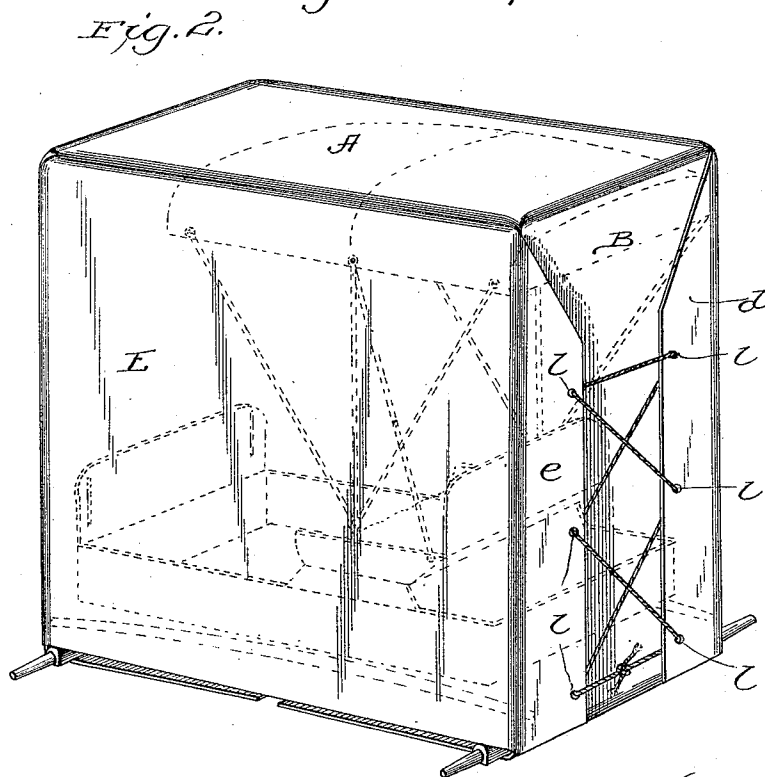
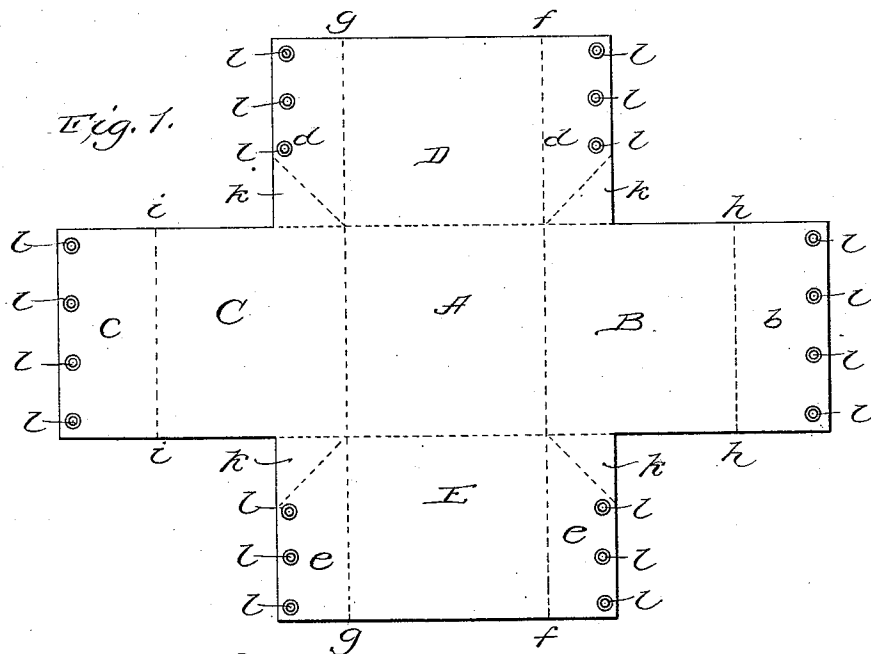


(No Model.)

F. G. DAVIS.
SHIPPING COVER FOR VEHICLES.

No. 527,833.

Patented Oct. 23, 1894.



Witnesses:

Harry D. Fohrer.
O. R. Latham.

Inventor:

Francis G. Davis.

By
Frank A. Spencer, Atty.

UNITED STATES PATENT OFFICE.

FRANCIS G. DAVIS, OF WATERTOWN, NEW YORK.

SHIPPING-COVER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 527,833, dated October 23, 1894.

Application filed July 26, 1894. Serial No. 518,678. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS G. DAVIS, a citizen of the United States, residing at Watertown, in the county of Jefferson and State of New York, have invented certain new and useful Improvements in Shipping-Covers for Vehicles; and I 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.

My said invention consists in an improved cover or wrapper to be placed and secured about carriages or other vehicles preparatory to shipment of the same, for the purpose of protecting them from dust, rain or defacement while in transit; and relates especially to the shape of such covers, the method of folding and securing the same in order to protect the inclosed vehicle, as well as to provide for convenience in applying them and a certain amount of adjustability, adapting the cover for use on vehicles of different sizes.

In shipping carriages it is customary to remove the wheels from the axles and to disconnect the shafts or pole from the body of the vehicle, thus leaving the body or box, the seat and also the top, in a compact and substantially cubical form adapted to be easily crated. The top may also be disconnected from the body if desired. My improved cover is applied to the vehicle thus dismantled, before the crating is put on. Such covers have heretofore been made in the form substantially of a bag or hood closed on all sides and open only at one end, and intended to be drawn over the vehicle. Such covers have been found very inconvenient in use, difficult of application to the vehicle, and lacking in adjustability to vehicles of different sizes. By my improved construction the cover may be applied easily, quickly and without danger of tearing; and considerable variation in the size of the vehicle to be protected is provided for.

In the drawings Fig. 1 represents my improved cover spread out flat. Fig. 2 repre-

sents the same after being applied to an ordinary top buggy, before the crating has been put on.

The cover is made of any suitable inexpensive material, preferably of a stout, waterproof paper. It consists of a central portion A, longitudinal extensions B, C, and lateral flaps D, E. The whole cover may be cut from a single blank, but it is more economical of material to secure the lateral flaps D, E, to the central and longitudinal portions by means of pasted or glued seams along their lines of junction with such portions. The central portion A is made of the proper size to cover the top of the carriage to be packed. Creases are formed in the cover on the lines *f, f*, and *g, g*, extending across the spaces A, D and E, on which lines, in applying the cover, the extensions B, C, are folded down to cover the back and front respectively. The side flaps D, E, are folded down on their lines of junction with the central portion A, to cover the sides of the carriage. Tucks *k, k*, are formed at the points where the end portions *d, e*, of the lateral flaps D, E, join the portions B, C; and the ends *d, e*, are then folded around upon the back B and the front C. The portions *d, e*, are provided with eyelets, *l, l*, suitably reinforced, along their edges, through which strings are tied or laced, firmly securing these parts of the cover. The end portions *b, c*, of the extensions B, C, are then folded under on the lines *h, h*, and *i, i*, respectively, to cover the bottom. Eyelets *l, l*, are formed in the ends of parts *b* and *c*, through which strings are tied or laced to secure the said ends to each other under the vehicle, thus completing the adjustment of the cover.

It will be observed that a cover thus constructed has a considerable range of adaptation to vehicles of different sizes, or to different methods of packing; so that if the vehicle is large in proportion to the cover the lacings in the eyelets can be extended; and if small said lacings may be shortened; thus securing a cover easily applied and fitting well under all circumstances.

Different sizes of my covers may of course be made, the proportions of the various parts

being varied according to the peculiarities of the vehicle they are intended to fit.

I claim as my invention—

5 A shipping-cover for vehicles having a central portion A adapted to cover the top of the vehicle, longitudinal extensions, or end-flaps, B, C, *b, c*, adapted to be folded down to cover the back, front and bottom, side-flaps D, E, adapted to be folded down to cover the sides,
10 extensions *d, e*, of said side-flaps, adapted to be folded around upon the end-flaps, and suit-

able fastenings for securing the opposed edges of said extensions to each other and of said end-flaps to each other, substantially as set forth.

In testimony whereof I affix my signature in
presence of two witnesses. 15

FRANCIS G. DAVIS.

Witnesses:

JOHN E. FOLEY,
H. C. TYLER.