(No Model.)

J. W. LYNN.

FEED BAG SUPPORT FOR VEHICLES.

No. 422,239. Patented Feb. 25, 1890.

FIG. 1.

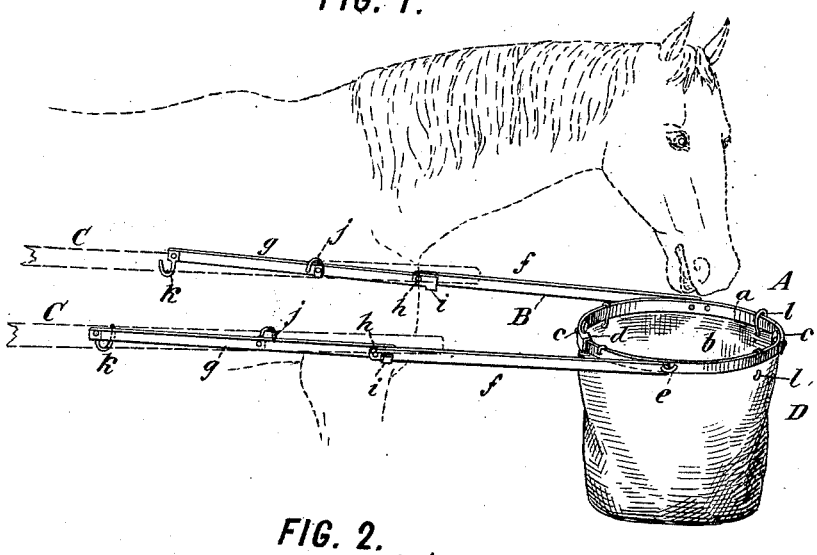


FIG. 2.

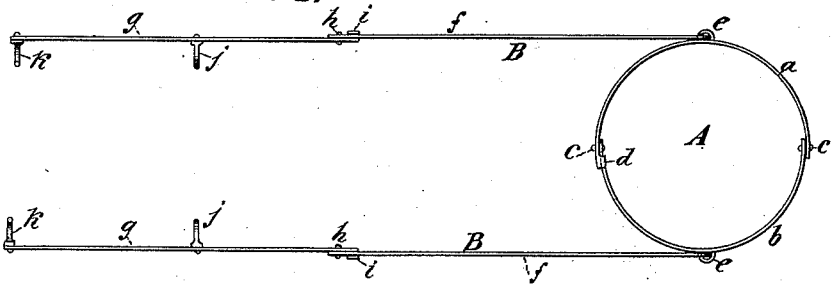


FIG. 3.

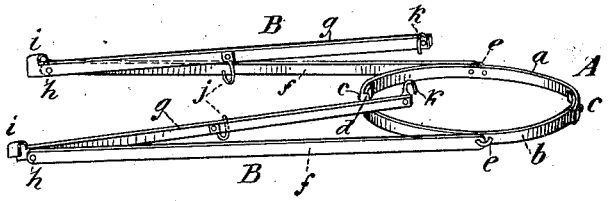
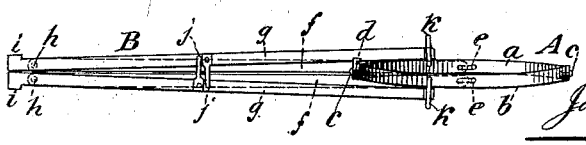


FIG. 4.



INVENTOR:
James W. Lynn,
By his Attorneys,
Arthur C. Fraser & Co.

WITNESSES:
John Becker
Fred White

UNITED STATES PATENT OFFICE.

JAMES W. LYNN, OF NEW YORK, N. Y.

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 pivots 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 rights 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 constructiug 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 supports are secured to the shafts by hooking the hooks *k k* under the shafts and then raising the supports until the hooks *j j* can be hooked over the ends of the shafts, whereupon 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 secured 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 secured in place in the ring A.

When it is desired to set the supporting device 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 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 collapsible in a direction at right angles parallel with the supports B B the device is made much more convenient for use and can be more readily collapsed and reduced to smaller proportions than any such device as heretofore made.

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 without 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 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 sufficient movement to avoid injury to the horse in case it should be struck by the head of the latter. My invention accomplishes this by so connecting the supports B with the shafts C that the ring A can be moved to some extent either forwardly, backwardly, or to either side without releasing the supporting device.

I do not limit myself to the particular construction shown and described, as this can be modified in some respects without departing from the essential features of my invention.

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 and projecting therefrom toward 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 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.

2. In a feed-bag support for vehicles, the 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 pivotally connected to said supports at their 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 supports into juxtaposition, substantially as set forth.

3. In a feed-bag support for vehicles, two supports, each constructed at one end to engage 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 holding the feed-bag pivotally connected at opposite sides to the outer ends of said supports, 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 supports into juxtaposition, substantially as set forth.

4. In a feed-bag support for vehicles, two supports, each constructed at one end to engage 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* 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 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 combination, with two supports projecting toward 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 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.

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.