

(No Model.)

2 Sheets—Sheet 1.

J. A. McDERMOTT.
SKELETON STANDING TOP ROCKAWAY.

No. 556,199.

Patented Mar. 10, 1896.

Fig.1.

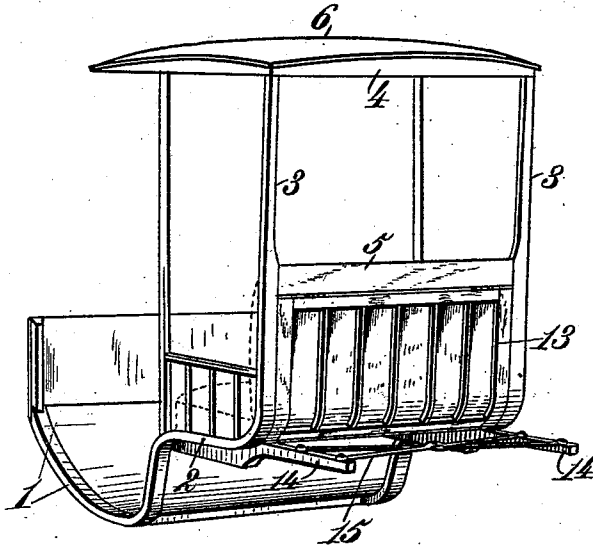
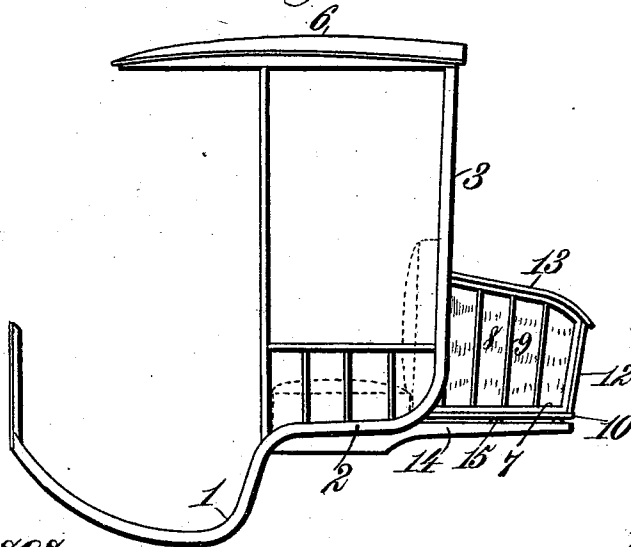


Fig. 2.



Witnesses.
Robert Corbett,
Thos. A. Green

Inventor.
John Arthur M^{rs} Dermott.
By James L. Norris,
Atty.

(No Model.)

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Fig. 3.

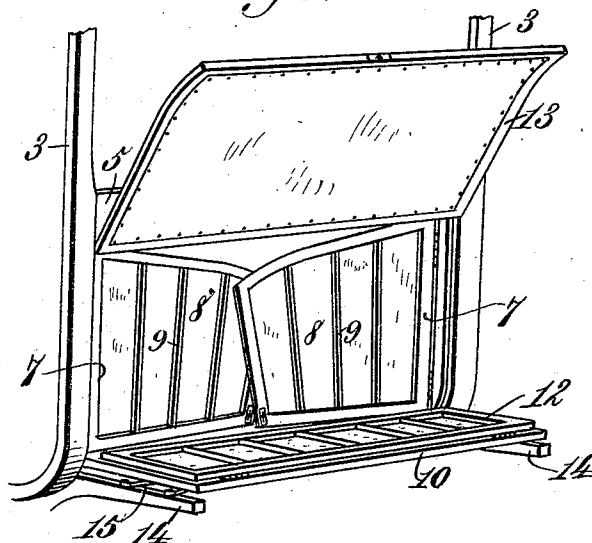
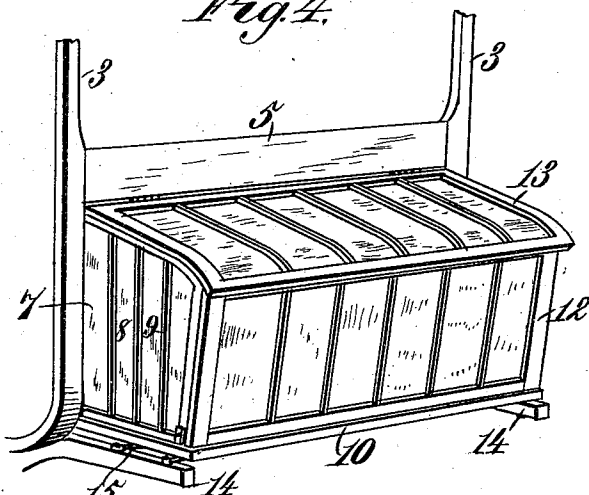
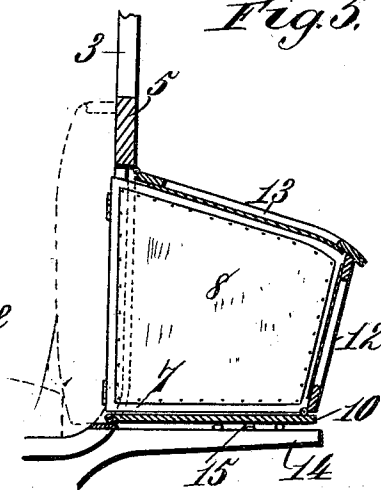


Fig. 4.



Witnesses.
Robert Everett.
Thos. A. Green

Fig. 5.



Inventor.
John Arthur McDermott.
By James L. Norris.
Atty.

UNITED STATES PATENT OFFICE.

JOHN ARTHUR McDERMOTT, OF WASHINGTON, DISTRICT OF COLUMBIA.

SKELETON STANDING-TOP ROCKAWAY.

SPECIFICATION forming part of Letters Patent No. 556,199, dated March 10, 1896.

Application filed October 4, 1895. Serial No. 564,645. (No model.)

To all whom it may concern:

Be it known that I, JOHN ARTHUR McDERMOTT, a citizen of the United States, residing at Washington city, in the District of Columbia, have invented new and useful Improvements in Skeleton Standing-Top Rockaways, of which the following is a specification.

My invention relates to the type of vehicles termed "skeleton standing-top rockaways."

It is my purpose to simplify and improve the construction of this class of vehicles by increasing the strength of the frame and decreasing the size and weight of the parts, whereby the whole structure is made more graceful and attractive in appearance.

It is my purpose, also, to provide a wheeled vehicle with a rearward locker or closed compartment capable of containing various materials, such as lunch-baskets or hampers, ammunition, fishing-tackle, clothing, horse-blankets and provender, tools, and a great variety of articles useful upon journeys, fishing and hunting excursions, and other occasions. My aim is to make this rear locker collapsible in such manner that it may easily be folded within the rear of the box or body of the vehicle, where the parts will be wholly concealed and removed from the exterior of the vehicle, their extension and connection to form the locker being the work of a moment only.

My invention consists, to these ends, in the several novel features of construction and new combinations of parts fully described hereinafter and then particularly pointed out and defined in the claims.

To enable others to fully understand my said invention and to make and use the same, I will proceed to describe the novel features in detail, reference being had for this purpose to the accompanying drawings, in which—

Figure 1 is a perspective view of a skeleton standing-top rockaway having my invention incorporated therein. Fig. 2 is a side elevation showing one of the rockers, the seat rest or base, and the back and front pillars upon the same side. Fig. 3 is a rear elevation showing the manner of opening or forming the rearward locker. Fig. 4 is a detail perspective showing the same fully formed. Fig. 5 is a vertical transverse section of the parts shown in Fig. 4.

The reference-numeral 1 in said drawings

indicates the rockers, which are formed of wood or other suitable material bent into the proper form. The rocker upon each side of the vehicle is preferably made in one and the same integral piece with the seat rest or base 2 and with the rear pillar upon the same side. The rockers are curved upward and then rearward to form the seat-rest, and at the rear each seat-rest is curved sufficiently to bring the wood or other material into a vertical position, and it is then extended upward to form the back pillars 3, which are united at the top by a brace 4, one or more intermediate braces, such as that shown at 5, being interposed between back pillars. Additional braces may be inserted between the seat-rest and the rockers. The top 6 is of any usual form.

To the inner faces of the rear pillars 3 are hinged wings 7 of any suitable form. To decrease the weight I prefer to construct these wings of open frames covered by suitable material 8, such as sheet metal, which is supported against outward strain by means of light braces 9. In a plane substantially coinciding with the lower edge of each wing is attached a bottom board 10, to the free edge of which is hinged a second and similar board 12, the arrangement being such that when the latter is folded flat upon the bottom board 10 both may be turned into a vertical position and into substantial parallelism with the wings 7, close to which said boards will lie. When thus stowed in the space between the rear pillars, a covering-board 13, hinged by one edge to the horizontal brace 5, is turned down and wholly conceals said parts. This covering-board then forms the rear wall of the vehicle-body, and it is shaped or curved to conform to the curvature by which the rear pillars unite with the seat-rest.

When the locker is used, the covering-board is raised and the bottom board 10 is turned outward and downward into substantially horizontal position, resting upon short rearwardly-extending arms 14, which are bolted or otherwise fastened to the seat-rests and connected by rods 15. The board 12 is then raised to a position in which it inclines slightly toward the rear. The wings 7 are now swung outward to form the ends of the locker, their edges being connected to the ends of the board

12 by any suitable fastenings. The covering-board 13 being now brought down to form the top or lid of the locker, the latter is complete, its formation being the work of a moment only.

5 The upper edges of the wings 7 are curved to conform to the curvature of the covering-board, in order that the joint between them and the latter may be reasonably close. Any suitable pattern of lock may be employed to
10 secure the cover.

The construction described not only provides a capacious locker or compartment in rear of the vehicle, which is secure and impermeable to all ordinary storms and of the utmost convenience and utility, but the arrangement of parts is such that they may be all folded in parallelism and stowed between the rear pillars, where they are wholly concealed by the covering-board.

20 The construction of each of the side pieces of the frame, comprising the rocker, seat-rest, and rear pillar, all in one piece is a material improvement, as it affords much greater strength and durability.

25 What I claim is—

1. In a skeleton, standing-top rockaway, a rocker, seat-rest and rear pillar made of a single piece of suitable wood.

30 2. A skeleton, standing-top rockaway having the curved rocker extended and bent upward and then rearward, to form the seat-rest, and finally curved upward at the rear of the seat-rest and extended vertically to form the rear pillar; the whole being formed in a

single piece of wood, or other material, substantially as described. 35

3. A vehicle having a rearward, collapsible locker consisting of wings hinged to the rear pillars, a bottom board hinged at one edge in line with the lower edges of said wings, a
40 front board hinged to the free edge of the bottom board, and a covering-board hinged to a horizontal brace between the rear pillars and adapted to inclose and conceal the other parts, or to form the lid of the locker, substantially
45 as described.

4. A vehicle having a rearward, collapsible locker consisting of two similar wings hinged to the inner faces of rear pillars, a bottom board hinged by one edge in line with the
50 lower edges of the wings, a front board hinged to the free edge of the bottom board, the latter having support horizontally upon connected arms which project rearwardly, and a covering-board hinged to the lower edge of a horizontal brace between the rear pillars and
55 adapted to inclose and conceal the other parts, when folded, or to form the lid of the locker when said parts are extended, substantially
60 as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN ARTHUR McDERMOTT.

Witnesses:

JAMES L. NORRIS,
THOS. A. GREEN.