

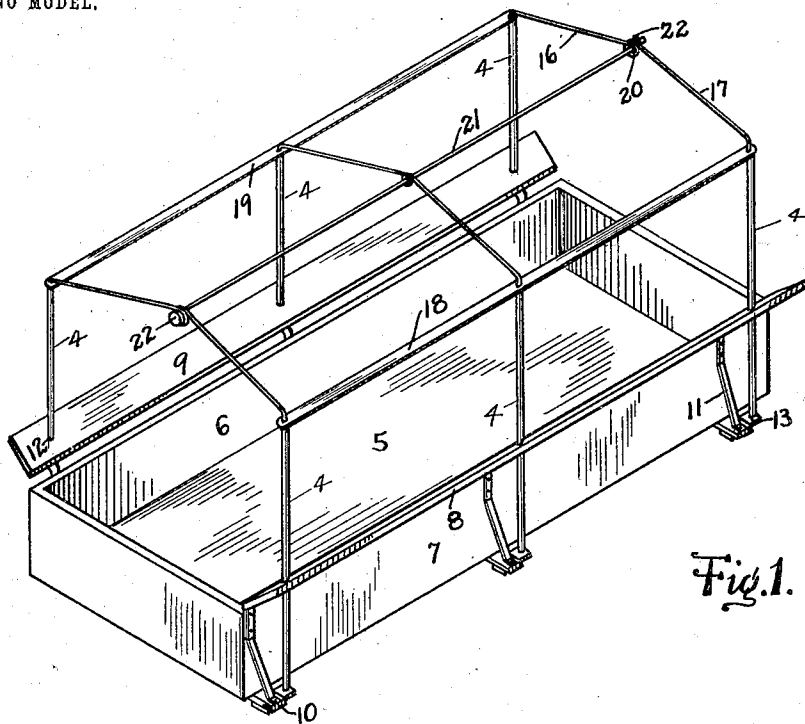
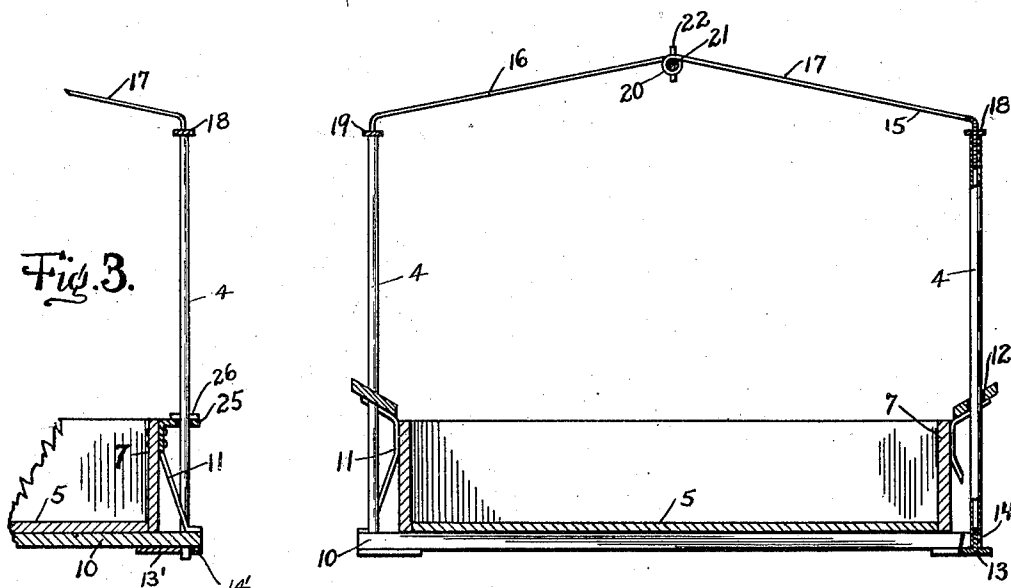
No. 741,367.

PATENTED OCT. 13, 1903.

C. E. PARISH.
WAGON TOP.

APPLICATION FILED APR. 13, 1903.

NO MODEL.



Witnesses
Charles Morgan.
Harry Elkin Chandler

Fig. 2.

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UNITED STATES PATENT OFFICE.

CHARLES E. PARISH, OF WORTHINGTON, WEST VIRGINIA.

WAGON-TOP.

SPECIFICATION forming part of Letters Patent No. 741,367, dated October 13, 1903.

Application filed April 13, 1903. Serial No. 152,387. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. PARISH, a citizen of the United States, residing at Worthington, in the county of Marion, State of West Virginia, have invented certain new and useful Improvements in Wagon-Tops; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to vehicle-tops, and more particularly to the frames thereof; and it has for its object to provide a frame of the "knockdown" variety wherein the parts may be readily assembled and disassembled without requiring the manipulation of any nuts, bolts, or screws, and in which when set up the parts will be held rigidly.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a perspective view showing a wagon-body having a frame attached thereto embodying the present invention. Fig. 2 is a transverse section, including the wagon-body, one pair of tubular uprights, and the arch connecting them. Fig. 3 is a section through one side of the wagon and one of the uprights and showing the manner of connecting the upright when the body has no flareboards.

Referring now to the drawings, there is shown a wagon-body, including a bottom 5, sides 6 and 7, having flareboards 8 and 9, and transverse sills 10, which project beyond the sides of the body and are connected to the sides and flareboards by means of brackets 11.

The top frame comprises a plurality of tubular uprights 4, disposed in transverse pairs, and which uprights in Figs. 1 and 2 of the drawings are illustrated as passing through perforations 12 in the flareboards and resting with their lower ends upon plates 13, which are bolted to the projecting ends of the sills and have upwardly-directed fingers 14, which removably engage the lower ends of the uprights. This arrangement permits of the uprights being put into place and removed easily and quickly while liability to accidental displacement is reduced to a minimum.

Connecting each pair of uprights is what

may be termed an "arch" or "bow" (illustrated at 15) and consisting of a metallic cylindrical bar, including the members 16 and 17, which lie at an obtuse angle and have their outer or free ends bent downwardly and parallel, so that they may be removably disposed in the upper ends of the tubular uprights. The lengths of the depending ends of the members 16 and 17 are such that the arch or bow will be held securely, while they may be readily removed when desired.

Prior to engagement of the depending ends of the arch or bow with the uprights side rails 18 and 19 are disposed upon the upper ends of the uprights, and these side rails have perforations which register with the bores of the uprights, so that the depending ends of the bows may be passed therethrough and into the uprights to hold the rails upon the uprights. The rails serve as longitudinal braces for the frame.

The bar at the central portion of each arch or bow is bent to form an eye 20, the eyes alining longitudinally of the frame, and through these eyes is removably engaged a ridge-pole in the form of a bar 21, having a head 22 at one end which rests against one of the end bows, and through the ridge-pole, at the opposite side of the opposite bow, is engaged a removable key 22, so that when the key is withdrawn the ridge-pole may be removed, after which the bows may be disengaged from the uprights to release the longitudinal side rails and the uprights then removed from the flareboards, although it will be understood that, if desired, the ridge-pole and arches may be removed from the uprights as a whole or the parts may be disassembled in any other way.

In applying this frame to a wagon having no flareboard eyepieces 25 are attached to the sides of the wagon to receive the uprights, as illustrated in Fig. 3.

In practice other modifications may be made and any suitable materials and proportions may be used for the various parts without departing from the spirit of the invention.

In place of the plate 13 with the finger 14 a plate 13' (shown in Fig. 3) may be used, through which is a perforation 14', which receives the lower end of the corresponding upright 4, the downward movement of the up-

right being limited by the pin 26, which is engaged over the upright above the eyepiece or bracket 25.

What is claimed is—

- 5 1. A wagon-top frame comprising pairs of tubular uprights, bows having their ends removably engaged in the uprights, side rails disposed upon the upper ends of the uprights and having perforations through which the
10 ends of the bows are removably engaged, said bows having alining eyes formed therein at their central portions, and a ridge-pole removably engaged with the eyes.
- 15 2. A wagon-top frame comprising pairs of tubular uprights, side rails disposed removably upon the upper ends of the uprights, and bows engaged removably through the rails and in the uprights.
- 20 3. A wagon-top frame comprising pairs of tubular uprights, side rails disposed upon the upper ends of the uprights, the ends of the bows being bent downwardly and engaged removably through the rails and in the uprights,

said bows having alining eyes at their central portions, a ridge-pole removably engaged 25 with the eyes, and means for holding the ridge-pole against withdrawal from the eye.

4. The combination with a wagon-body, of fingers secured thereto and projecting upwardly at its sides, perforated members secured to the body above the fingers, tubular uprights removably engaged with the perforations and disposed removably over the fingers, side rails removably disposed upon the uprights, bows having their ends extending 35 downwardly and engaged removably through the side rails and in the uprights, said bows having alining eyes at their central portions, and a ridge-pole removably engaged with the eyes of the bows. 40

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

CHARLES E. PARISH.

Witnesses:

W. E. SHANER,
JOHN FORDYCE.