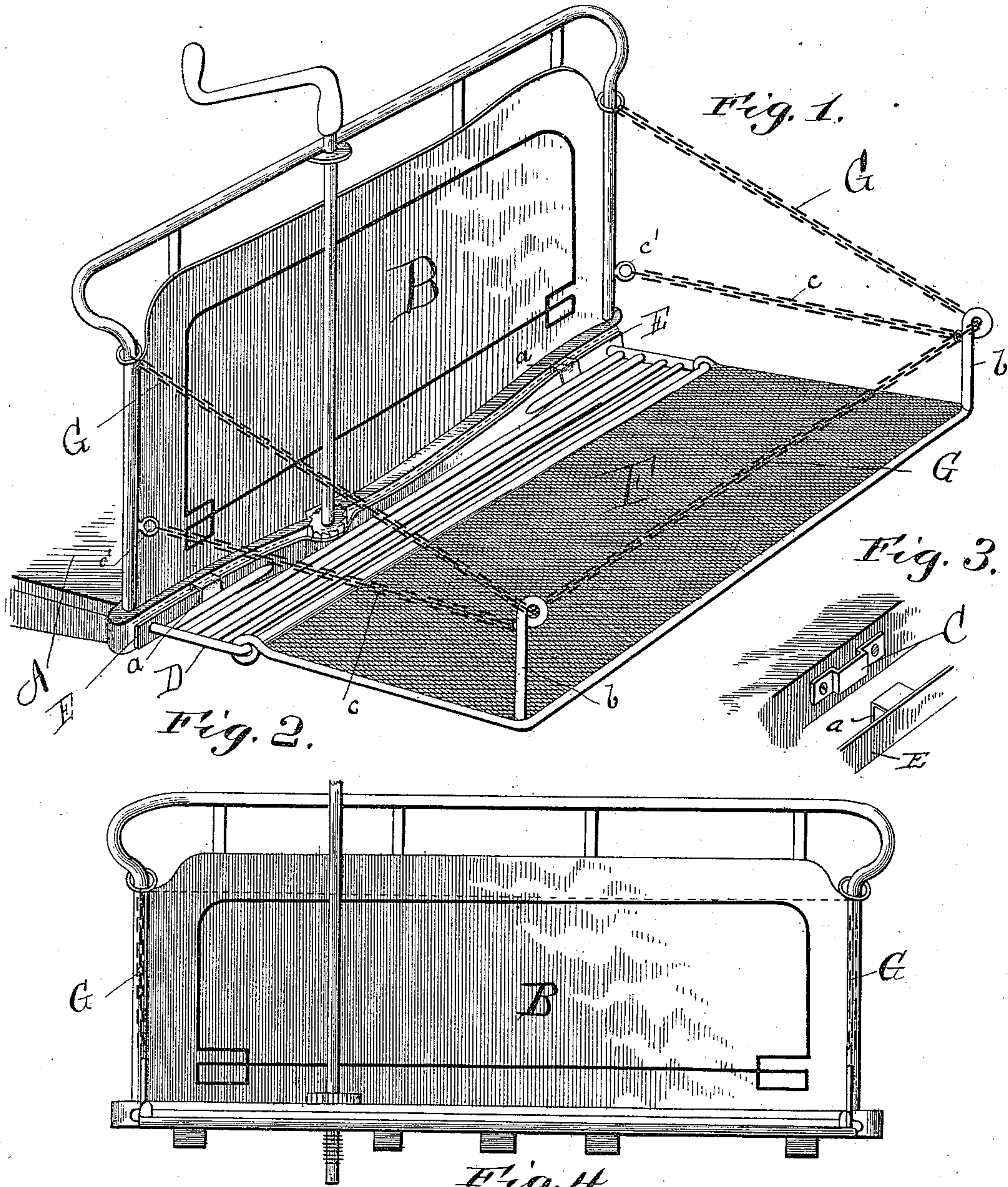


(No Model.)

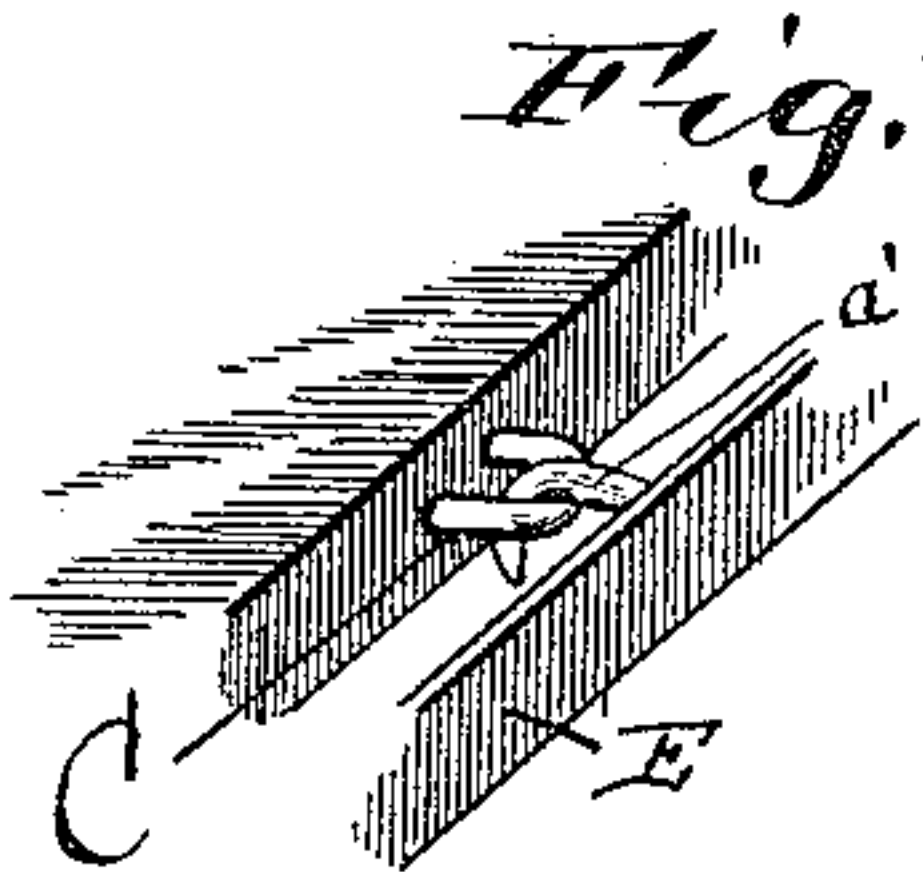
J. S. HAGERTY.
PARCEL CARRIER FOR STREET CARS.

No. 441,300.

Patented Nov. 25, 1890.



Witnesses:
J. B. McGirr.
A. H. Barry.



Inventor:
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UNITED STATES PATENT OFFICE.

JAMES S. HAGERTY, OF BALTIMORE, MARYLAND.

PARCEL-CARRIER FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 441,300, dated November 25, 1890.

Application filed August 30, 1890. Serial No. 363,475. (No model.)

To all whom it may concern:

Be it known that I, JAMES S. HAGERTY, a citizen of the United States, residing at Baltimore, State of Maryland, have invented certain new and useful Improvements in Parcel-Carriers for Street-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The object of my invention is to provide a simple, cheap, and durable attachment which can be readily applied to street-cars for the purpose of holding market-baskets and like articles, instead of occupying room within the car. I prefer that the device should be detachable from the car; but it may be permanently affixed thereto. I also prefer to so arrange the parts that the device can be folded up against the dash when not in use; but it may be constructed to slide beneath the car, or it may be stationary.

In order to make my invention more clearly understood, I have shown in the accompanying drawings means for carrying the same into practical effect.

In said drawings, Figure 1 is a perspective view of a portion of a car, showing my improvement applied thereto. Fig. 2 is a rear view showing in dotted lines the same device folded. Figs. 3 and 4 are views of modified forms of attaching my improved device to a car.

Referring to said drawings, A represents a portion of a street-car, and B the rear dash thereof.

My attachment is designed to be placed in rear of said dash-board. In the present instance I have shown it as applied in the following manner:

C are staples, loops, or like devices placed upon the end of the car near the sill. A single strip extending the whole width of the car, as indicated by dotted lines in Fig. 1, with a space between the same and the end of the car, would also answer the purpose.

D is a support, preferably slatted to prevent the accumulation of water, dirt, &c., thereon. This support is provided with a strip or bar E, shaped to conform to the shape of the front end of the car, and either permanently applied thereto or provided with lugs *a*, as shown in

Figs. 1 and 3, or hooks *a'*, as shown in Fig. 2, to engage the loops or staples on the rear end of the car. These lugs hold the support against the end of the car, and also prevent sagging of the same.

F is the holder, preferably formed of a strong frame-work—say of stout wire—covered with a net-work of sufficiently fine mesh to prevent the dropping through of small articles; or said frame may be latticed or corded, if desired. This holder may be so connected with the support D as to slide in guides beneath the same and beneath the car, or it may be permanently fixed in position. I prefer, however, to have it so arranged as to fold up against the dash-board, as shown in Fig. 2. In the drawings I have shown it as hinged to the forward end of the support D and held in its adjusted position by chains or cords G, which are under the control of the conductor or some person on the car. When not in use, it may be folded up against the dash-board, and when it is desired to use the same for the support of market-baskets, satchels, and the like it can be lowered into the desired position by means of the chains or cords. These chains or cords G may be attached to the hinged part in any suitable manner. I have shown them as connected with uprights *b*, extending from the outer corners of the hinged portion. Chains *c* may be provided to assist in holding and sustaining the weight and to prevent the hinged portion from being moved too far, said chains *c* constituting in effect a railing to retain articles on the carrier and extending from loops *c'* on the dash to the said uprights *b*. This railing is therefore perfectly adapted to permit the folding of the carrier.

The invention is applicable to horse, electric, and cable cars, but is especially adapted to cable cars.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. As a parcel-carrier for street-cars, the combination, with the dash B, of a carrier hinged and adapted to fold up against the same, a railing, such as the chains *c*, adapted to permit the folding of the carrier, and supporting devices, such as chain G, connected with the carrier and with the dash, substantially as set forth.

2. In a parcel-carrier for street-cars, the combination, with a portion D, adapted to be detachably connected to the dash of a car, of a portion F, hinged thereto, and means for holding the movable portion in its adjustable position, substantially as set forth.

3. The combination, with a car having holding devices on its end, of a parcel-carrier consisting of a slatted portion D, having lugs to engage said holding devices, a movable portion F, hinged to the slatted portion and adapted to fold against the front of the car, and means, such as the chains G, for holding the movable portion in its adjusted positions, substantially as set forth.

4. The combination, with a car having loops, staples, or equivalent devices at its end, of the parcel-carrier consisting of a slatted portion D, having an end bar provided with lugs to engage said loops or staples, an outer portion F, hinged to the slatted portion and having uprights b at its outer corners, and chains or cords G, connected with said uprights and with the car, substantially as set forth.

In testimony whereof I affix my signature in the presence of two witnesses.

JAS. S. HAGERTY.

Witnesses:

CHARLES L. WAGANDT,
WM. W. RICHARDSON.