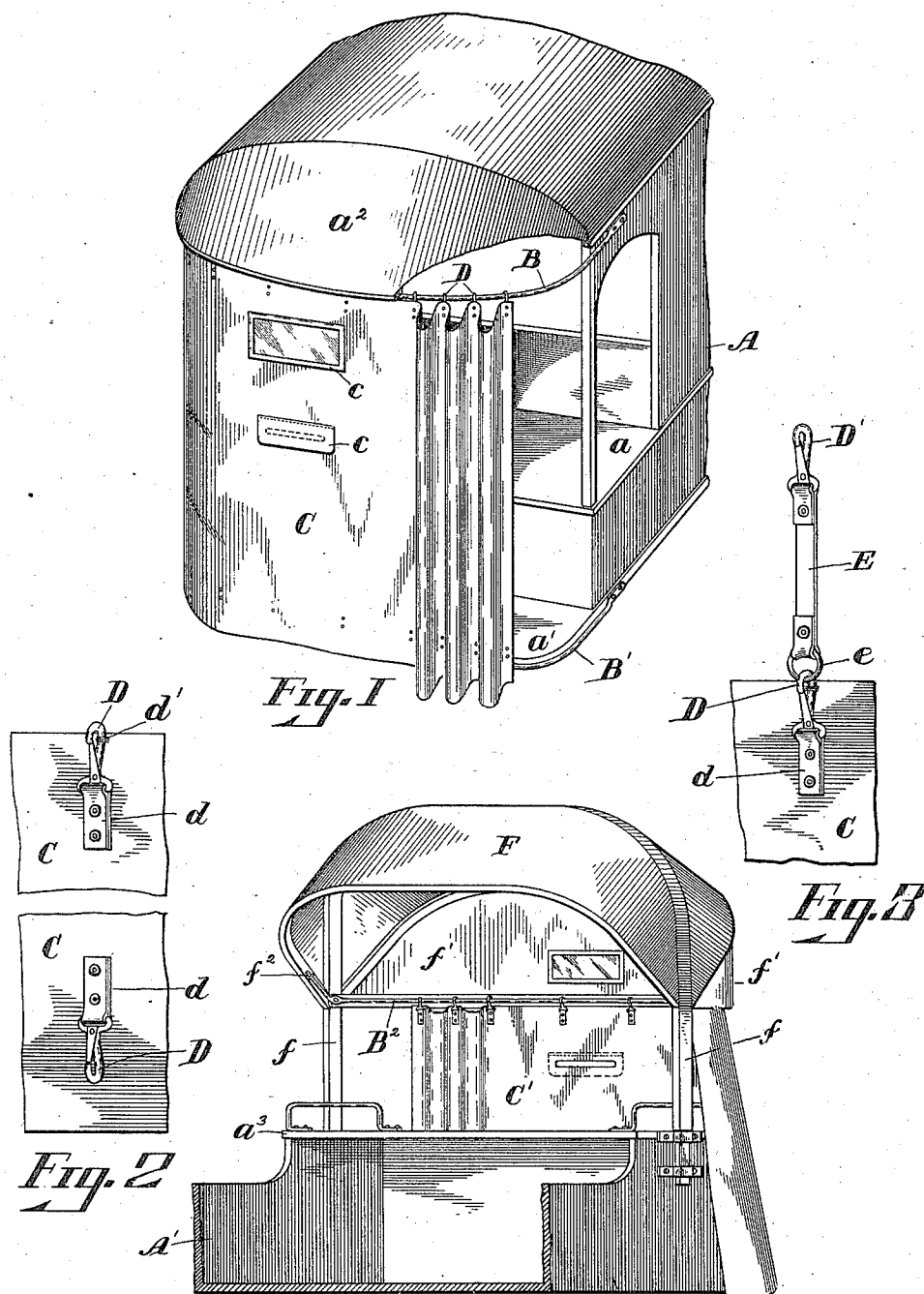


(No Model.)

F. FRIERDICH.
STORM SHIELD FOR DELIVERY WAGONS.

No. 579,321.

Patented Mar. 23, 1897.



WITNESSES

Sherwood R. Paylor
Emma Lyford

Fig. 4

INVENTOR

Frank Frierdich
By Geo. Murray
Atty

UNITED STATES PATENT OFFICE.

FRANK FRIERDICH, OF CINCINNATI, OHIO.

STORM-SHIELD FOR DELIVERY-WAGONS.

SPECIFICATION forming part of Letters Patent No. 579,321, dated March 23, 1897.

Application filed January 25, 1897. Serial No. 620,544. (No model.)

To all whom it may concern:

Be it known that I, FRANK FRIERDICH, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Storm-Shields for Delivery-Wagons, of which the following is a specification.

My invention relates to delivery-wagons. Its object is to provide an adjustable and removable shield to protect the driver in rainy or stormy weather which may be readily applied or removed and when in place is quickly moved to one side or the other to allow the occupant to get out or in or to throw the shield entirely to one side, so as to open the front without detaching it.

Referring to the drawings, Figure 1 is a perspective view of the front part of a covered delivery-wagon bed provided with my improvements. Fig. 2 is a detail inside view of part of the shield with the means of coupling it to the body front. Fig. 3 is a detail view illustrating an auxiliary adjusting-strap for lowering the shield whenever it may be desired to protect only the lower part of the driver's body. Fig. 4 is a perspective view, looking from the rear, of an open delivery-wagon with my shield attached.

Referring in detail to the parts represented in Figs. 1 to 3, inclusive, A represents the body, of which *a* is the seat, *a'* the foot-rest, and *a²* the customary hood. To the top of the body sides near the front is secured a hook or yoke B, which extends around underneath the lower edge of the hood *a²*, and a similar yoke B' is secured to the lower sill of the wagon-body and extends around the foot-rest *a'*.

The shield C, which is of any suitable weather-proof flexible material, has secured near its top and bottom edges, by means of loops *d*, snap-hooks D, the upper snap-hooks being also secured near the upper edge of the shield by stitching or otherwise, as shown at *d'*. The front of the shield near the top is provided with a frame *c*, carrying a plate of glass or other transparent material, and below it a drop-shield *c'*, covering a slot in the shield through which the driving-reins are passed when the shield is drawn to the closed position.

It will be seen from the foregoing that the shield C may be drawn to close the entire front of the body and readily thrown to one side to allow the driver to get in or out or thrown entirely around to one side when not needed. In case it is not necessary to close the entire front the lower snap-hooks may be detached from the yoke B' and the lengthening-strap E, Fig. 3, employed to lower the shield, the ring *e* being hooked into the upper snap D and the snap D' hooked over the yoke B.

In the open-body wagon shown in Fig. 4 A' represents the sides of the wagon-body, which is provided at the front with the ordinary raised seat *a³*, above which is secured by means of bows *f* the customary sun-hood F, which has the adjustable or swinging front portion *f'*, which may be thrown up under the top section of the hood. To the sides of the bow-uprights is secured a yoke B² by rivets or bolts, the end of the yoke extending up to the back bow of the hood, and for strength clipped thereto by a staple, as seen at *f²*. The yoke B² extends around in a semicircle, as in the preceding figures, and the shield C' is the same except that the lower fastenings and the light frame are omitted, but instead of placing the light in the shield it is placed in the adjustable front part *f'* of the hood F. In this case the adjustable strap E is not needed, as the same result is attained by throwing up the adjustable part *f'* of the hood F.

I have shown my invention in what I believe to be its simplest and most effective form, but it is obvious that it may be varied in mechanical details without departing from its spirit or scope. For instance, the lower yoke on the body and lower fastenings upon the shield may be omitted or different fastenings adopted in place of the form of fastening shown.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a delivery-wagon the combination of the body having the yoke secured thereto and bent around in front of the driver's seat, and a flexible shield having fastenings to catch over said yoke and slide thereon to close or open the front of the wagon, substantially as shown and described.

2. The combination of the wagon-body, the

bows secured to the sides thereof and bent around the front, the flexible shield having fastenings secured to its upper and lower edges to catch over said bows and slide there-
5 on, substantially as shown and described.

3. The combination, substantially as here-
inbefore set forth, of the body, the yoke se-
cured to the sides thereof, and curving around

the front, the flexible shield, the fastenings
secured thereto at its upper edge, and an aux- 10
iliary extension-strap for the purpose of low-
ering said shield when desired.

FRANK FRIERDICH.

Witnesses:

GEO. J. MURRAY,
SHERWOOD R. TAYLOR.