

No. 630,147.

Patented Aug. 1, 1899.

W. S. WEBBER.
FURNITURE OR EXPRESS WAGON.

(Application filed Dec. 9, 1898.)

(No Model.)

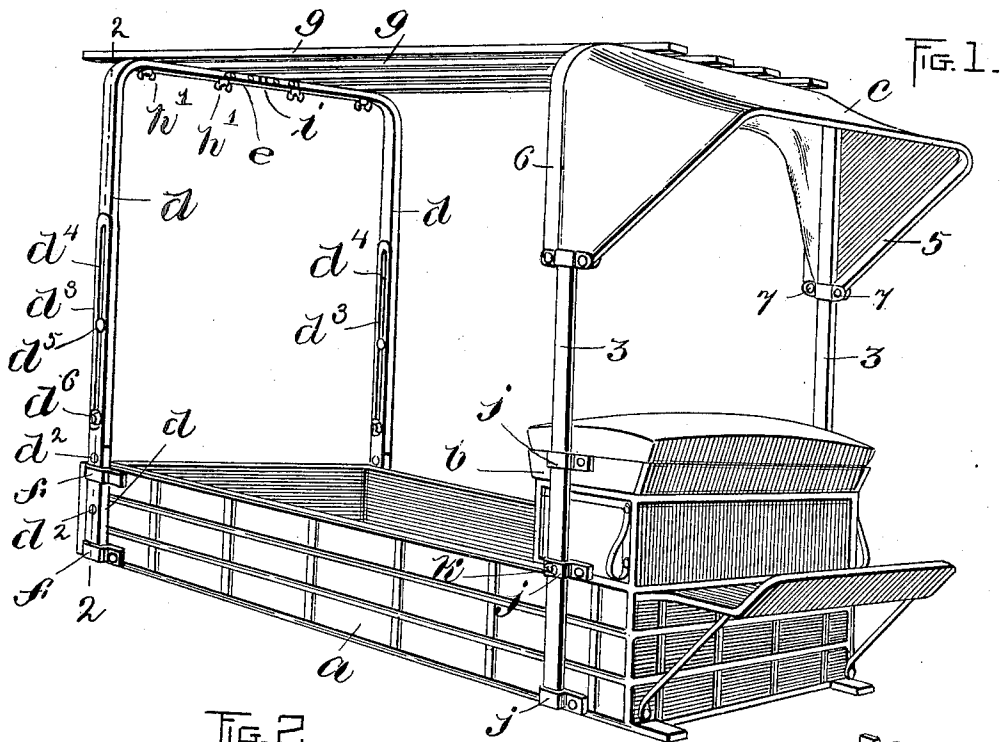


FIG. 2.

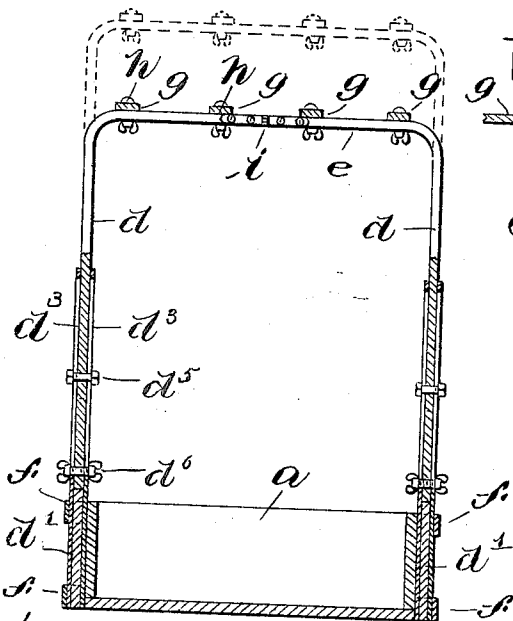


FIG. 4.

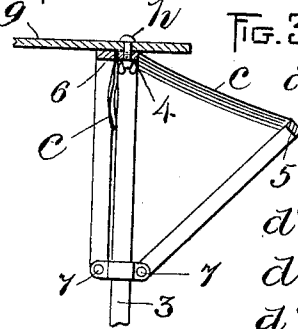
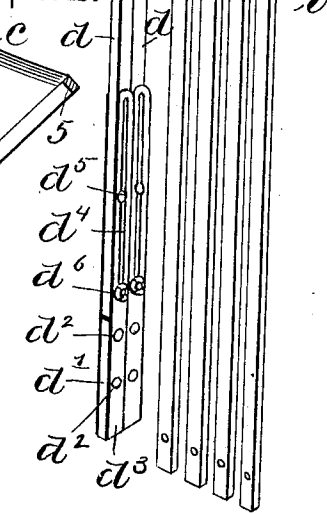


FIG. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WALTER S. WEBBER, OF BOSTON, MASSACHUSETTS.

FURNITURE OR EXPRESS WAGON.

SPECIFICATION forming part of Letters Patent No. 630,147, dated August 1, 1899.

Application filed December 9, 1898. Serial No. 698,736. (No model.)

To all whom it may concern:

Be it known that I, WALTER S. WEBBER, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Furniture or Express Wagons, of which the following is a specification.

This invention relates to a furniture or express wagon which is provided with an awning-frame extending over the driver's seat; and it has for its object to enable a wagon of this character to be readily provided with an extension of the awning-frame adapted to support a sheet of canvas or other covering over the entire length of the wagon-body and at a suitable height to protect the load.

The invention consists in the improvements which I will now proceed to describe and claim.

Of the accompanying drawings, forming a part of this specification, Figure 1 represents a perspective view of the body of a furniture or express wagon provided with my improvements. Fig. 2 represents a transverse section on the line 2 2 of Fig. 1. Fig. 3 represents a perspective view showing the parts of the awning-frame extension separated and arranged to be packed or suspended under the wagon-body. Fig. 4 represents a sectional view of a portion of the awning-frame, showing also in section a part of one of the longitudinal bars hereinafter referred to.

The same letters and numerals of reference indicate the same parts in all the figures.

In the drawings, *a* represents a wagon-body having the usual seat *b* at the front end.

c represents an awning supported by an awning-frame of ordinary construction over the seat *b*. The awning-frame, as here shown, comprises, first, a bow having the vertical portions 3 3 at the ends of the seat and the horizontal portion 4 extending across the wagon-body above the seat, and, secondly, two swinging bows 5 6, hinged at 7 7 to the vertical portions 3 3, the awning *c* being attached to the said bows.

The construction above described is common and well known.

In carrying out my invention I provide an extension of the awning-frame composed of separable members or sections adapted to be detachably connected with each other and

with the cross-bar 4 of the awning-frame, said extension when in use being capable of supporting a covering over the entire portion of the wagon-body behind the seat and being composed of members which when separated are adapted to be compactly arranged and stored under the wagon-body, where they may be supported by straps or other suitable holders. The said extension comprises, first, a bow composed of vertical portions *d d* and a horizontal portion *e*, said vertical portions being engaged with sockets *f f*, attached to the sides of the wagon-body; secondly, a series of bars *g g*, formed to extend from the cross-bar *e* to the cross-bar 4, and, thirdly, means, such as bolts *h*, for detachably connecting the bars *g* with said cross-bars, the cross-bars *e* and 4 and longitudinal bars *g* being provided with bolt-holes to receive said bolts and the bolts being provided with suitable heads and with thumb-nuts *h'*, whereby they may be secured to and released from the parts which they connect.

The cross-bar *e* of the awning-frame extension is divided at its central portion into two parts or sections, which are connected by a hinge *i*, arranged to permit the said parts or sections to be folded together, as shown in Fig. 3, thus enabling the rear bow and the bars *g* to be conveniently arranged when separated from each other and from the wagon-body, all as indicated in Fig. 3. The bolt-holes in the cross-bar *e* are arranged some at one side of the hinge *i* and others at the opposite side, so that when the parts of the frame extension are assembled the bars *g* render the hinged cross-bar *e* rigid and prevent the hinge from turning, so that the construction is practically as strong as if the cross-bar *e* were made in one piece instead of being hinged.

It will be seen that the hinged rear bow and the longitudinal bars *g* constitute an attachment or frame extension which can be applied to any furniture-wagon having an awning-frame over the driver's seat without any adaptation of the wagon other than the provision of bolt-holes in the cross-bar 4 of the awning-frame and the sockets *f* to receive the vertical portions *d* of the rear bow. When the frame extension is not required for use, it can be readily removed, so that the awning-frame can be readily removed and compactly stored

in or under the wagon-body. When the awning-frame is in place, the rear hinged bow 6 of the awning-frame may be turned up against the cross-bar 4, as shown in Fig. 4.

- 5 I prefer to provide means for varying the height of the entire awning-frame, including the extension, and to this end I make the vertical portions 3 of the permanent awning-frame vertically adjustable in the sockets *j j j*,
 10 which hold said vertical portions, and provide one of said sockets at both sides of the wagon with a set-screw *k* to hold the awning-frame at any height to which it may be adjusted in said sockets. I also make the vertical portions *d d* of the rear bow of telescopic construction, so that their length may be varied,
 15 thus raising or lowering the cross-bar 3. To this end I provide the vertical portions *d d* at their lower ends with extension-pieces *d' d'*, to which are secured by bolts *d² d²* vertical metal plates *d³ d³*, extending upwardly along the sides of the vertical portions *d d* and provided with slots *d⁴*, which receive bolts *d⁵ d⁶*, passing through the vertical portions *d*.
 25 When said bolts are loosened, the vertical portions *d* and cross-bar *e* may be raised or lowered between the plates *d³*, and when said bolts are tightened the said vertical portions and cross-bar are secured at any point to which
 30 they may have been adjusted.

I claim—

1. A furniture or express wagon having an awning-frame over the driver's seat, combined with a detachable extension of said frame, com-

prising a bow adapted for connection with the 35 rear portion of the wagon-body, said bow being made in two parts, which are hinged together at the central portion of the cross-bar of the bow, a series of independent bars formed to extend 40 from said bow to the awning-frame, and means for detachably securing the said bars to the said bow and awning-frame, some of said bars being connected with the hinged bow at one side of the hinge, and the others at the opposite side of the hinge, so that the bars make 45 the hinged bow rigid.

2. A furniture or express wagon having an awning-frame over the driver's seat, said frame comprising a bow having vertical portions at the ends of the seat, guides on the 50 wagon having provisions for permitting a vertical adjustment of said bow and for securing it at any height to which it may be adjusted, and an awning-frame extension comprising, first, a bow having telescopic vertical portions 55 detachably engaged with the rear portion of the wagon-body, and means for maintaining said telescopic portions at various lengths; secondly, a series of independent bars formed to extend from one of said bows to the other; 60 and thirdly, means for detachably securing the said bars to the said bows.

In testimony whereof I have affixed my signature in presence of two witnesses.

WALTER S. WEBBER.

Witnesses:

C. F. BROWN,

A. D. HARRISON.