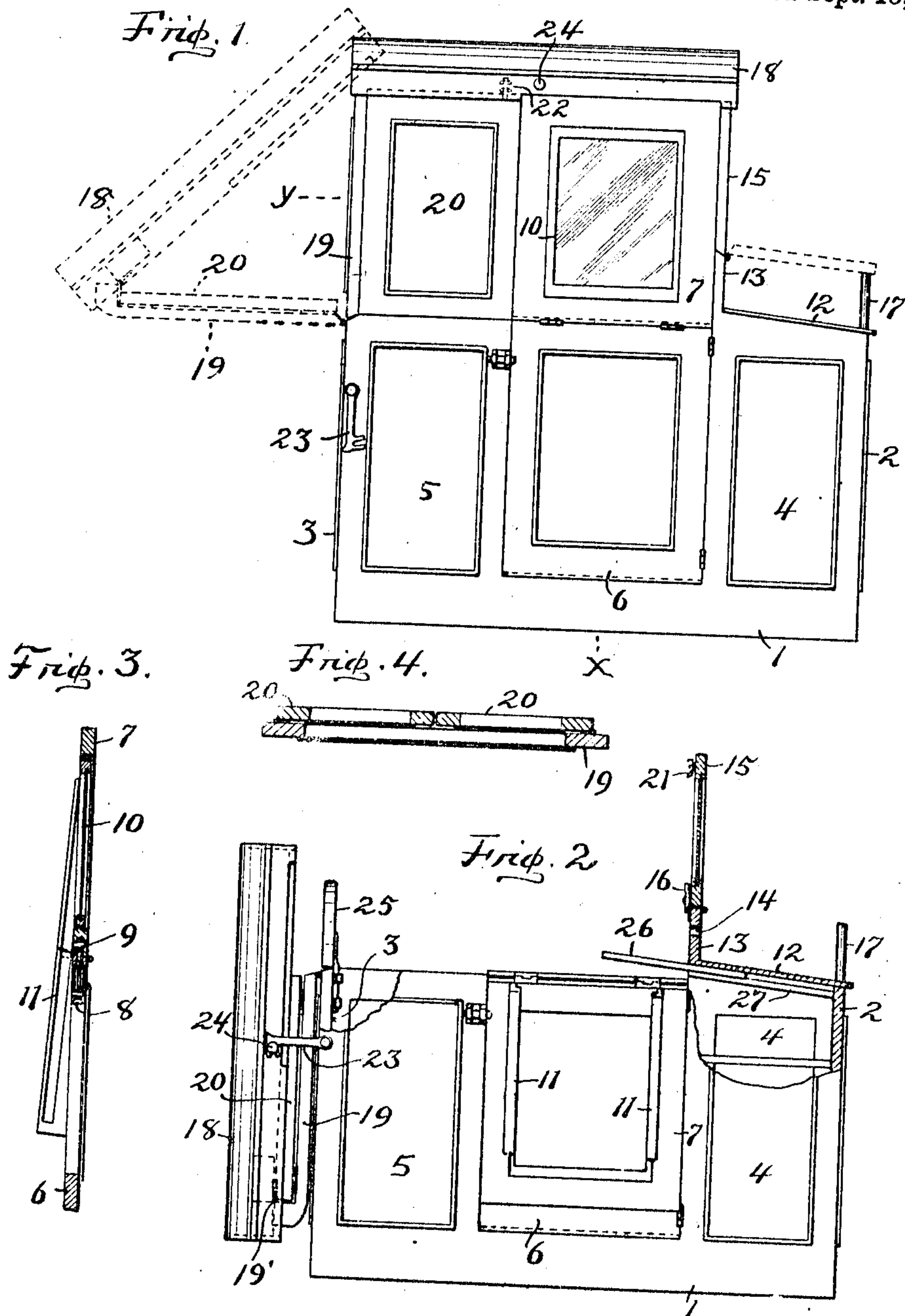


G. A. FLINN.  
MAIL WAGON.  
APPLICATION FILED DEC. 17, 1909.

970,437.

Patented Sept. 13, 1910.



George A. Flinn Inventor

Witnesses  
J. M. Dickons  
Robert W. Burns.

By  
H. G. Burns Attorney



# UNITED STATES PATENT OFFICE.

GEORGE A. FLINN, OF FORT WAYNE, INDIANA, ASSIGNOR OF ONE-HALF TO CHARLES LOCHNER, OF FORT WAYNE, INDIANA.

## MAIL-WAGON.

970,437

Specification of Letters Patent. Patented Sept. 13, 1910.

Application filed December 17, 1909. Serial No. 533,703.

### *To all whom it may concern:*

Be it known that I, GEORGE A. FLINN, a citizen of the United States of America, and resident of Fort Wayne, in the county of Allen and State of Indiana, have invented certain new and useful Improvements in Mail-Wagons, of which the following is a specification.

This invention relates to improvements in mail wagons, and the object thereof is to provide a body of the inclosed type adapted for use in rural mail delivery, and which may be readily converted into an open-top body. Also, the body is designed to embody compactness, strength, convenience and lightness of weight.

The objects of the invention are attained by the construction illustrated in the accompanying drawings, in which—

Figure 1. is a side elevation of the body in closed position; Fig. 2. is a side elevation of the body in open position, partly cut away, and partly in section; Fig. 3. is a vertical section of one of the doors on the line X—; and Fig. 4. is a cross section of the back and folding sides, the section being on the line Y—.

Similar numerals of reference indicate corresponding parts throughout the several views, and referring now to the same: 1 is the body proper made up with front and back panels 2 and 3 respectively and forward and rear side panels 4 and 5. A hinged door 6 intervenes between the said side panels and has a folding upper section 7 that is held in upright position by means of a thumbscrew 8 that extends from the upper part of the door proper into a plate 9 secured in the adjacent end of the upper section 7. A glazed sash 10 is provided for the upper section and grooved ways 11 are secured upon the inner side of the door and its upper section to receive the sash when it is desired to remove the same from the upper section.

One side of the body being the counterpart of the other, the illustration and description applies accordingly.

Over the forward portion of the body proper is a cover 12 at the rear of which is a vertical dash-board 13, the latter being suitably perforated as shown at 14 for the driving lines. To the top of the dash-board is hinged a glazed wind shield 15 which is held in vertical position by a fastener 16 of any suitable construction. Posts 17 project up-

ward from the cover 12 to support the shield when in folded position. The folding top comprises the top proper 18, the back 19, and the folding sides 20. The back 19 is hinged at its lower end to the upper edge of the back panel of the body proper, and has hinged connection at its upper end to the under side of the top proper as indicated at 19'. The folding sides 20 are hinged respectively to the corresponding adjacent sides of the back 19 and are adapted to be folded inwardly so as to lie flat against the back. The top proper 18, when in closed position, rests upon and is secured to the upper end of the wind shield 15, a fastener 21 of suitable construction being used to hold the top in place. The folding sides are also provided with fasteners 22 which secure them in connection with the top when in closed position. When in open position, the back 19 and top 18 are folded flat against the back panel 3 with the folding sides 20 extending in between the top and back, and all are held in place by hooks 23 that are attached to the body proper and engage corresponding studs 24 that project from the sides of the top 18. A detachable back-rest 25 is secured at the top of the panel 3 which is intended for use when the top is in open position. There is also shown a sliding board 26 which rests upon supports 27 beneath the cover 12. This board is intended for use as a desk or shelf. The body thus formed is intended to be mounted upon running gears suitable for the purpose, but these have been omitted from the drawings inasmuch as the invention resides in the body.

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

1. In a wagon, a body proper having front and back panels and forward and rear side panels, a hinged door between said side panels and having a folding upper section, a cover extending over the front and forward side panels the rear vertical portion thereof forming a dashboard, a wind shield extending upwardly from the dashboard, and a folding top comprising a top proper, a back hinged at its upper end to the top proper and at its lower end to the back panel, folding sides hinged respectively to the corresponding sides of the folding back and being adapted to be held flat between the folding back and top proper when the



top is in open position, and suitable securing means for holding the various folding parts in their adjusted positions.

2. In a wagon, a body proper, a folding  
5 top comprising a top proper, a back hinged  
at its upper end to the top proper and at its  
lower end to the rear upper end of the body  
proper, folding sides hinged respectively to  
the corresponding sides of the back and be-  
10 ing adapted to be held flat between the back  
and top proper when the top is in folded po-  
sition, a wind shield extending upward from

the forward part of the body proper and  
adapted to form a connection at its upper  
end with the forward part of the top proper 15  
when the top is in closed position, and suit-  
able securing means for holding the folding  
parts in their adjusted positions.

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

GEORGE A. FLINN.

Witnesses:

CHARLES SOEHNER,  
WALTER G. BURNS.