

C. C. COOPER.
 COLLAPSIBLE WAGON HOOD.
 APPLICATION FILED JUNE 10, 1909.

951,089.

Patented Mar. 1, 191

Fig. 1.

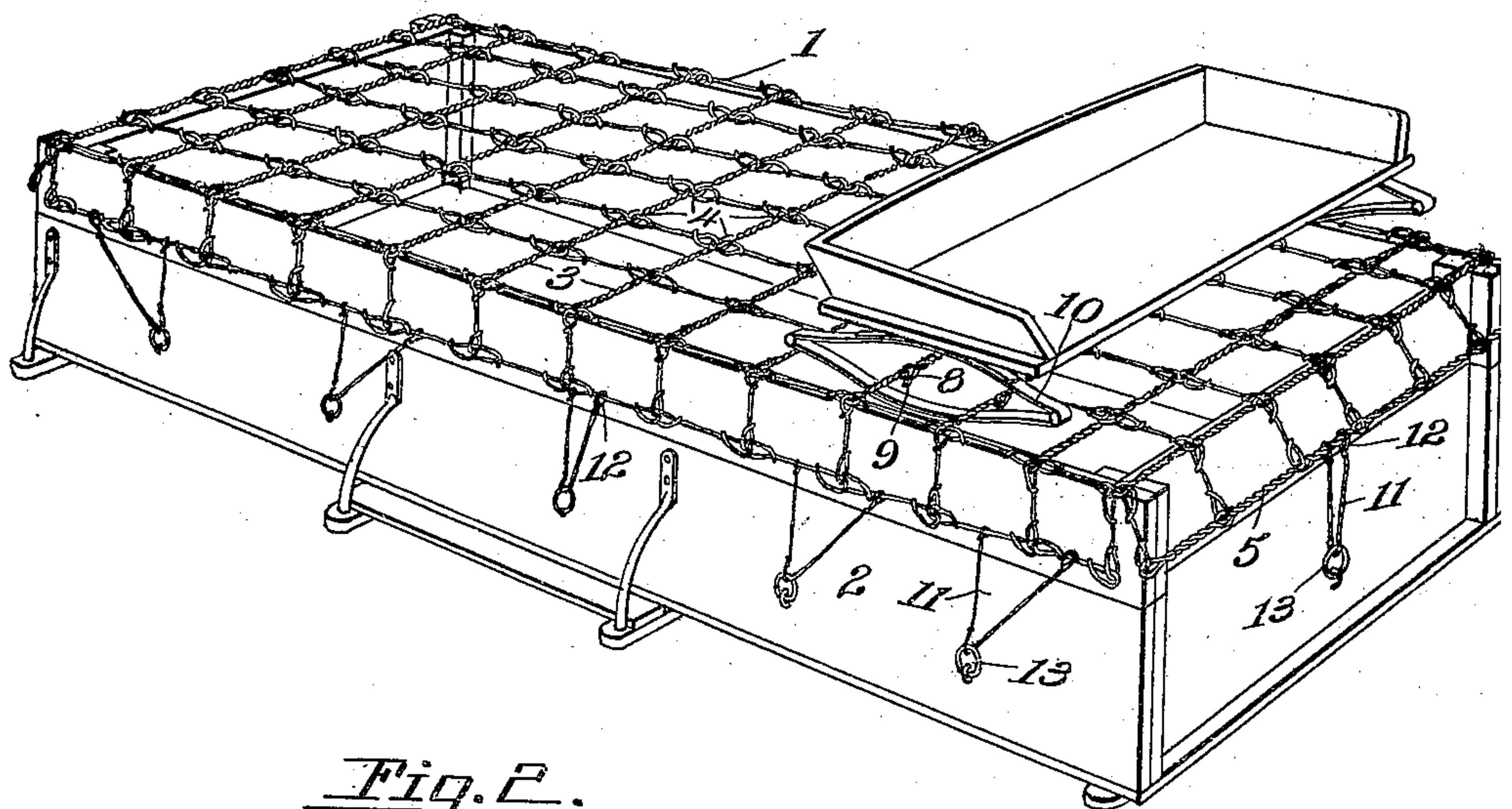


Fig. 2.

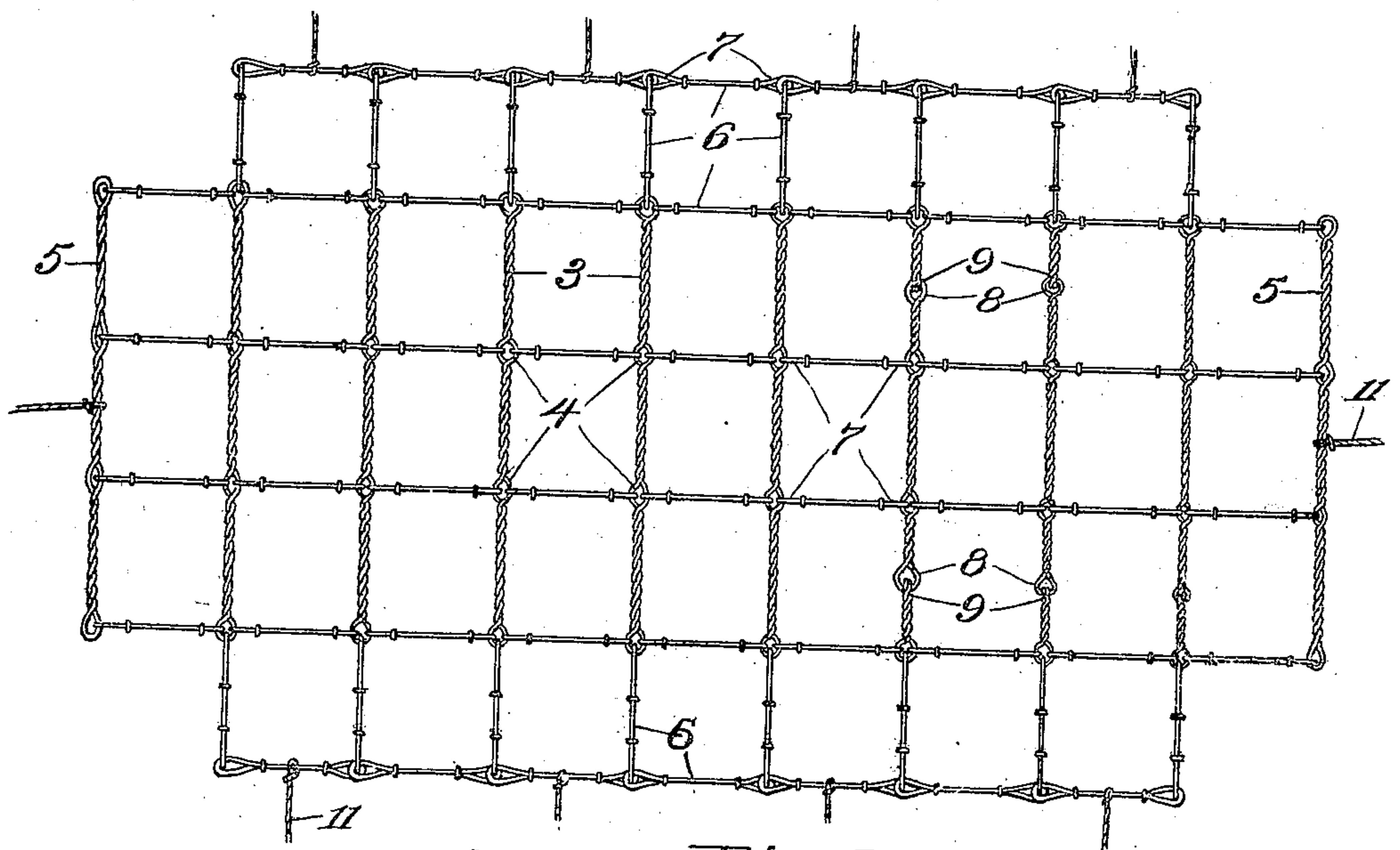
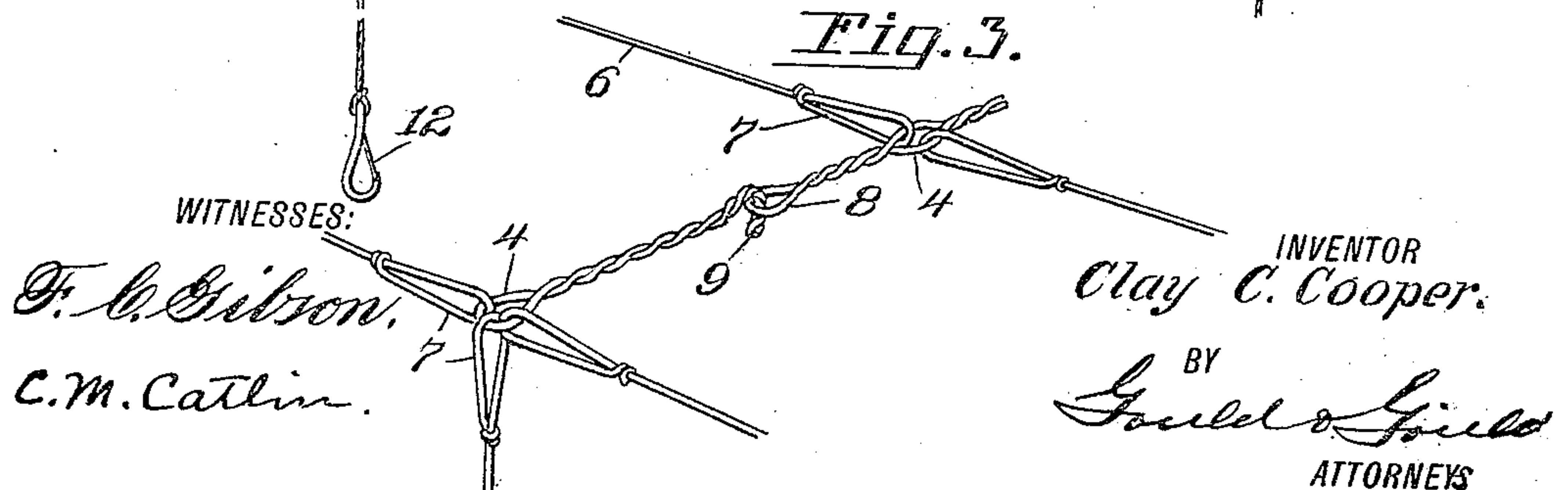


Fig. 3.



UNITED STATES PATENT OFFICE.

CLAY C. COOPER, OF SMITH MILLS, KENTUCKY.

COLLAPSIBLE WAGON-HOOD.

951,089.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CLAY CALHOON COOPER, a citizen of the United States, residing at Smith Mills, in the county of Henderson and State of Kentucky, have invented certain new and useful Improvements in Collapsible Wagon-Hoods, of which the following is a specification.

The invention relates generally to an improvement in wagon hoods and specifically to a hood adapted for employment in connection with transportation of live stock.

The principal characteristics of the invention are directed to a collapsible hood formed of link members.

One object of the invention is the provision of a wagon hood such as above indicated which is adapted for ready attachment to and disconnection from any road wagon of ordinary type and which, when operatively positioned on such wagon, will effectually confine live stock being transported and at the same time insure a constant supply of fresh air to the stock.

Another object is to provide a hood which is adapted to be collapsed and folded upon itself and stored in small compass in the wagon in connection with which the hood is being used, thus permitting unrestricted use of practically the entire capacity of said wagon, if desired, for transporting other material after the stock has been delivered to its destination.

Another object is the provision of a wagon hood of simple construction and which, from the nature of its elements and skeleton form shall be strong and durable and yet possess the desirable quality of lightness.

With these and other objects in view the invention will now be described in the following specification, taken in connection with the accompanying drawings, and then more particularly pointed out in the appended claims:

In the drawings, Figure 1 is a perspective of my improved wagon hood shown in operative position on a wagon body. Fig. 2 is a broken top plan of the hood, and Fig. 3 is a broken perspective, enlarged, of part of the hood.

Referring now to the drawings, wherein is illustrated the embodiment of the preferred details of my invention, and wherein like reference numerals refer to like parts throughout the several views, 1 denotes the

hood as a whole, formed preferably of metallic material and shown in Fig. 1 in operative connection with wagon body 2.

3 denotes a series of rigid cross-bar members formed by preference of stout twisted material and with a plurality of integral, equally-spaced link-rings 4 and designed, with the exception of end members 5, when the hood is in position on the wagon body to extend laterally across the top of same in rigid relation thereto, said end members 5 being adapted to be disposed below the top edge of the front and rear ends of the wagon body, for a purpose to be later explained.

6 indicates a plurality of metallic connecting links, each formed with terminal link-rings 7, the latter, with the exception of those carried by the links forming the lateral edges of the hood, loosely but permanently engaging link-rings 4 of cross-bar members 3 in such manner as to permit sufficient play between said connecting links and members to enable the links and, incidentally, the cross-bar members to be folded upon themselves if desired. Those links 6 connecting the lateral edges of the hood to the terminal rings 4 and the members 5 to the proximate cross-bar members 3 being adapted to permit said members 5 and said lateral edges of the hood to depend from said members 3 and lie closely contiguous the wagon body ends and sides respectively, as illustrated in Fig. 1, the terminal rings of the members 3 and those members 3 which lie proximate to said members 5 slightly overlying the side and end edges of the wagon body to conveniently adapt the lateral edges of the hood and members 5 to be so disposed, the depending portions, in conjunction with securing means to be later described, materially assisting in retaining the hood in correct position and preventing undesired movement thereof laterally or longitudinally of the wagon body.

Several of the cross-bar members 3 are modified in form to permit proper adjustment of the hood to the wagon body without removal of the wagon seat or change in the usual relative position thereof. Said modification consists in forming the end sections of said members of two parts and providing the free end of one part with a link-ring 8 and the free end of the retaining part with a downwardly-extending hook 9 adapted for detachable engagement with said ring, the parts provided with hooks 9 being de-

signed, in positioning the hood on the wagon body, to pass between the bow members of the wagon seat springs 10 and engage in secure manner with their respective link-rings 8, this construction permitting approximately level disposition of the hood throughout its entire extent, providing effective closure of the wagon body at all points thereof, and obviating disadvantageous contact of the seat springs with the hood. Securing means, preferably in the form of rope members 11 of desired length, are attached at appropriate points to the side, front and rear edges of the hood and provided with terminal snap-hooks 12 and are designed, in adjusting the hood to a wagon, to be passed through the usual rings or staples 13 attached to the wagon body and drawn sufficiently taut to bind the hood securely over the wagon body, as shown in Fig. 1, snap hooks 12 being then engaged with those links lying in such position as to maintain said securing means in appropriately taut condition, preferably the links forming the lateral edges of the hood.

From the foregoing it will be obvious that I have provided a means, formed of light, durable material and adapted to be folded in small space, for effectively retaining live stock in perfectly normal condition during wagon transportation by permitting unimpeded circulation of fresh air to said stock and thus preventing suffocation thereof, the

latter being a frequent occurrence in the employment of usual means for such transportation.

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

1. A wagon hood made up of a central section and side and end sections, the central section including comparatively rigid bars approximating in length the width of the wagon body, certain of said bars being made up in sections adapted for connection and disconnection.

2. A wagon hood made up of a central section and side and end sections, the central section including comparatively rigid bars approximating in length the width of the wagon body, certain of said bars being made up in sections adapted for connection and disconnection, the end sections including a rigid bar movably connected to the central section, the side sections including a series of movably connected longitudinal and transverse bars, whereby the side sections and end sections are adapted to be folded upon the central section and the entire hood collapsed into compact form.

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

CLAY C. COOPER.

Witnesses:

W. E. BRANTLEY,
W. C. COOPER.