

T. H. PARRY & W. J. BYERS.

SCHOOL WAGON.

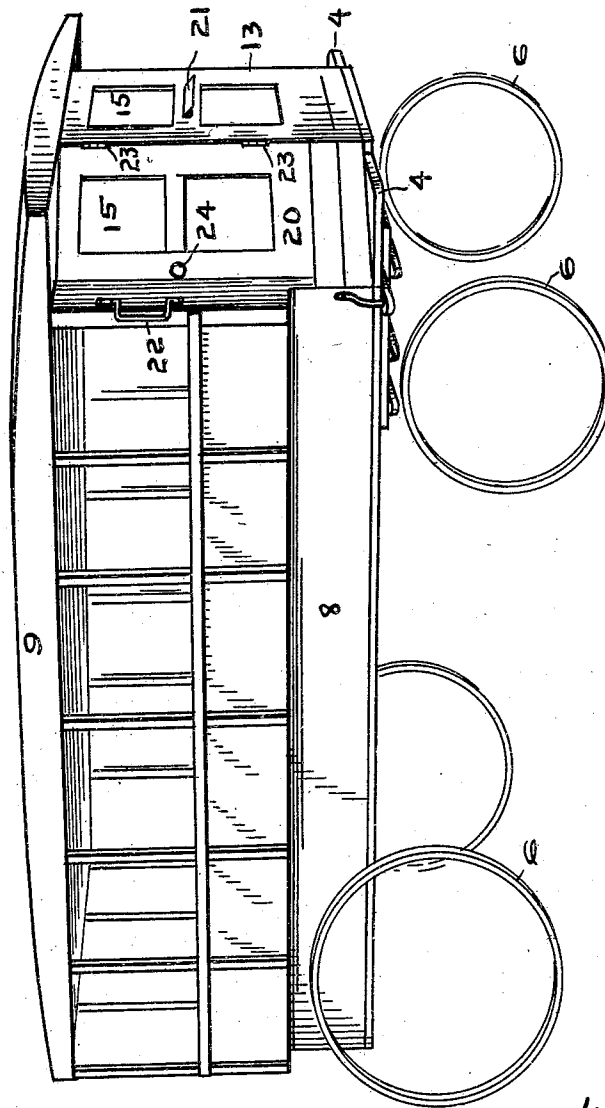
APPLICATION FILED JAN. 26, 1909.

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2 SHEETS—SHEET 1.

937,953.

Fig. 1.



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SCHOOL WAGON.

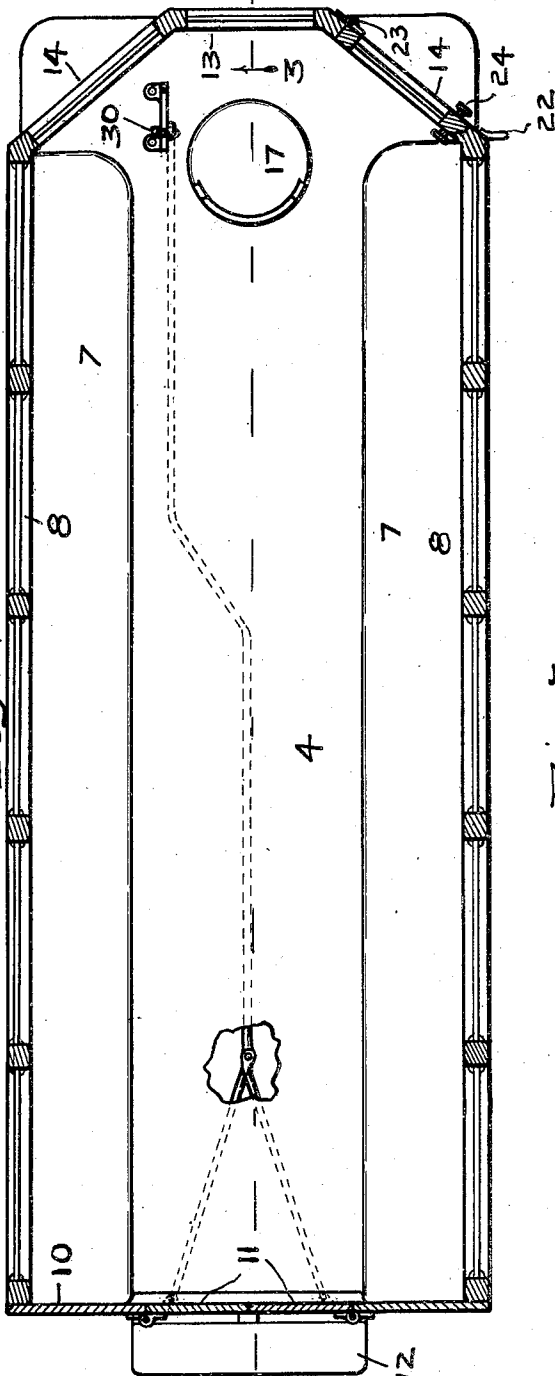
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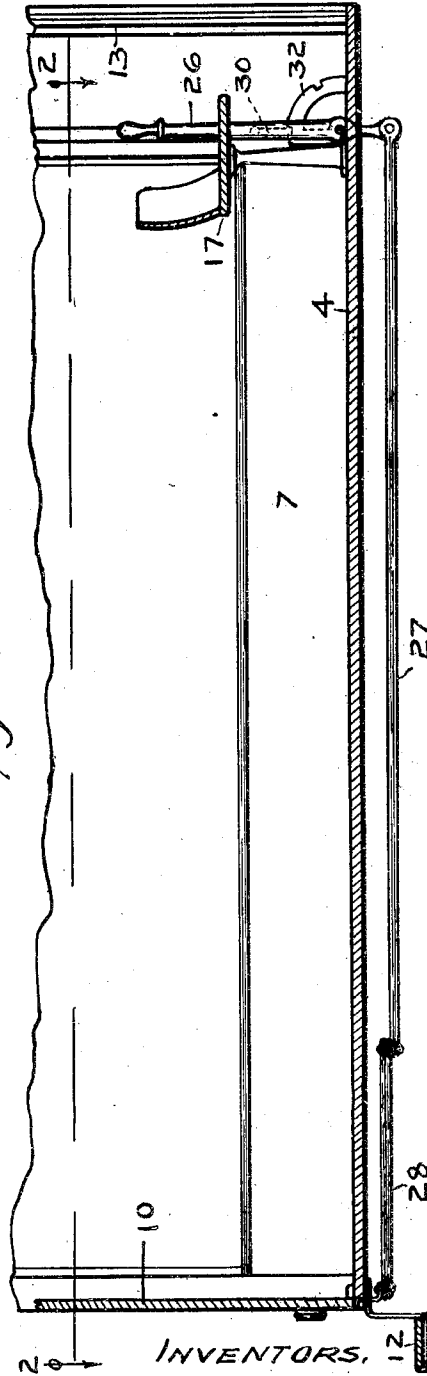
Fig. 2.



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Fig. 3.



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UNITED STATES PATENT OFFICE.

THOMAS H. PARRY AND WILLIAM J. BYERS, OF INDIANAPOLIS, INDIANA, ASSIGNORS
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SCHOOL-WAGON.

937,953.

Specification of Letters Patent.

Patented Oct. 26, 1909.

Application filed January 26, 1909. Serial No. 474,263.

To all whom it may concern:

Be it known that we, THOMAS H. PARRY and WILLIAM J. BYERS, citizens of the United States, residing at Indianapolis, in the 5 county of Marion and State of Indiana, have invented certain new and useful Improvements in School-Wagons, of which the following is a specification.

This invention relates to improvements in 10 school wagons such as are coming into general use in rural districts for conveying children to and from the district school, the tendency being to consolidate the schools and raise the standard of instruction.

15 The object of this invention is to provide a wagon whereby a single attendant or driver will be able to control the opening and closing of the rear doors of entrance from his seat in front. This is important 20 to prevent accidental injury to playful and mischievous passengers and add to the assurance of their safe transportation.

Another and important object of the invention is to provide a vestibule front which 25 will permit the driver to see out in all directions, and to provide doors to said vestibule which will enable the driver to get out of the vehicle quickly close to his horses in case they become unmanageable or in case of 30 impending danger requiring him to be upon the outside.

The object also is to improve the details of construction of wagons for the above purpose in a manner which will be hereinafter 35 fully described and novel features thereof pointed out in the appended claims.

We accomplish the objects of the invention by the mechanism illustrated in the accompanying drawings in which—

40 Figure 1 is a perspective view of our invention; Fig. 2 a horizontal section of same on the line 2—2 of Fig. 3, and Fig. 3 a detail in vertical section on the line 3—3 of Fig. 2.

Like characters of reference indicate like 45 parts throughout the several views of the drawings.

Referring to the drawings, 4 represents the bottom or floor of our wagon body which will extend forward of the front wheels 6 50 somewhat further than is customary to support the vestibule front.

7 are side seats which are preferably built into the body and will extend over the vehicle wheels in the manner which is common

to omnibus and other passenger wagon construction. 55

8 represents the sides of the vehicle body above the seat 7, and 9 is the roof or top.

10 is the rear wall of the vehicle body and 11 is a pair of doors hinged at their outside 60 edges to the wall 10. A step 12 will be provided in the usual manner.

13 is a wall at the extreme front of the body. It is centrally located and is approximately one-third of the width of said body 65 and extending from this center wall 13 to each of the side walls 8 are the oblique walls 14. The oblique walls 14 and front wall 13 together form a vestibule front for the vehicle body and by the placing of suitable 70 windows 15 in the oblique sides 14 and front 13 the driver, occupying a seat 17 is enabled to secure an unobstructed front view and also a view on each side.

Formed in the above described vestibule, 75 and here shown as in the right oblique side thereof, is a door 20, which affords quick and easy egress from the vehicle by the driver in case of any trouble or disturbance with or threatening his horses. While only 80 a single door is shown, upon the right hand side of the vestibule, a similar door might be used on the left hand side without departing from the spirit of this invention. It will be found however, that the one door 85 placed on the right hand side will be the most convenient, as it is always on the outside or side farthest away from any passing vehicle. A door thus opening at the corner of the vehicle body and obliquely enables the 90 driver to avoid the front wheel in dismounting and does not compel him to get out directly back of the horses as would be the case were the door in the front end of the vestibule and he is thus enabled to avoid 95 danger to himself from the heels of vicious or frightened animals while permitting him to dismount with the lines in his hands or where he can immediately reach them and where he will be at once beside the animals, 100 which is far preferable to a construction requiring him to make his exit through a door at the rear of the vehicle and run around in front before he can reach his horses.

An opening is provided through the front 105 of the vestibule for the passage of the lines therethrough, and this opening is protected by a depending apron or flap 21. It will be

noted that the bottom or floor 4 extends at the front corners of the vehicle beyond the oblique walls of the vestibule to form a step or platform as a convenience in getting in and out of the vehicle, and a suitable handle 22 is provided as an additional assistance in entering and leaving the vehicle. The door 20 is provided with hinges 23 and a suitable latch operated by knob 24.

10 In order that the driver may control the opening and closing of the rear doors 11 from his seat 17 at the front of the vehicle, we provide a lever 26 which is pivotally mounted within easy reach of the seat 17 and connect the lower end of the lever by means of a rod 27 with a pair of rods 28 which latter have their other ends attached to a respective one of said doors 11 at a suitable point between the hinge-edges and the meeting edges of said doors whereby a backward movement of the upper end of lever 26 will close the doors and a forward movement of said lever will open them. A dog 30 entering notches in a sector 32 will provide means for locking the lever in either open or closed position of said doors 11. This control of the doors 11 by the driver is important as it enables him to let his passengers who are children in and out at their proper stations.

It is not desired to limit this invention to the means here shown for controlling the opening and closing of the rear doors of the vehicle from the front end thereof, as it is obvious various means may be employed without departing from the spirit of this invention.

Having thus fully described our said invention, what we claim as new and desire to secure by Letters Patent, of the United States, is—

In a school wagon a body having parallel side walls, a front wall narrower than the distance between said side walls, oblique walls connecting said side walls with said front wall to form a vestibule, a door in one of said oblique walls, a driver's seat located in said vestibule, doors at the rear end of said body for the entrance and exit of passengers, and means near said driver's seat for opening and closing said rear doors.

In witness whereof, we have hereunto set our hands and seals at Indianapolis, Indiana, this, 26th day of January, A. D. one thousand nine hundred and nine.

THOMAS H. PARRY. [L. s.]
WILLIAM J. BYERS. [L. s.]

Witnesses:

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