

R. W. THOMPSON.
Wagon-Top.

No. 201,367.

Patented March 19, 1878.

Fig. 1.

Fig. 2.

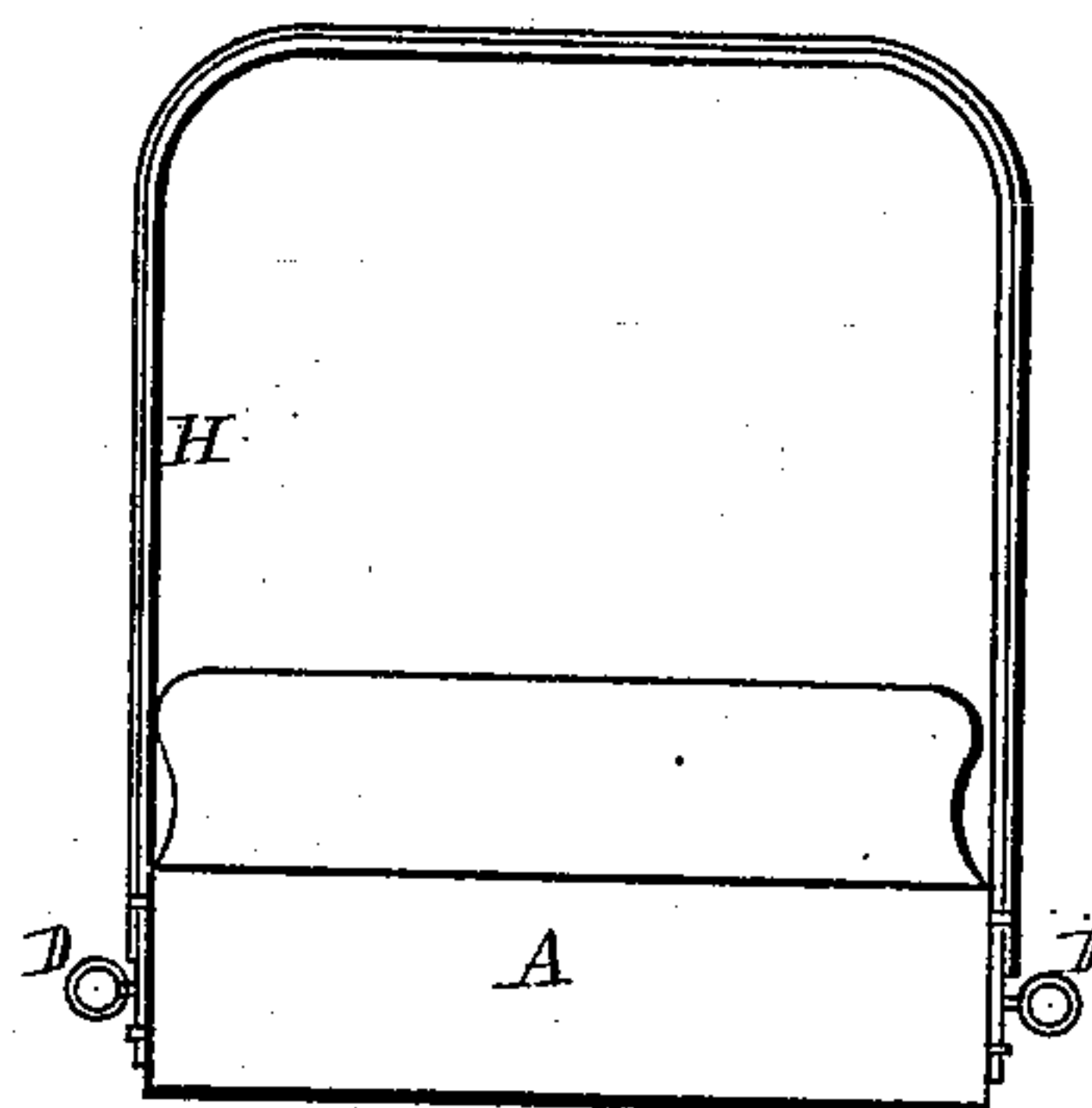
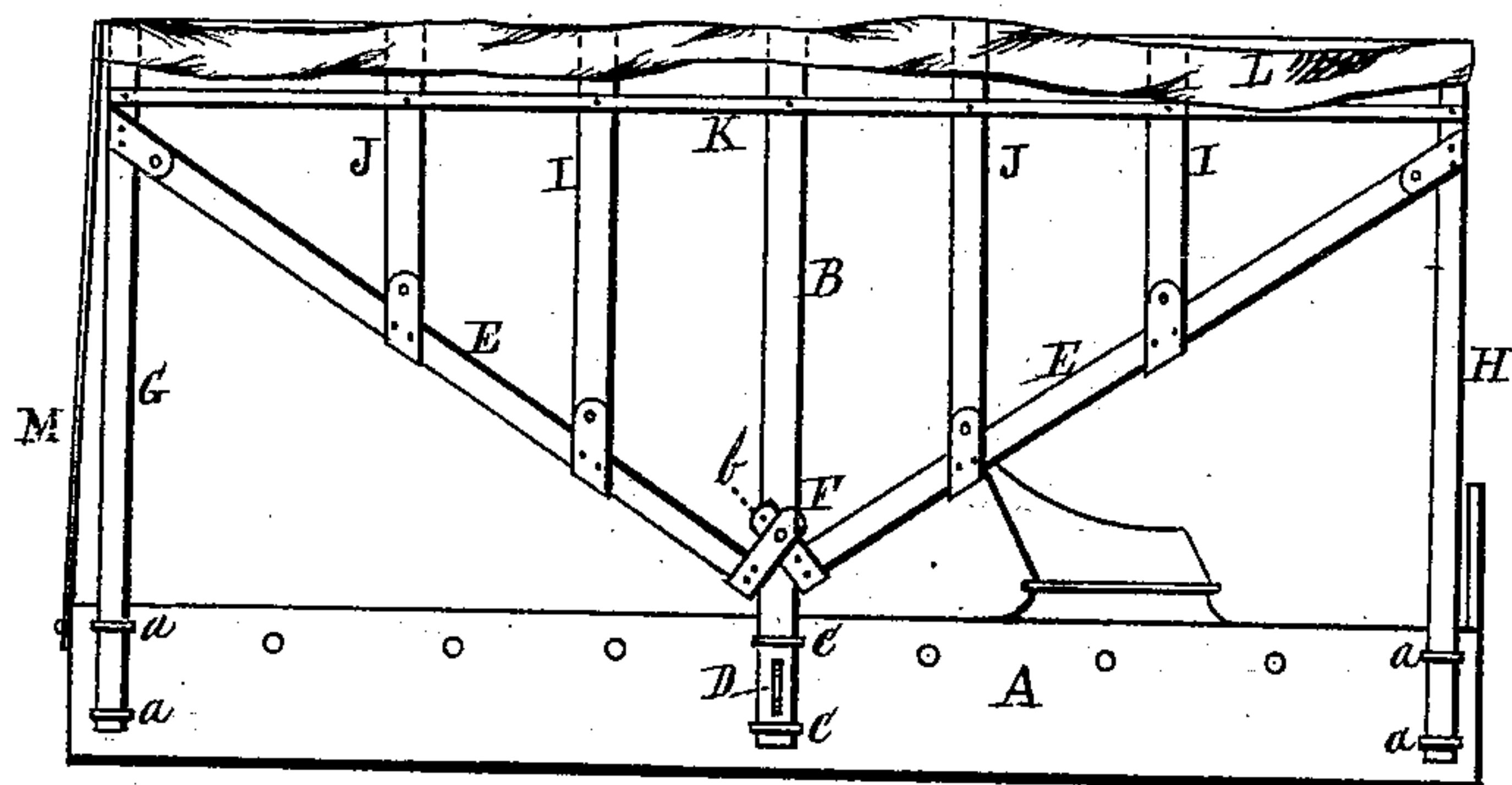


Fig. 3.

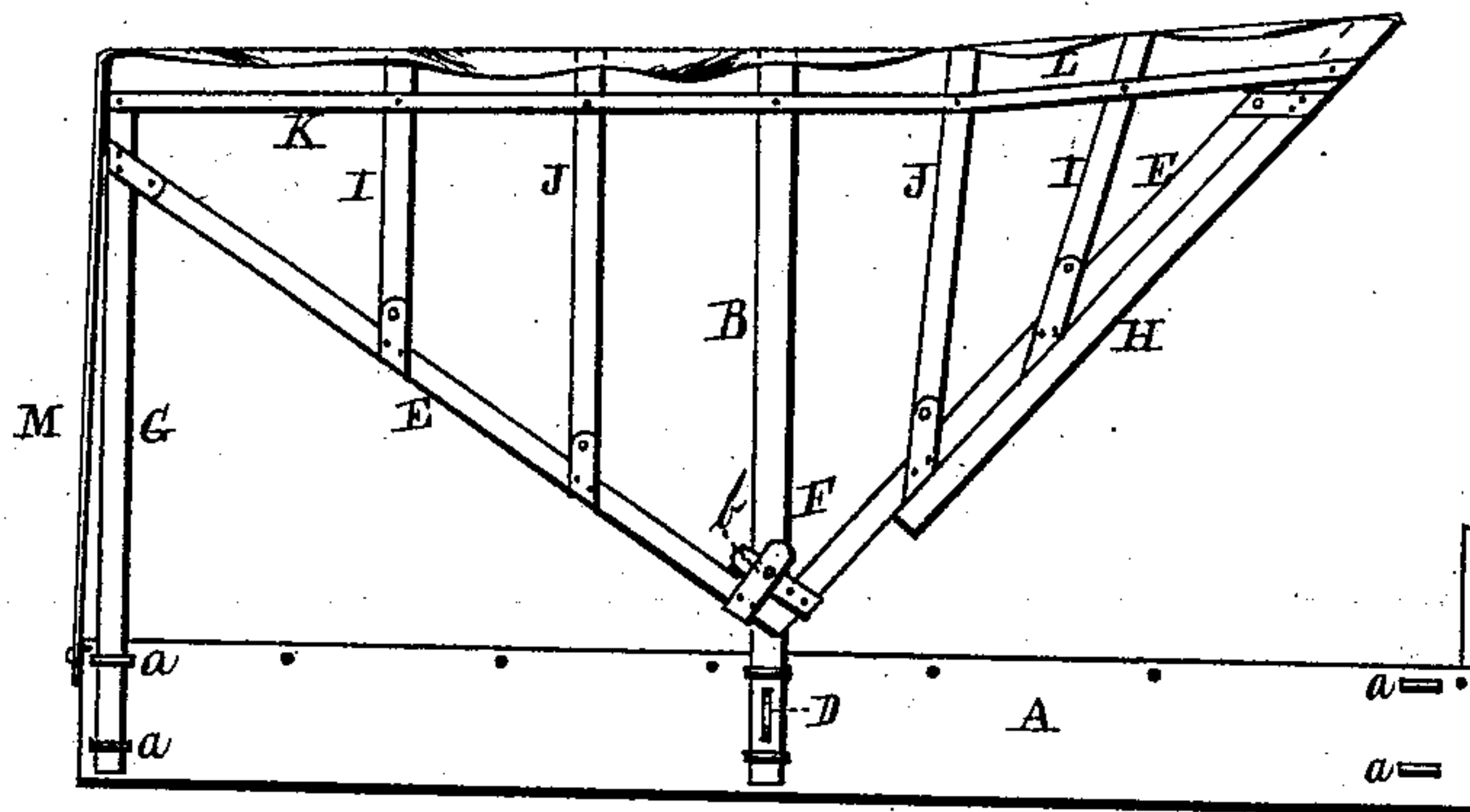
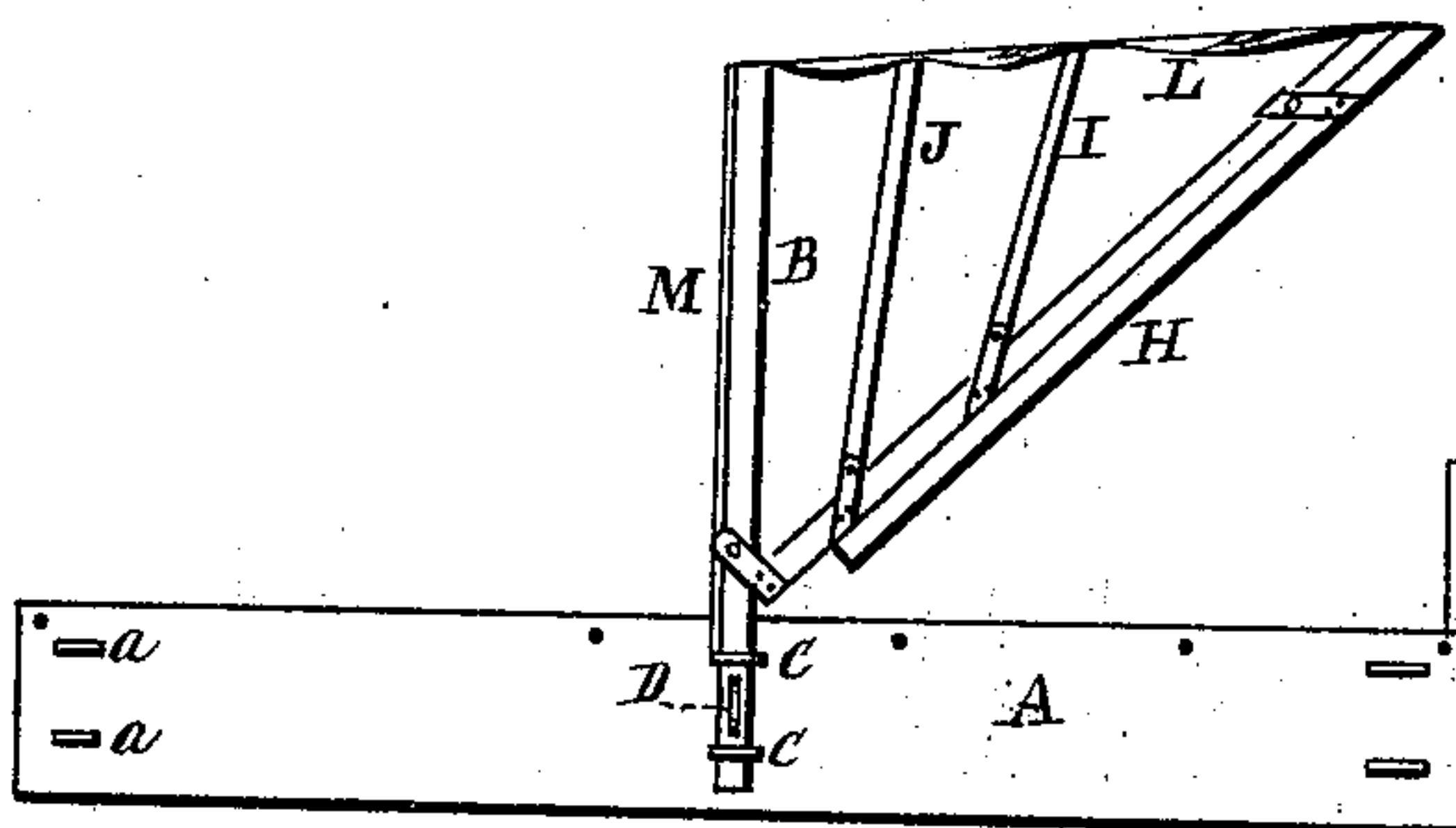
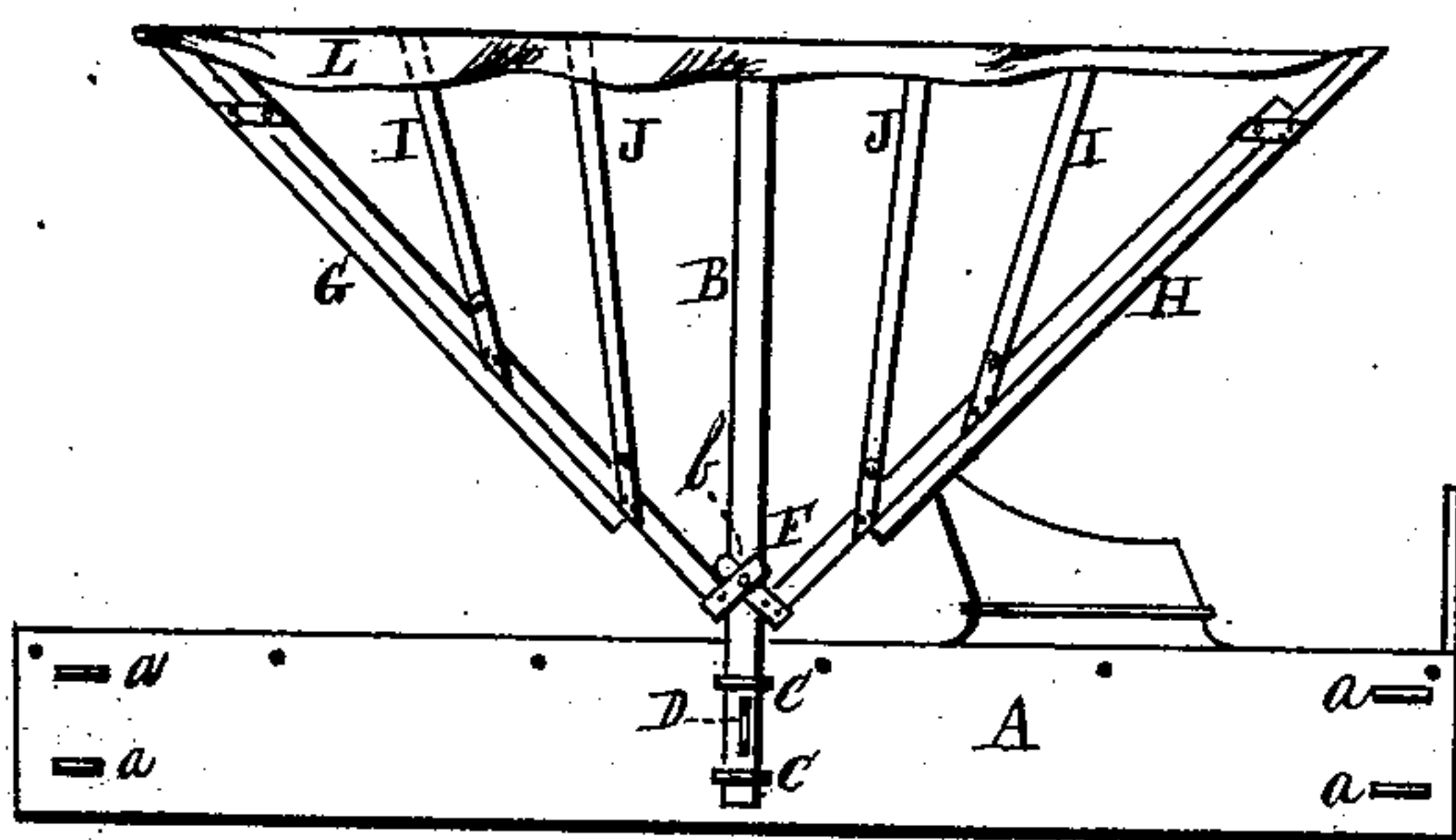


Fig. 4.

Fig. 5.



Witnesses.

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Geo. H. Herne

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Fig. 6.

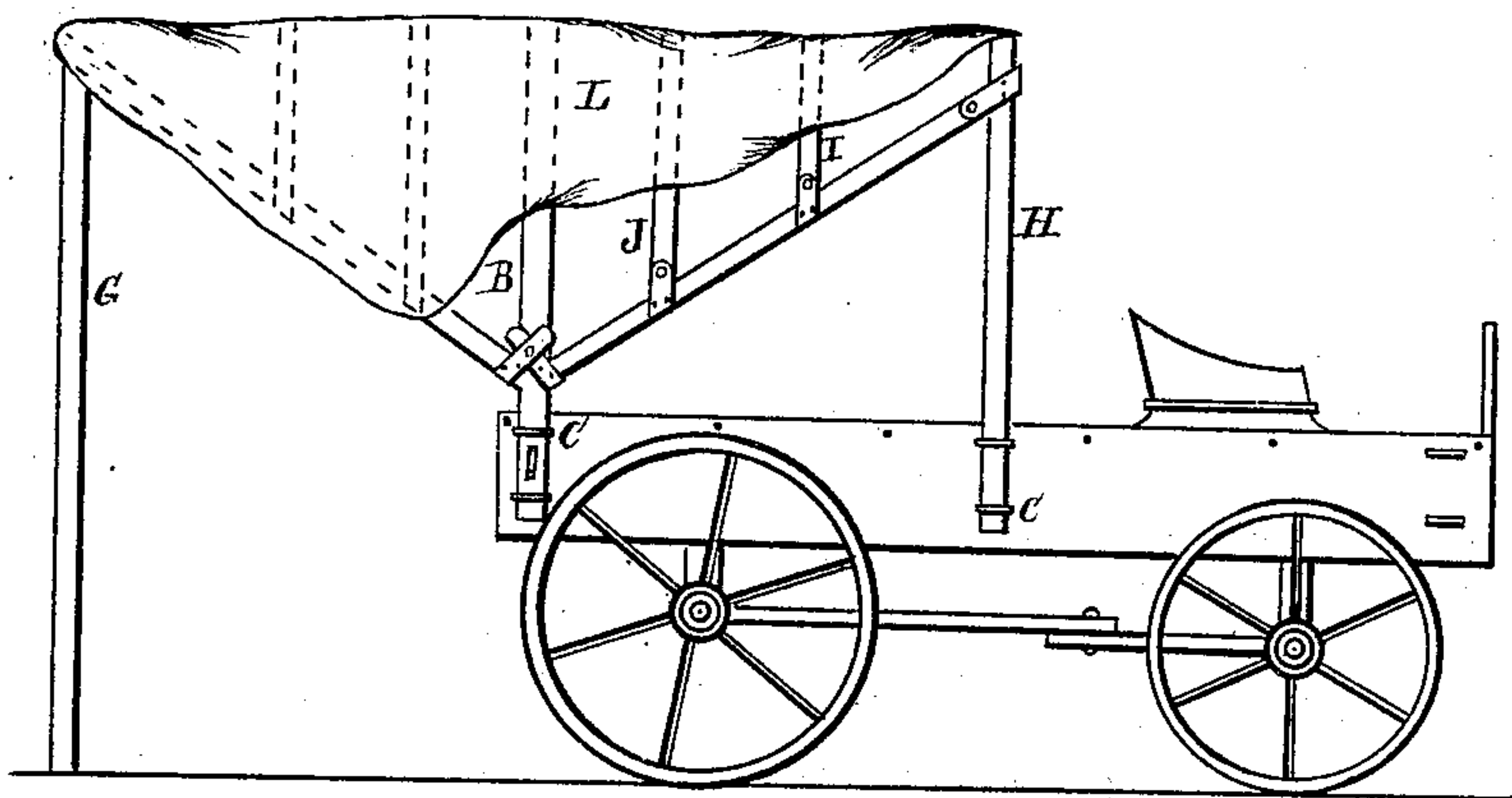


Fig. 7.

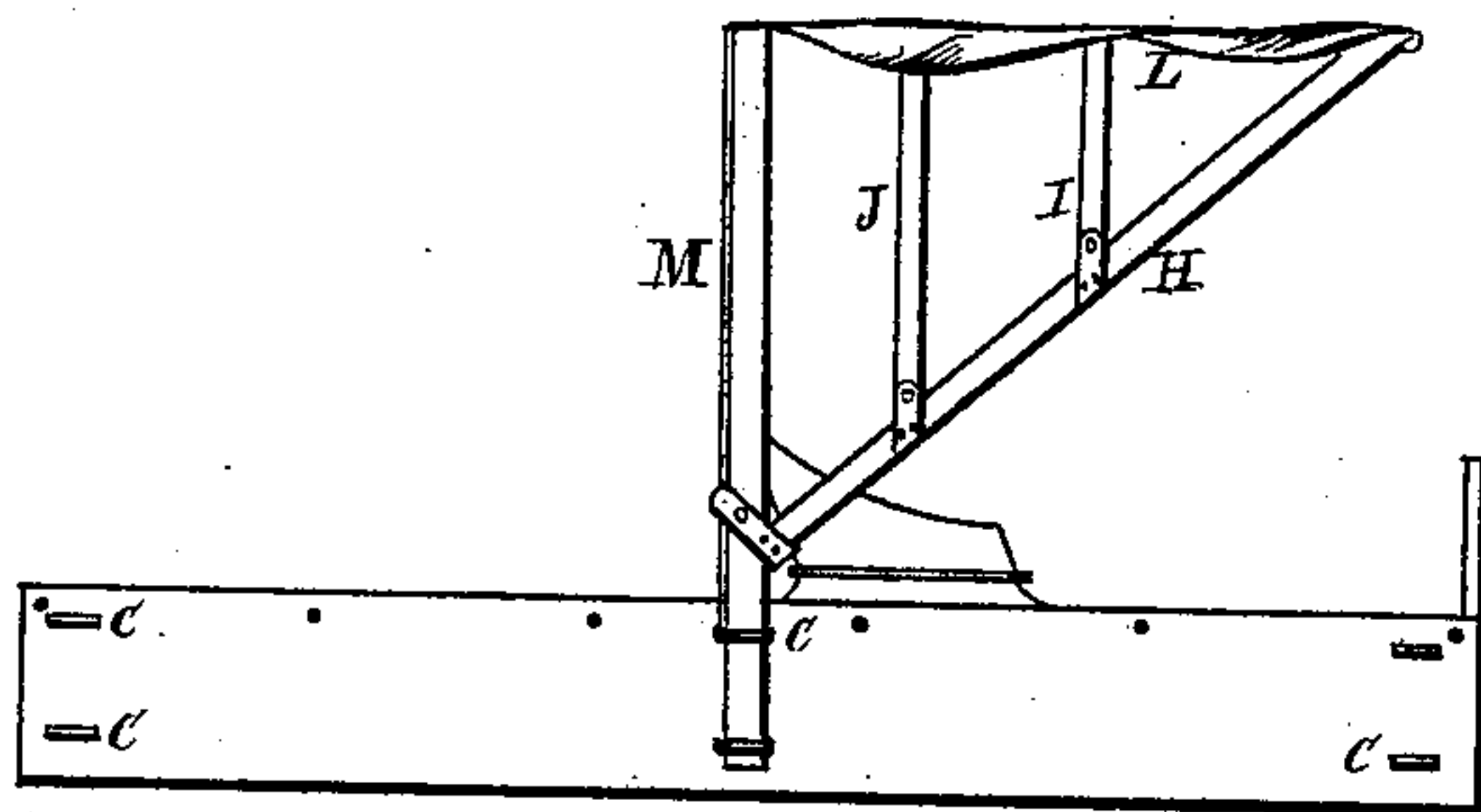
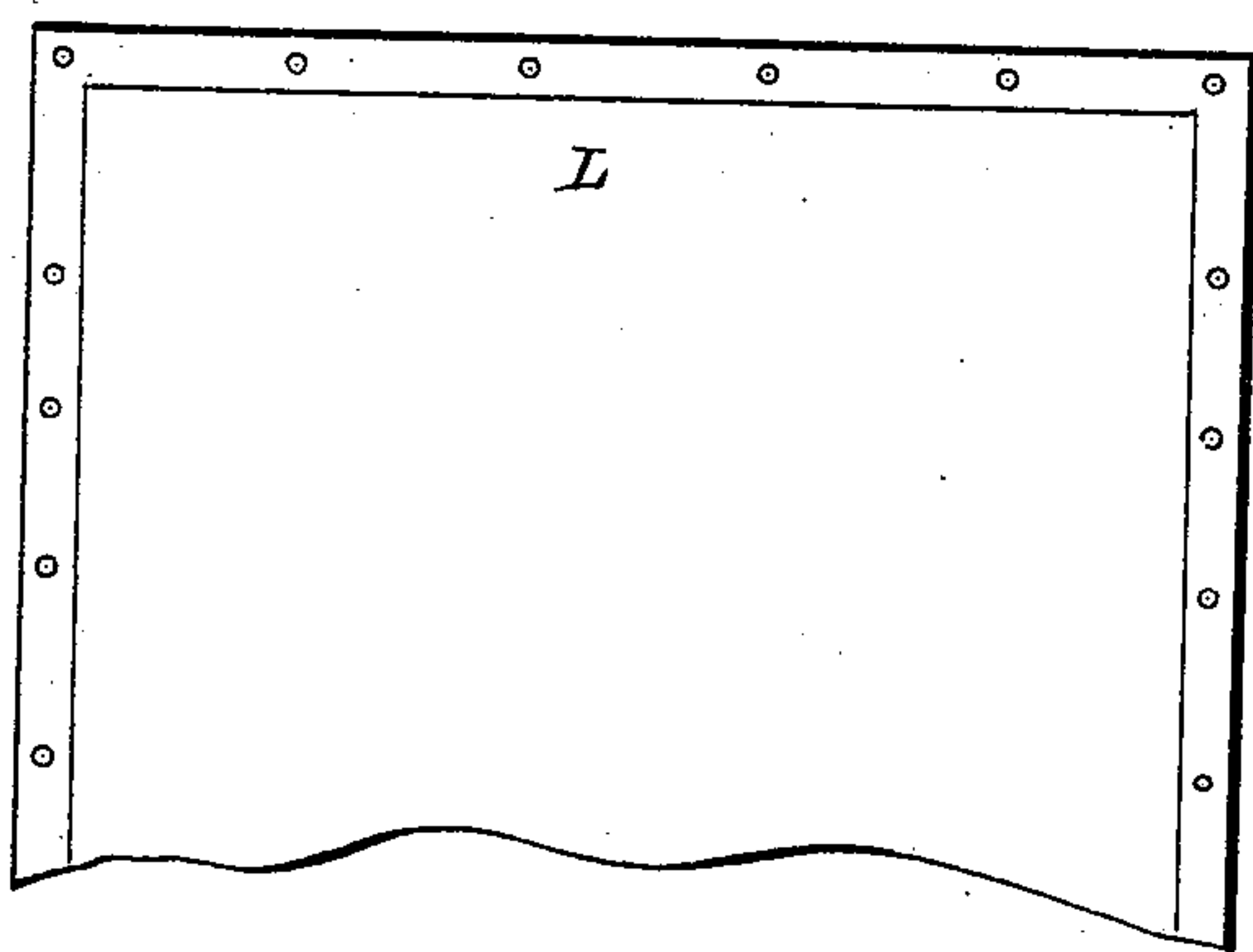


Fig. 8.



Witnesses.

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UNITED STATES PATENT OFFICE.

ROBERT W. THOMPSON, OF CLEVELAND, OHIO.

IMPROVEMENT IN WAGON-TOPS.

Specification forming part of Letters Patent No. **201,367**, dated March 19, 1878; application filed February 4, 1878.

To all whom it may concern:

Be it known that I, ROBERT W. THOMPSON, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a certain new and Improved Wagon Top and Cover; and I do hereby declare that the following is a full, clear, and complete description thereof, reference being had to the accompanying drawings, making a part of the same.

Figure 1 is a side view of a wagon-body to which the adjustable and detachable top is applied. Fig. 2 is a front view of the same. The other figures show the various changes and modifications of which the top is susceptible.

Like letters of reference refer to like parts in the several views.

The adjustable top above referred to consists of a series of short bows attached by a hinged joint to diagonal braces. The lower ends of said braces are hinged to a central bow, and their upper ends are, respectively, hinged to a front and rear bow, which, together with the central bow and other parts above specified, constitute a frame whereon to spread and secure the canvas or other suitable material for a cover. The top, being adjustable, can be easily and readily applied either to a wagon, buggy, sleigh, or sled, so as to cover the entire body, or partially so, as may be desirable.

A detailed description of the frame referred to will be found as follows:

In the drawings, A represents a body of a wagon, to which the aforesaid frame is attached, mainly by the middle bow B, by inserting the ends thereof in eyes or staples C, and which is retained therein by pins D. To the bow B are hinged the lower ends of the diagonal braces E by straps or plates F, as shown in Fig. 1, or by other suitable devices. The upper ends of said braces are respectively hinged to the bows G and H. The ends of said bows are, in like manner as the bow B, secured to the sides of the body A by staples a. The intermediate or short bows I and J are hinged to the diagonal braces E, which are retained in proper relation to the bows G and H by a flexible stretcher, K, Fig. 1. This jointed connection of the several parts of the frame to each other allows of its being com-

pressed together more or less, that it may be adapted to a full or a partial covering to the vehicle.

In Fig. 1 the frame is represented as fully extended, covering the entire body of the wagon. The covering L is shown as rolled or thrown up over the top of the frame, in order to show said frame and its several joint-connections. The many purposes for which a wagon thus covered may be available need not be specified.

Fig. 3 represents the front part of the frame closed or drawn back, while the rear part remains extended. To effect this change in the frame, the front bow H is lifted from the staples and the ends carried back to the diagonal braces, to which it may be made fast by drawing the corners of the covering L in around it, and securing it on the inside by eyelets and pins, or by any other suitable means. This condition of the frame gives open and free access to the wagon from the sides, while the back part may be closed in by the covering and the curtain M.

Fig. 4 represents the frame as pushed back on each side of the middle bow, thereby giving access to both ends of the wagon from the sides, while the seat remains covered. That part of the frame back of the bow B may be entirely removed by withdrawing the pivotal pin b, thereby detaching the diagonal brace and the bows G, I, and J from the rest part of the frame, leaving the frame in the condition shown in Fig. 5, forming a calash-top for the carriage or buggy.

A further change of the frame can be effected, whereby it is made still lighter. To this end the diagonal braces are detached, and the two bows J and I are pivoted to the frame-bow H. The ends of said bow H are then drawn back and attached to the middle bow, as were attached the braces. This change dispenses with the diagonal braces, as shown in Fig. 7, which, for a single or calash top, will be sufficient in strength and lighter than that shown in Fig. 5, in which the diagonal braces are allowed to remain.

The several changes made above specified are readily and easily effected, requiring but a short time to accomplish, which, as will be seen, renders the frame easily adaptable to the

covering of the entire body of the vehicle, or partially so, as the practical use of the same may require.

By inserting the ends of the bow B in the staples at the rear end of the wagon-box, and the ends of the front bow in the staples at the middle of the box, one-half of the frame will project over the rear end of the wagon, thereby forming an awning, under which a market-man can exhibit his articles for sale, protecting both himself and customers from sun and rain.

The covering for the frame, as above said, may be secured thereto by any suitable means—viz., straps and buckles, or by eyelets and pins.

Fig. 8 represents a view of the covering spread out and provided with eyelet-holes, whereby to attach it to the frame.

The several adjustments of the frame may be retained in position by hooks and eyes, or by straps buckled around the frame, as experience may suggest.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In combination with the detached bow B and bows G and H, the diagonal braces E, hinged or pivoted to each other, substantially as described, and for the purpose specified.

2. In combination with the bows B, G, and H and diagonal braces E, the intermediate bows I and J and stretcher K, arranged to operate, in relation to each other, substantially as described, and for the purpose set forth.

3. In combination with a wagon or other vehicle, the herein-described frame, consisting of the bows B G H, diagonal braces E, bows I and J, pivoted to each other, and stretcher, all arranged to operate substantially as described, and for the purpose specified.

ROBERT W. THOMPSON.

Witnesses:

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