No. 849,675. PATENTED APR. 9, 1907.

W. S. GILLELAND & W. D. STANLEY.

WAGON TOP.

APPLICATION FILED APR. 3, 1906.

FIG. 1.

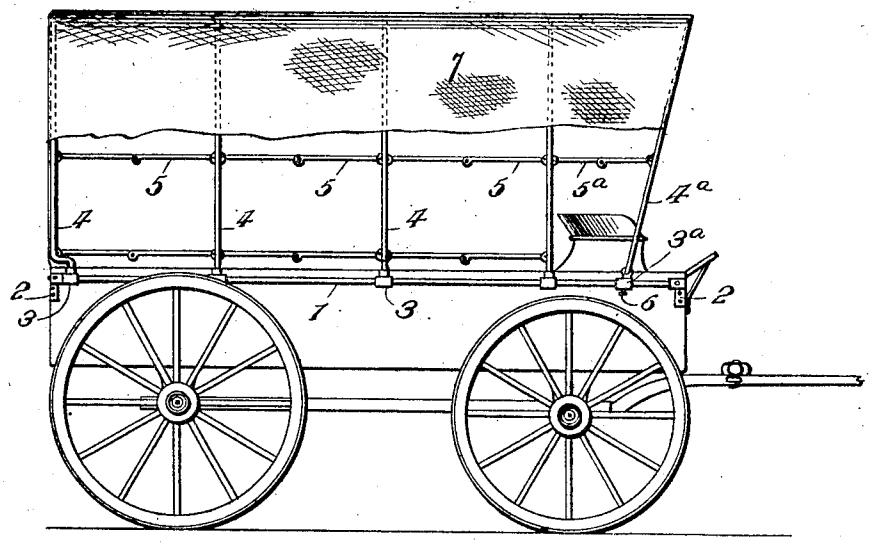


FIG. 2.

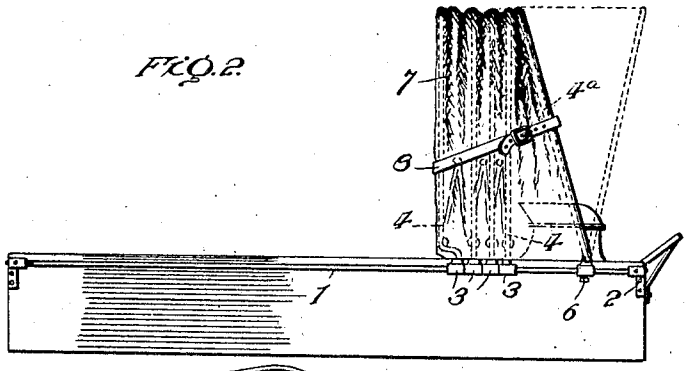
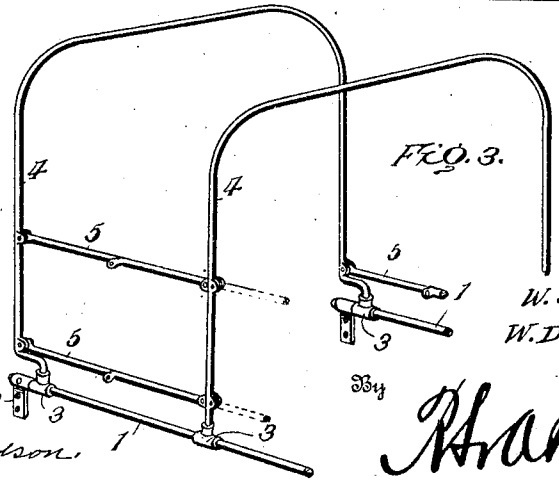


FIG. 3.



Witnesses

Jno. Quinn

D. N. Woodson.

Inventors

W. S. Gilleland,

W. D. Stanley,

By R. A. Racey, Attorneys.

UNITED STATES PATENT OFFICE.

WILSON S. GILLELAND AND WILLIAM D. STANLEY, OF NEWKIRK, OKLAHOMA TERRITORY.

WAGON-TOP.

No. 849,675. Specification of Letters Patent. Patented April 9, 1907.

Application filed April 3, 1906. Serial No. 309,647.

To all whom it may concern:

Be it known that we, WILSON S. GILLELAND and WILLIAM D. STANLEY, citizens of the United States, residing at Newkirk, in the county of Kay and Territory of Oklahoma, have invented certain new and useful Improvements in Wagon-Tops, of which the following is a specification.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a side elevation of a wagon embodying the improved top of our invention, the same being shown in its extended position. Fig. 2 is a side elevation of the wagon-body and the top in its folded position. Fig. 3 is a perspective view of a portion of the framework.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

To the sides of the wagon-body are secured two horizontally-extending rods 1, supported, preferably, at their ends at the front and rear of the wagon-body by means of brackets 2. Mounted to slide on the rods 1 are a predetermined number of T-couplings 3, arranged in opposite pairs, and in the couplings of the respective pairs are secured the ends of the transversely-extending bows 4, which may be made of any desirable light metal. The bows 4 are connected together by upper and lower rule-joint braces 5, two sets of said members being provided between every two bows except the front bow, as illustrated in the drawings, and between the front bow, which is designated 4^a, and the bow next behind it only one set of rule-joint braces is provided, the same being designated 5^a. In the preferred arrangement the braces 5 are arranged at about the center of the bows and also near the lower ends thereof. The braces 5^a are also arranged near the center of the two foremost bows. The front bow 4^a has its ends pivotally mounted in T-couplings 3^a, which are mounted on the rods 1 and are held from movement thereon preferably by set-screws 6. The parts above mentioned constitute the framework of our improved wagon-body, and the latter is preferably covered by canvas or any desired fabric, as indicated at 7.

From the foregoing description, in connection with the accompanying drawings, it is obvious that the wagon-top may be moved into the extended position, (shown in Fig. 1,) where it will completely cover the wagon-body, and that it may also be slid forwardly into the position shown in Fig. 2 by having the braces 5 break joint with each other and sliding the T-couplings forwardly along the rods 1. The front bow 4^a is pivotally mounted upon stationary T-couplings 3^a, so that it will form a stop for the remaining bows as they slide forwardly and so that it may be swung forwardly over the wagon-seat or tilt backwardly. A strap S is provided, which has its ends connected to the front bow at the sides thereof, so that it may extend around all of the bows and their covering when the top is in the folded position. By providing upper and lower sets of rule-joint braces 5 the bows will be held in true vertical planes in their movement and all strain will be taken off of the T-couplings.

Having thus described the invention, what is claimed as new is—

1. The combination with a vehicle-body of horizontal rods secured to the sides thereof, T-couplings slidably mounted on said rods and arranged in opposite pairs, transverse bows having their ends secured in said couplings, upper and lower sets of rule-joint braces connected to the bows at the sides thereof, and a cover for said bows.

2. The combination with a vehicle-body of horizontal rods secured to the sides thereof, transverse bows slidably carried by said rods, a front bow pivotally carried by said rods, means for limiting the movement of the front bow to a pivotal movement and a cover for all said bows.

3. The combination with a vehicle-body of horizontal rods secured to the sides thereof, T-couplings slidably mounted on said rods, transverse bows having their ends secured to said T-couplings, rule-joint braces connecting every two bows, a front bow, T-couplings mounted on said rods near the front thereof and provided with set-screws to hold them stationary, said last-named couplings having a pivotal connection to the front bow, and a cover for said bows.

4. The combination with a vehicle-body of

horizontal rods secured to the sides thereof, T-couplings slidably mounted on said rods, transverse bows having their ends secured to said T-couplings, rule-joint braces connecting every two bows, a front bow, T-couplings mounted on said rods near the front thereof and provided with set-screws to hold them stationary, said last-named couplings having a pivotal connection to the front bow, a cover for said bows, and a strap secured to the front bow and designed to extend around the other bows in folded position.

In testimony whereof we affix our signatures in presence of two witnesses.

WILSON S. GILLELAND. [L. S.]
WILLIAM D. STANLEY. [L. S.]

Witnesses:
ZACK BOENES,
IONA CLARK.