

D. JANNOPULO.
WAGON-SEAT AWNING.

No. 183,399.

Patented Oct. 17, 1876.

FIG. 1.

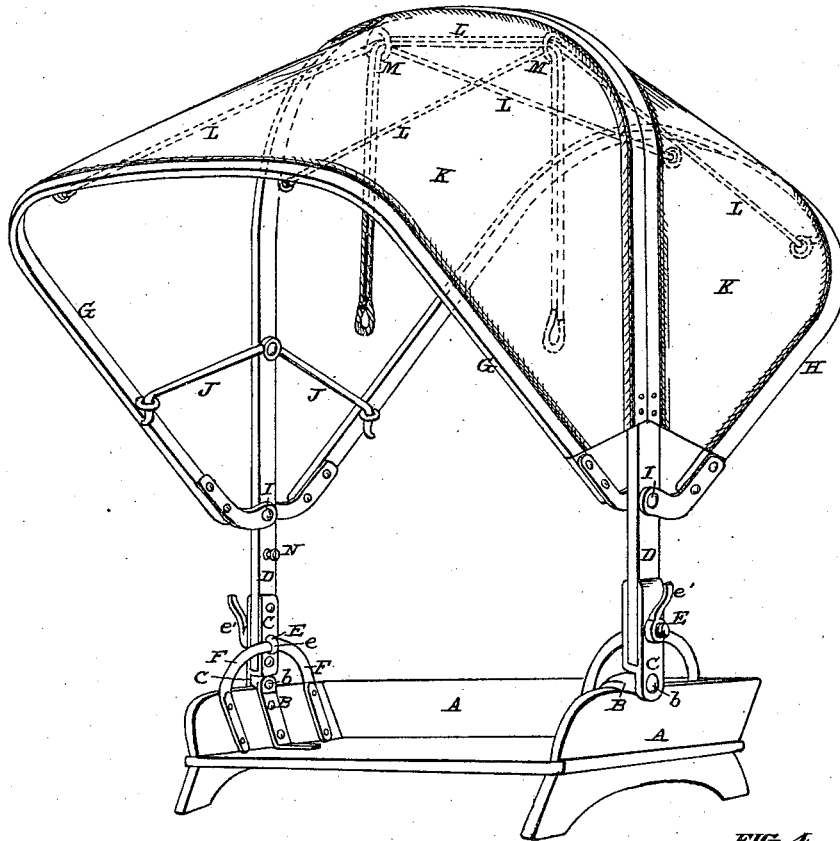


FIG. 2.

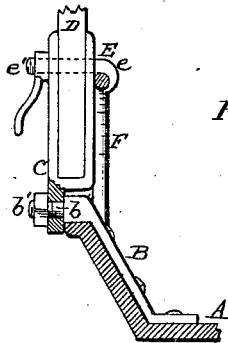


FIG. 3.

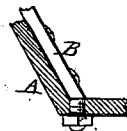
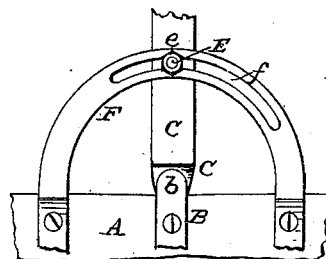


FIG. 4.



ATTEST:

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UNITED STATES PATENT OFFICE.

DEMETRIUS JANNOPOULO, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN WAGON-SEAT AWNINGS.

Specification forming part of Letters Patent No. **153,399**, dated October 17, 1876; application filed July 22, 1876.

To all whom it may concern:

Be it known that I, DEMETRIUS JANNOPOULO, of the city and county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Seat-Awnings for Wagons, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification.

This invention relates to improvements upon the awnings or shades used to cover the seats of wagons, and which are supported on bows, the improvement being such as to allow of the awning being inclined more or less backward or forward, or to be lowered down upon the bed or body of the wagon.

In the best form of these awnings in use hitherto a vertical bow is carried over the seat, its ends being held in the usual wagon-bow staples at the sides of the body; and at the front and rear of the vertical bow are wing-bows jointed thereto, and to them the fore and rear edges of the cover are connected.

My invention consists in connecting the ends of the central bow to the seat or wagon-body by hinge-joints, and providing as a clamping device for holding the bow at the desired inclination a curved bar or guide, upon which engages the hooked end of a screw-bolt.

Figure 1 is a perspective view, showing the invention. Fig. 2 is a section through the joint at the bottom of the central bow. Fig. 3 is a section illustrating a manner of attaching the clamping bar to the seat. Fig. 4 is a side elevation of a modification of the clamping-bar.

A is the wagon-seat. B B are brackets firmly attached to the seat or the side of the wagon, and ending in a pivot-pin, *b*, which passes through the metal ear C at the end of the bow D. The ears may be held on the pins by nuts *b'*, or otherwise. E is a clamping-

screw, whose angular shank passes through the ear-iron C, and which is furnished at one end with a hook, *e*, embracing the curved clamping-bar F, which extends in the arc of a circle, of which *b* is the center. At the end of the screw opposite to the hook is a hand-nut, *e'*, screwing upon the end of the bolt, and bearing against the ear-iron C, so as to press the hook *e* tightly against the clamping-bar F, and hold the bow in any position in which it may be placed, either vertical or at any inclination forward or backward.

As a modification of this clamping device, (see Fig. 4,) the clamping-bar is flat and placed edge up, and the screw-bolt E passes through a curved slot, *f*, in the bar and has a simple head, *e*, which, when the nut *e'* is screwed up, presses against the side of the bar and holds the bow in position. G is the front wing-bow, and H the rear wing-bow. These bows are jointed to the bow D at I, so that they may be raised or lowered. They are held in the extended position by hooks J. The fore and rear edges of the cover K are secured to these bows. To the bows G and H are attached cords L, which pass through eyes M, beneath the central bow, and extend downward. By drawing down the proper cords L either of the wings may be folded up against the central bow. When the cord is drawn down it may be engaged upon a cleat, catch, or knob, N, to hold the wing up in its folded position.

I claim—

A wagon-seat awning consisting of a central bow, D, provided with front and rear wing-bows G H, cover K, seat-joints *b*, curved guide-bars F, screw-bolts E, and hand-nuts *e'*, as and for the purpose set forth.

DEMETRIUS JANNOPOULO.

Witnesses:

SAML. KNIGHT,
ROBERT BURNS.