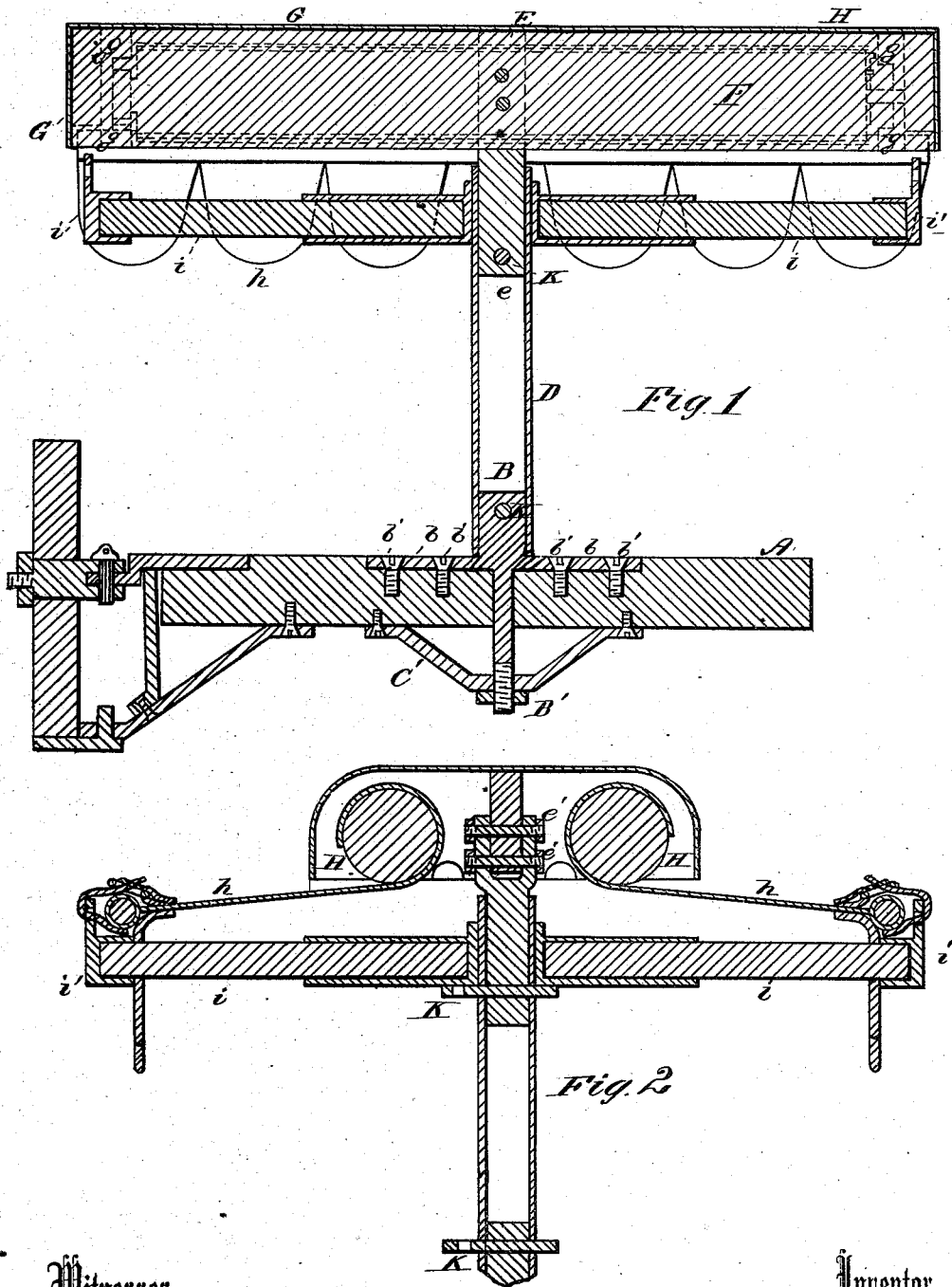


F. D. WEBSTER.  
Horse-Awning.

No. 162,982.

Patented May 4, 1875.



Witnesses

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# UNITED STATES PATENT OFFICE.

FRANK D. WEBSTER, OF PHILADELPHIA, PENNSYLVANIA.

## IMPROVEMENT IN HORSE-AWNINGS.

Specification forming part of Letters Patent No. 162,982, dated May 4, 1875; application filed March 2, 1875.

To all whom it may concern:

Be it known that I, FRANK D. WEBSTER, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Horse Awning or Protector; and I do hereby 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification, in which—

Figure 1 is a vertical longitudinal section of my invention. Fig. 2 is a vertical transverse section of the same.

My invention has for its object to provide an awning or protector for street-car horses, the device itself to be secured to the tongue or pole of the car for greater convenience, and to secure the most perfect results, as hereinafter described.

To carry my invention into effect, I provide a single standard or upright, and secure this suitably on the tongue or pole of the car. This standard supports a fixed frame, forming a cover, and giving a bearing for two spring-rollers having curtains or awnings, which, when drawn out, are held in position by straps and buckles, and an adjustable arm arranged transversely of the car-tongue.

Referring to the accompanying drawing, A represents the tongue or pole of a street-car. B represents a stud secured thereto by countersunk brackets *b b* and screws *b' b'*, the end of said stud, for greater security, being made to pass through the tongue A, supported beneath by a brace, C, and provided with a threaded nut, B'. D is a standard, made preferably of gas-pipe, so as to secure greater strength and lightness, and to form sockets for the reception of the stud B and stem *e* of the yoke E. The yoke E sustains the beam F of the canopy or cover G, being secured thereto by bolts and nuts *e' e'*. H H are spring-rollers of any suitable construction, having bearings in the ends *g g* of the canopy G, and provided with curtains or awnings *h h*. I is a T-coupling, fitting on the standard D, and affording sockets for the arms *i i*, the outer extremities of which are furnished with lugs *i' i'*, to which the curtains *h h*

are secured, when drawn out, by straps and buckles *h' h'*. K K are pins passing through the stud B, standard D, and stem *e*, as shown, and serving to hold the parts together.

The several parts, being adjusted and arranged as shown, form a neat and substantial shelter for car-horses from the burning rays of the summer sun.

The curtains may be rolled up in a moment by undoing the straps L', the spring-rollers operating to wind them; or a ratchet or crank operated by hand may be substituted for the springs. When the curtains are rolled up, the arms *i i* may be turned parallel with the beam F.

The several parts (with the exception of the stud B, which may remain a fixture) may be removed by lifting off, the pins K K being first withdrawn.

By securing the canopy on a standard fixed upon the pole or tongue, the protector, as the car progresses, takes the motion of the horses and covers them constantly, which would not be the case if it were attached to the body or roof of the car.

The canopy G may be adjusted so as to be in a line or parallel with the horses' backs by means of adjusting-holes in the beam F. This will be necessary where the tongue of the car has a slanting or oblique position.

The several adjustments required may be made while the horses are attached to the car, and will not interfere with the movements of the horses, nor with the vision of the driver, being sufficiently elevated to permit the latter to see the horses' heads beneath it.

What I claim as my invention is—

1. A swiveled horse awning or protector, supported by a single central standard on the pole of the car, substantially as shown and described.

2. In combination with the pole A, the stud B, having brackets *b b*, and the stay-braces C, substantially as shown and described.

3. In combination with the stud B, the hollow standard D, inclosing the former at its lower end, substantially as shown and described.

4. In combination with the standard D, the canopy G, sustaining the curtains *h h*, substantially as set forth and illustrated.

5. In combination with the standard D and canopy G, holding the curtains *h h*, the transverse arms *i i*, for holding said curtains extended, as set forth.

6. The combination of the following elements: a pole or tongue, A, standard D, canopy or frame G, rollers H H, curtains *h h*, and transverse arms *i i*, substantially as shown, for the purpose set forth.

In testimony that I claim the foregoing, I have hereunto set my hand this 27th day of February, 1875.

FRANK D. WEBSTER.

Witnesses:

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