

No. 642,991.

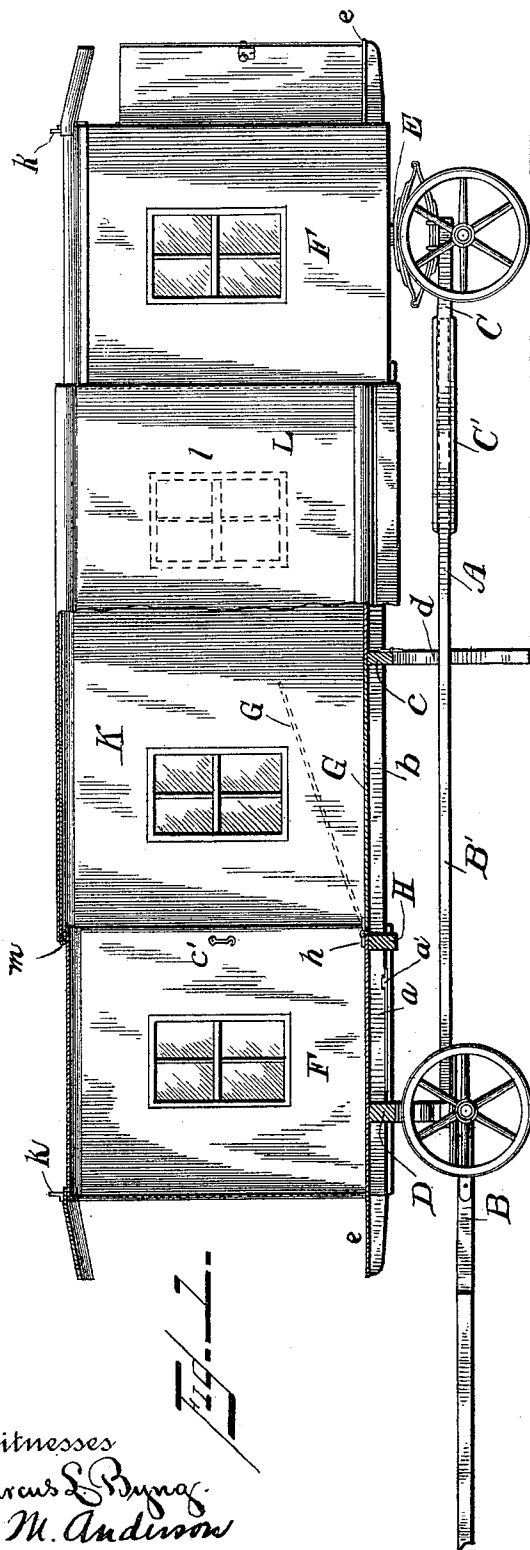
Patented Feb. 6, 1900.

E. D. MACFEE, JR.
VEHICLE.

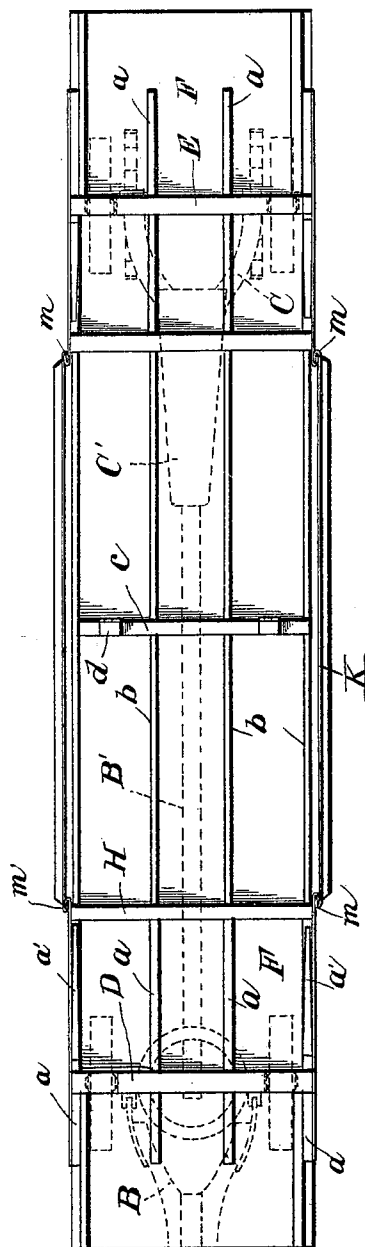
(Application filed Oct. 2, 1899.)

(No Model.)

2 Sheets—Sheet 1.



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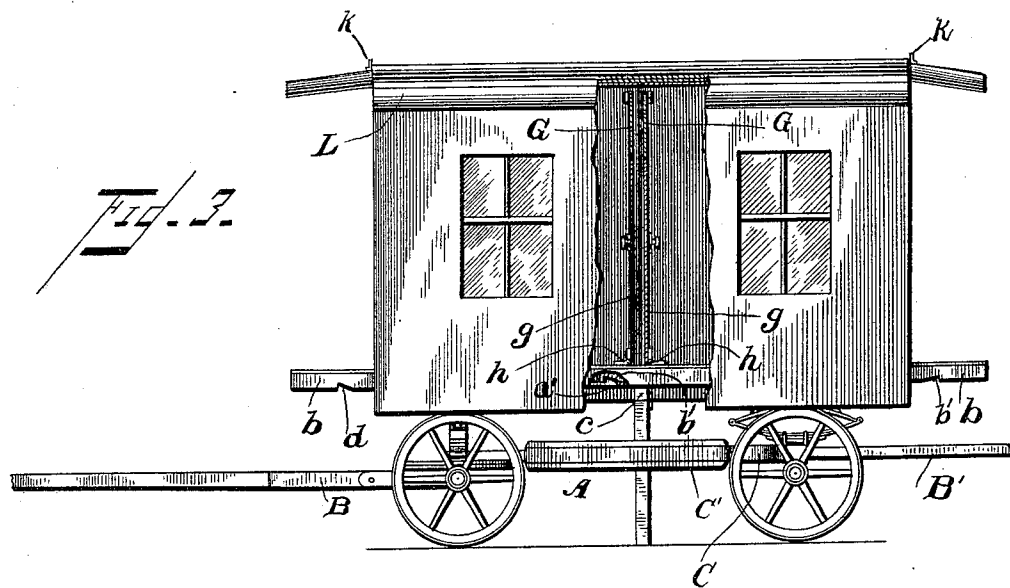
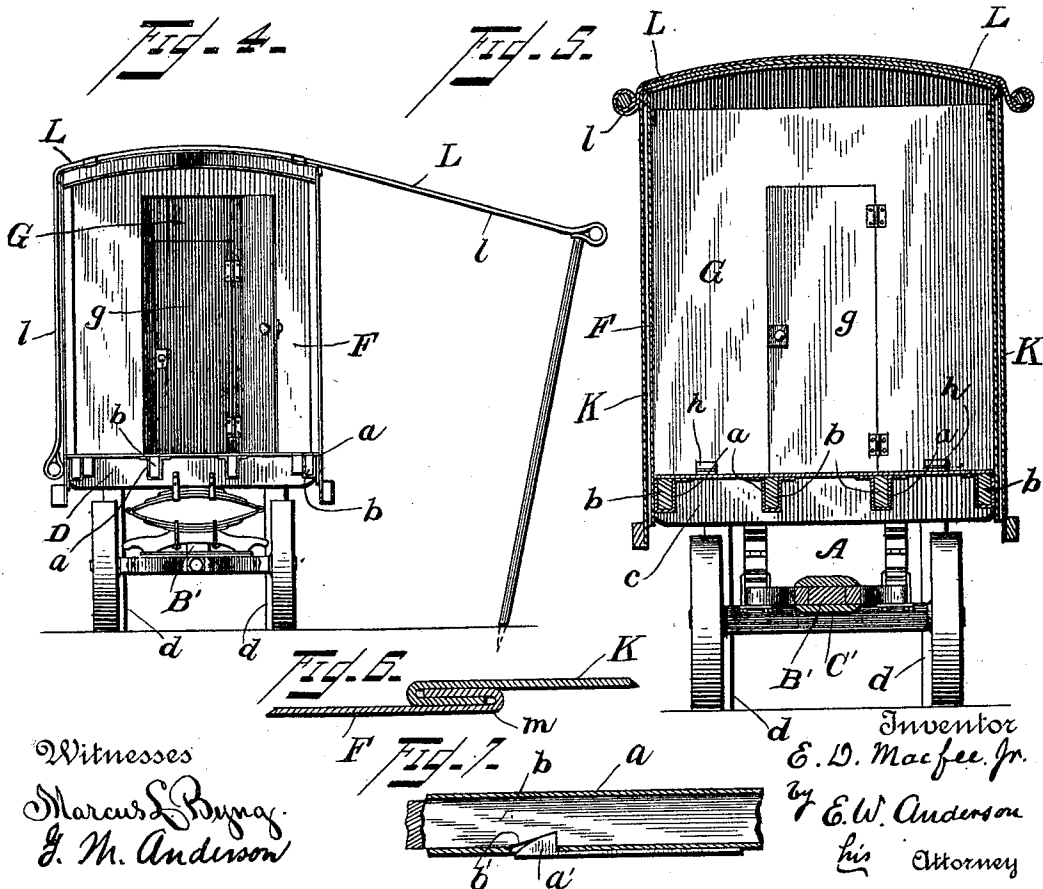
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UNITED STATES PATENT OFFICE.

EDWARD DANIEL MACFEE, JR., OF ROLLING HILL, VIRGINIA.

VEHICLE.

SPECIFICATION forming part of Letters Patent No. 642,991, dated February 6, 1900.

Application filed October 2, 1899. Serial No. 732,362. (No model.)

To all whom it may concern:

Be it known that I, EDWARD DANIEL MACFEE, Jr., a citizen of the United States, and a resident of Rolling Hill, in the county of Charlotte and State of Virginia, have invented certain new and useful Improvements in Vehicles; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a side view of a wagon extended, showing the invention. Fig. 2 is a plan view. Fig. 3 is a side view of the wagon closed. Fig. 4 is an end view. Fig. 5 is a vertical transverse section. Figs. 6 and 7 are details.

This invention has relation to extensible wagons for photographic and other purposes and designed for the convenience of travelers, whether employed in trade or moving over the country for pleasure; and the invention consists in the novel construction and combinations of parts, as hereinafter set forth.

In the accompanying drawings the letter A designates the extensible running-gear, having the front hounds B, the rear hounds C, the front bolster D, the rear bolster E, the sleeve C', connected to the rear hounds, and the elongated pole or reach B', connected to the front bolster.

F F indicate the front and rear cabs or sections of the body, which are respectively attached to and supported on the front and rear bolsters or on cross-bars having spring connection therewith. These cabs or sectional body portions normally abut and are provided on their bottoms with under boxings or bearings *a* for the reception of the elongated sliding sill-bars *b*, which are usually secured to a central cross-bar *c*, to which hinged or otherwise adjustable center props *d* may be connected to support the body in its middle portion when it is extended. The sill-bars *b* are provided with notches or stops *b'*, which engage spring-catches *a'* of the bearings *a* on the bottoms of the body-sections. Suitable fastenings *c'* serve to connect the body portions together. When in closed arrangement,

they are abutted against each other. The body portions are usually provided with front and rear platforms *e*.

The body portions are provided with such openings for windows, top lights, and doors as may be desirable. Each body portion is also designed to be provided with an inner adjustable wall or partition G, having a door *g*. Usually this partition is hinged, as indicated at *h*, to a cross-sill H at the base of the body-section and is designed to be held in upright position by suitable latches. When, however, the body-sections are drawn apart as far as possible on the sill-bars, these partitions G are designed to be folded down upon the sill-bars to form a flooring on said bars between the body-sections. The intermediate portion thus floored is covered at its sides and top by the shell K, which is usually held to the body portion by suitable connections, as indicated at *k*. This shell may be provided with openings for windows, if desired, such openings corresponding with the window openings of the body portions and registering therewith when the vehicle is in closed arrangement.

Over the shell and connected thereto is usually provided a waterproof covering or curtain L, having lateral flaps *l*, which hang loose from the sides of the shell and are adapted to be extended to form flies and afford shade at the side of the vehicle when not in motion. These flies or flaps are usually provided with rods along their lower margins, whereon they may be rolled up when desired, or suitable stakes or props may be used, to which the outer margins of these flies may be connected. Antifriction-rollers may be provided in order to prevent undue friction between the shell and tops of the body-sections when the latter are being adjusted to closed or extended position.

The ends of the shell are arranged to engage the ends of the tops of the body portions by means of suitable hook flanges or stops, as indicated at *m*.

When at rest, the body-sections are moved apart on the sill-bars to the limit provided by the stop devices, and the shell portion slides to position covering in the interval between them. The hinged partitions are then depressed to fall upon the sill-bars and form the

flooring of this intermediate portion. In this manner a long, commodious, and convenient apartment is provided, which may easily be constructed to be double the length of the body in closed arrangement.

This vehicle is designed to be very useful for traveling purposes when the occupants intend to work in the vehicle or to live in the same. When arranged for traveling, it is closed in comparatively short, compact, and strong form and is therefore easy to guide and handle on the road.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. In a vehicle, the separable body-sections, in combination with the extensible running-gear, and a covering-shell for the interval between said body portions when separated, substantially as specified.

2. In a vehicle, the combination with the extensible running-gear, of the separable body portions, the sliding sill-bars, and the adjustable partitions between said body portions, substantially as specified.

3. In a vehicle, the combination with the extensible running-gear and the separable body portion of the sliding sill-bars, the adjustable partitions and the covering-shell for the interval between said body portions when separated, substantially as specified.

4. In a vehicle, the combination with the extensible running-gear, and the separable body portions, of the sliding sill-bars, the adjustable partitions, the covering-shell, and the outer fly-covering, substantially as specified.

5. In a vehicle, the combination of the separable normally-abutting body portions, extended sills, and hinged falling partitions, substantially as specified.

6. In a vehicle, the combination of the end abutting separable body portions, their extended sills, and movable flooring adapted to be placed between said body portions on the sills, substantially as specified.

7. In a vehicle, the combination with end abutting separable body portions, of extension-sills, movable flooring, and movable shell, substantially as specified.

8. In a vehicle, the combination with the extensible running-gear and the separable body portions, of the sliding sill-bars, the boxings of the body portions, the central cross-bar connecting the sill-bars, and the center props, substantially as specified.

9. In a vehicle, the combination with the extensible running-gear, and the separable body-sections, of the sliding sill-bars, their cross-bar and center props, the under boxings of the body-sections for said sill-bars, and the hinged partitions provided with doors, substantially as specified.

10. A vehicle having separable body portions, extension-sills, and hinged falling partitions, substantially as specified.

11. A vehicle having separable body portions, extension-sills, and movable flooring adapted to be placed between said body portions on the sills, in combination with the extensible running-gear and its elongated pole or reach.

12. A vehicle having separable body portions, extension-sills, movable flooring adapted to be placed between said body portions when separated on the sills and a movable shell adapted to cover in the interval between said body portions, substantially as specified.

13. The combination with the separable body portions of a vehicle respectively attached to the front and rear hounds of the extension-supports therefor, the elongated pole or reach, the movable flooring, the movable shell, and its waterproof covering having pendent sides, substantially as specified.

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

EDWARD DANIEL MACFEE, JR.

Witnesses:

EDGAR T. HAMLIT,

FRANK G. DAVIDSON, JR.