No. 690,306. Patented Dec. 31, 1901.

W. LEPPERT.

WAGON BODY.

(Application filed Aug. 21, 1901.)

(No Model.) 4 Sheets—Sheet 1.

Fig. 1.

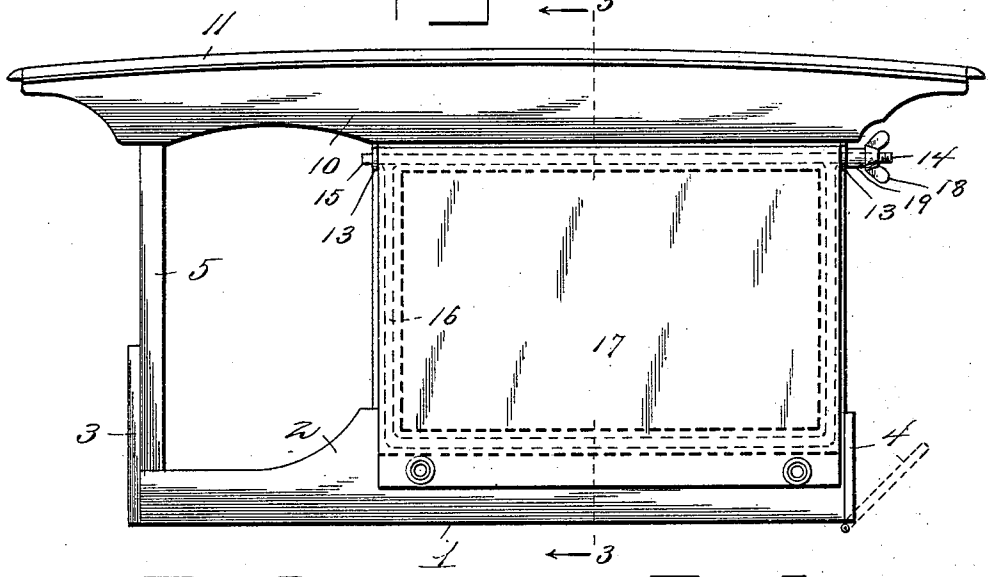


Fig. 2.

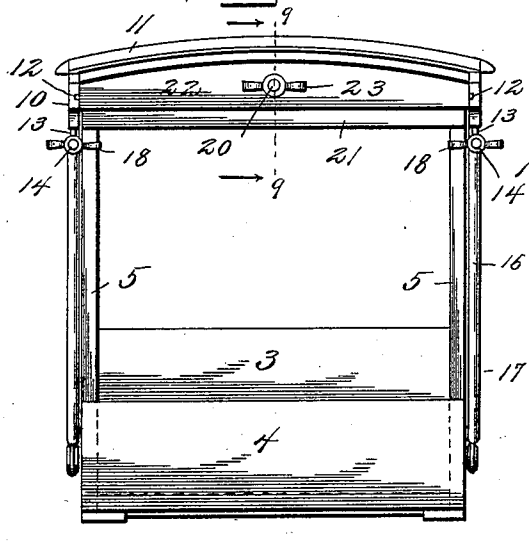
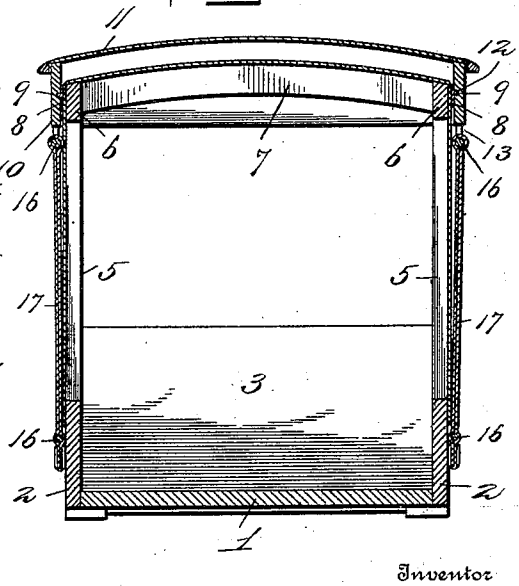


Fig. 3.



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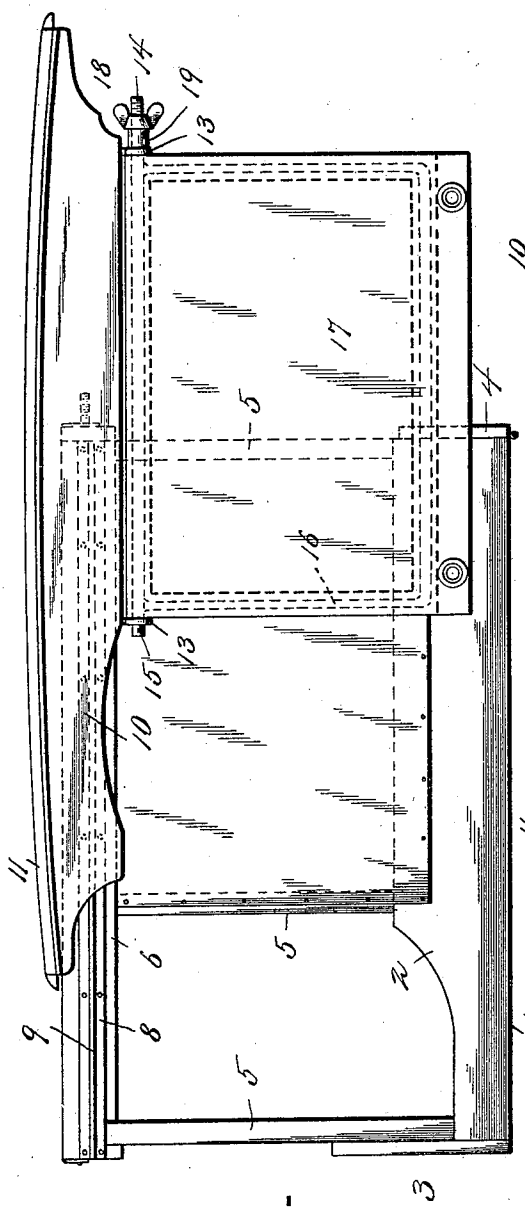

Fig. 4.

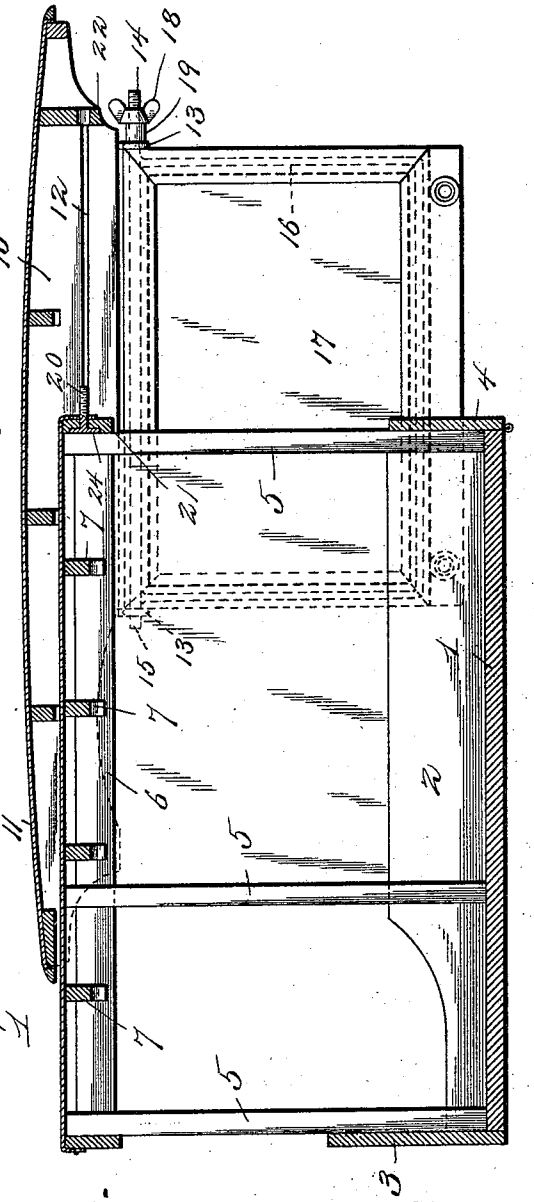

Fig. 5.

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Fig. 6.

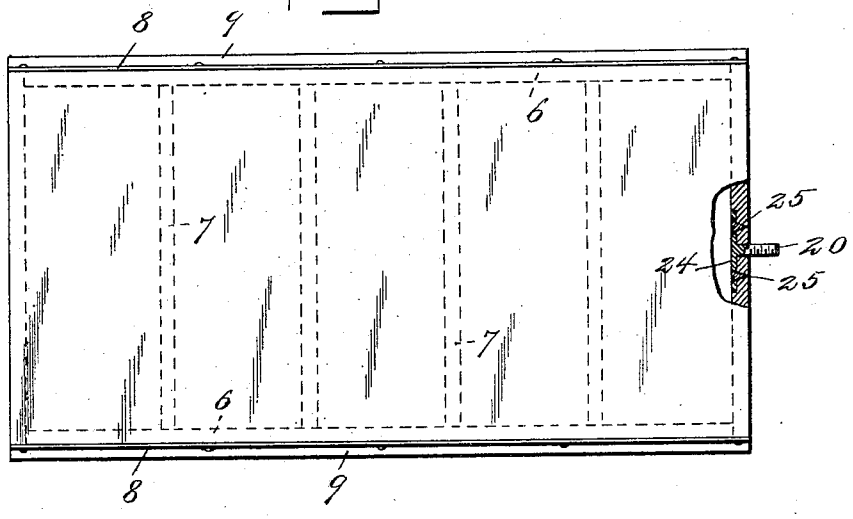
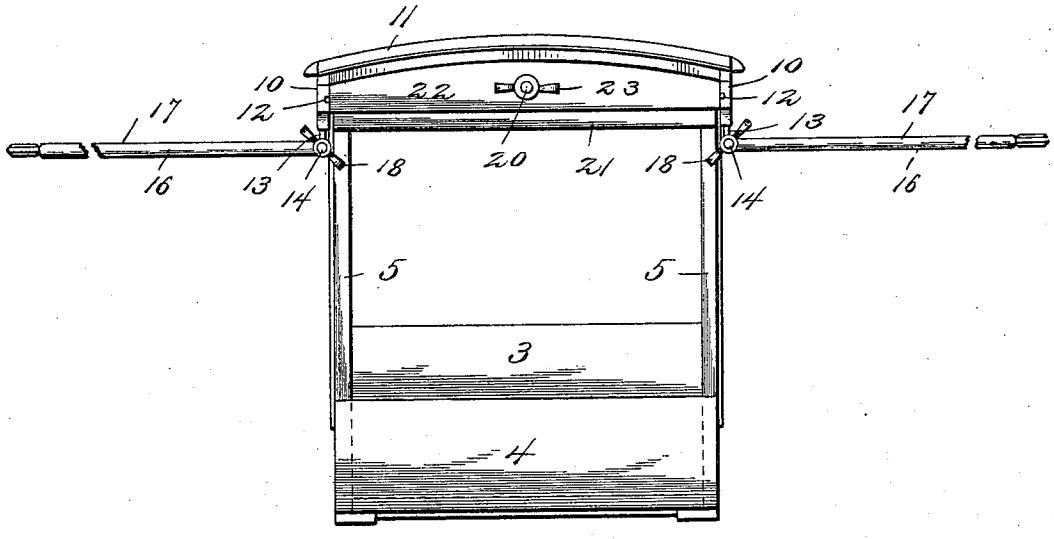


Fig. 7.



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(No Model.) 4 Sheets—Sheet 4.

Fig. 8.

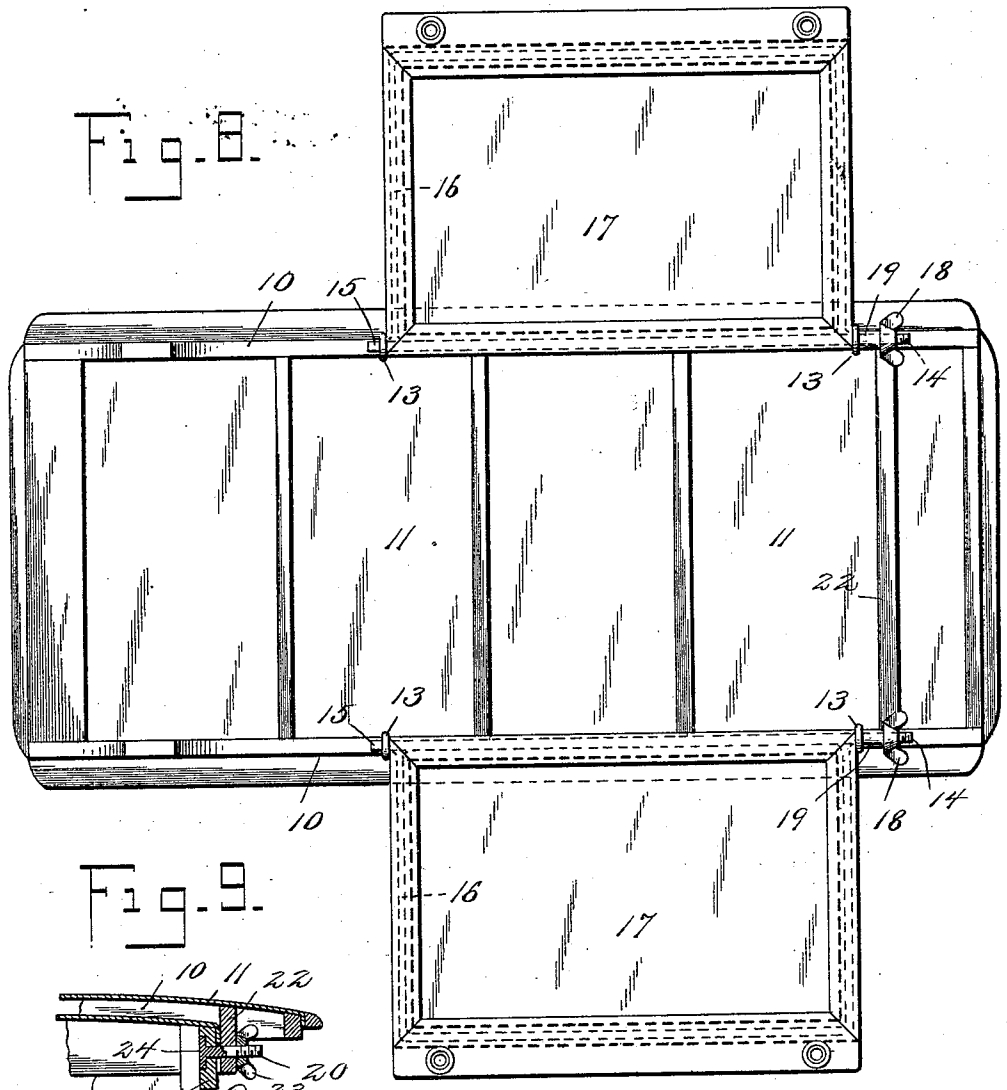


Fig. 9.

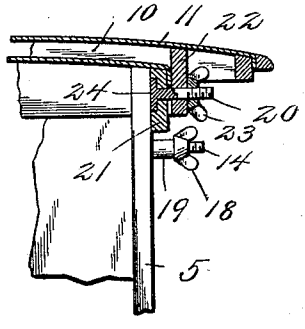
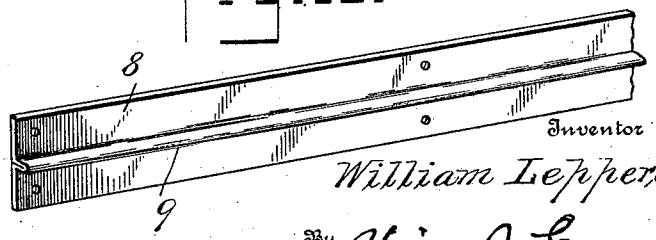


Fig. 10.



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UNITED STATES PATENT OFFICE.

WILLIAM LEPPERT, OF TIPPECANOE CITY, OHIO.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 690,306, dated December 31, 1901.

Application filed August 21, 1901. Serial No. 72,851. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM LEPPERT, a citizen of the United States, residing at and whose post-office address is Tippecanoe City, in the county of Miami and State of Ohio, have invented new and useful Improvements in Wagon-Bodies, of which the following is a specification.

My invention relates to wagon-bodies; and its object is to provide a wagon especially adapted for the use of market people or hucksters.

The invention comprises a stationary body and an extensible skeleton top in combination with binding and securing devices.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawings, which form a part of this specification, and its novel and characteristic features will be particularly pointed out in the appended claims.

In the drawings, Figure 1 is a side elevation of a wagon-body constructed in accordance with the invention, parts being shown in dotted lines. Fig. 2 is a rear elevation of the same. Fig. 3 is a vertical section on the line 3 3 of Fig. 1. Fig. 4 is a side elevation with the adjustable skeleton top partly extended. Fig. 5 is a central vertical longitudinal section of Fig. 4. Fig. 6 is a plan view of the wagon-body without the extensible top. Fig. 7 is a rear elevation showing the sides of the extensible top turned up to serve as awnings. Fig. 8 is a reverse or bottom plan view of the extensible top. Fig. 9 is a vertical section on the line 9 9 of Fig. 2, and Fig. 10 is a view in perspective of a portion of one of the guide-strips for the extensible top.

The wagon-body in general construction is similar to those now in common use, comprising the floor 1, sides 2, dashboard 3, endgate 4, standards 5, and top side-bars 6, connected by transverse braces 7. To the outer side of each of the top side bars 6 is secured a guide-rail 8, preferably made from a strip of sheet metal bent centrally upon itself to form a continuous longitudinal rib 9, said ribs serving as a trackway on which the extensible top is supported.

The adjustable skeleton top of the wagon comprises parallel sides 10 and a cover 11, the inner sides of the side-boards 10 being each formed with a longitudinal groove 12 to receive the rib 9 of the trackway. Depending from each of the side-boards 10 is a pair of rings or eyebolts 13, which serve as bearings for the projecting ends 14 and 15 of a rectangular frame 16, having a covering 17, of leather, canvas, or other suitable material. The rear projections 14 of these frames are threaded to receive butterfly-nuts 18, and between said nuts and the adjacent bearing-rings 13 are interposed sleeve-washers 19. After the frames 16 are adjusted to the desired position they are held in such position by tightening the nuts 18.

20 designates a screw extending through the rear cross-bar 21 of the body midway of the length of said bar and projecting beyond the bar to extend through an opening in the rear cross-bar 22 of the adjustable top (see Fig. 9) and receive a thumb-nut 23.

As shown in Fig. 6, the screw 20 is formed with an enlarged head 24, having holes to receive screws 25 for securing the head to the cross-bar 21.

The utility and operation of the improved vehicle will be readily understood from the foregoing description in connection with the illustration in the drawings.

The extensible skeleton top may be adjusted to any desired position upon the guide-rails 9 after the nut 23 has been removed. This nut serves to firmly secure the adjustable top to the wagon-body. The length of the wagon-body is doubled when the top is extended to its full limit, and, as is clearly illustrated in Figs. 7 and 8, the side frames are adapted to be raised to serve as awnings to protect the wares of the dealer from sun and rain.

The simplicity of the construction and the ease and readiness with which the top may be extended or closed upon the body specially adapt the improved vehicle for the use of dealers in vegetables and produce generally.

I claim—

1. The combination with a wagon-body provided at its sides with longitudinal guides, of an adjustable top having grooves to receive said guides, awning-frames pivotally secured to the sides of the top, a screw projecting from the rear cross-bar of the body and

passing through an opening in the rear cross-bar of the top, and a nut for securing the top upon the body.

2. The combination with a wagon-body, provided at its sides with longitudinal guides, of an adjustable top formed with grooves to receive said guides, bearings depending from the sides of the top, awning-frames having projections supported within said bearings, and means for clamping said frames at any position to which they may be adjusted.

3. The combination with a wagon-body, of metallic strips bent to form longitudinal ribs and secured to the outer surfaces of the upper side bars of the body, an adjustable top having parallel grooves to receive said ribs, means for securing the cover on the body comprising a screw and nut; awning-frames pivotally secured to the sides of the top; and means for clamping said frames in any position to which they may be adjusted.

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

WILLIAM LEPPERT.

Witnesses:
F. F. PRAKEL,
ELLIS H. KERR.