

(No Model.)

2 Sheets—Sheet 1.

F. M. MAHAN.
WAGON TOP FRAME.

No. 304,015.

Patented Aug. 26, 1884.

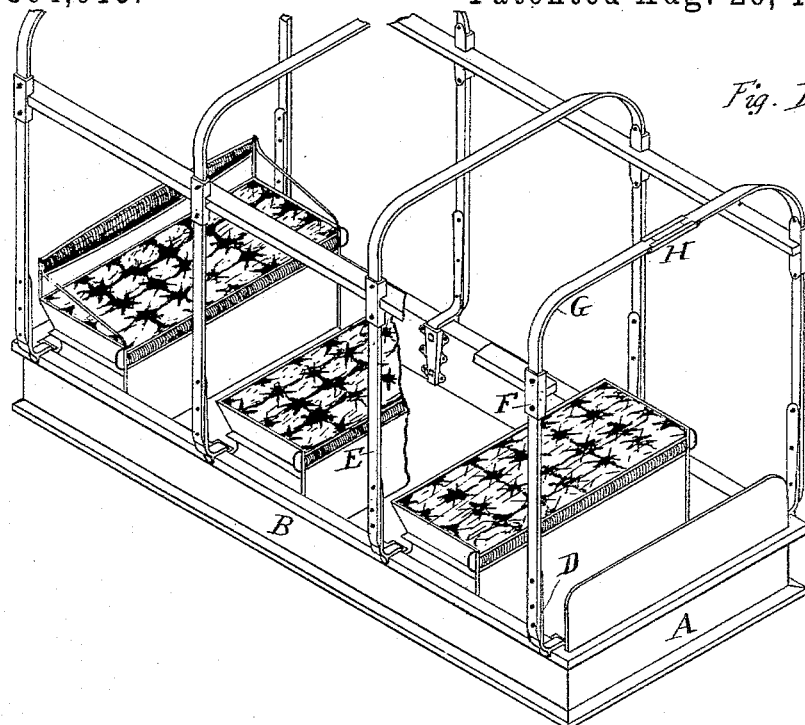


Fig. 1.

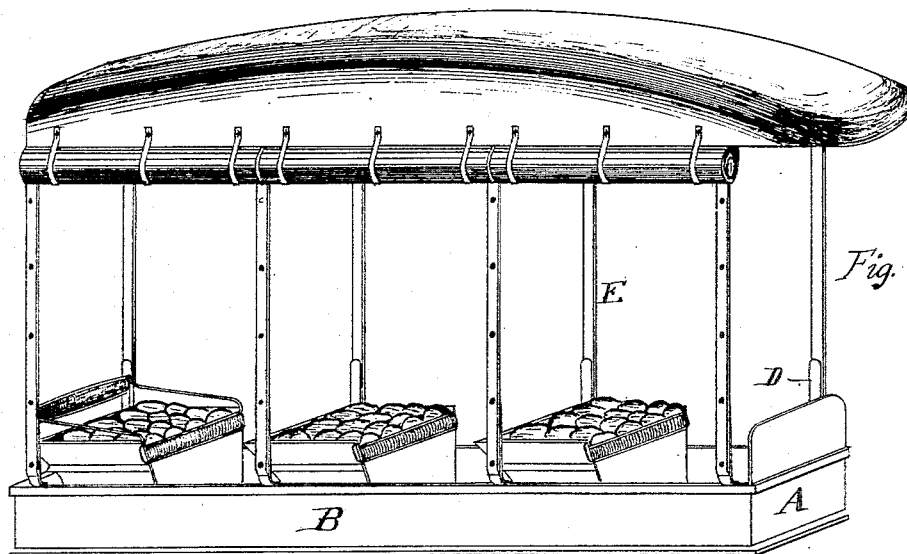


Fig. 2.

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Louis Nolting

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Frank M. Mahan

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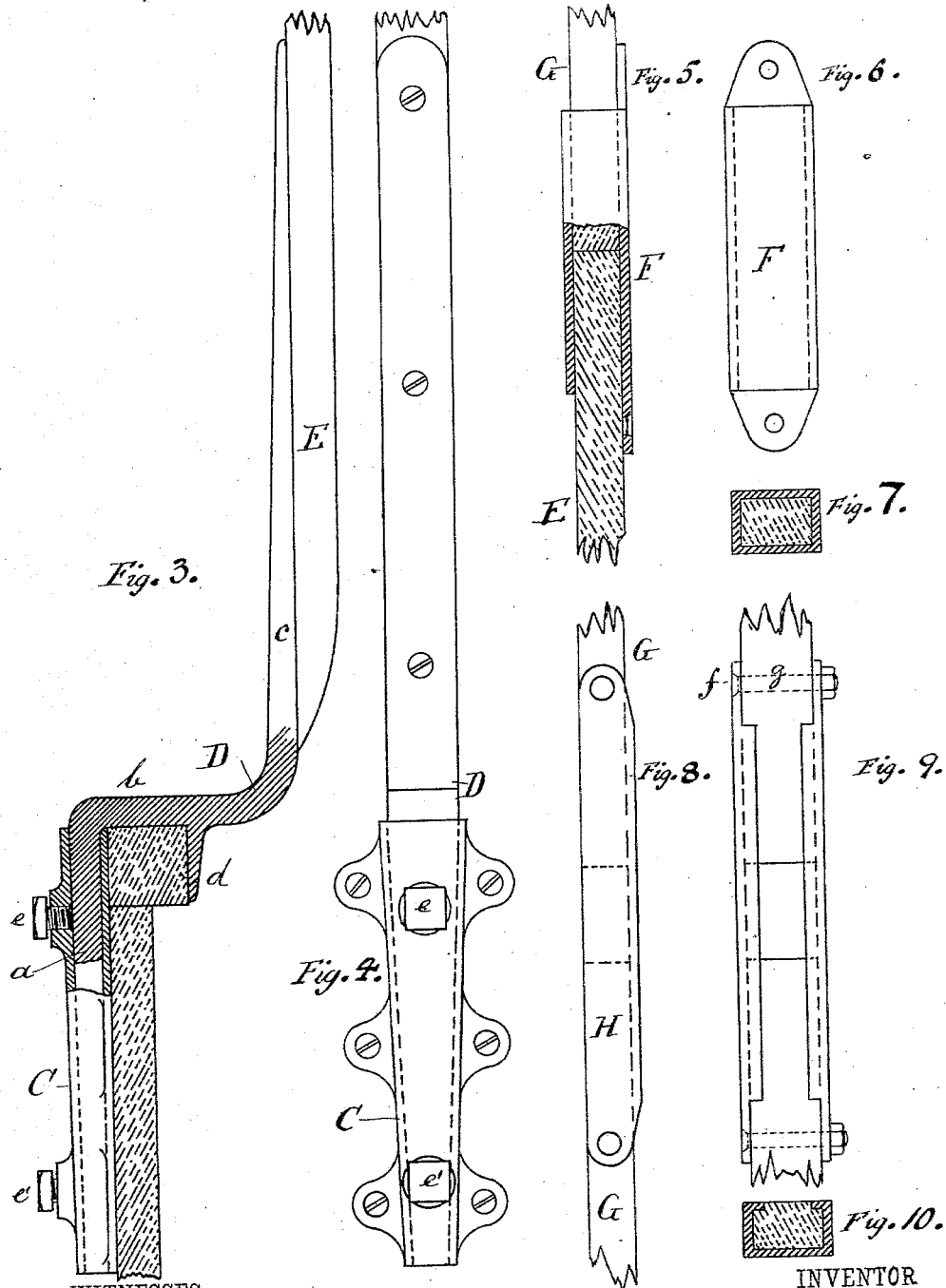
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UNITED STATES PATENT OFFICE.

FRANK M. MAHAN, OF CHICAGO, ILLINOIS.

WAGON-TOP FRAME.

SPECIFICATION forming part of Letters Patent No. 304,015, dated August 26, 1884.

Application filed October 12, 1883. (No model.)

To all whom it may concern:

Be it known that I, FRANK M. MAHAN, a citizen of the United States of America, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Wagon-Top Frames, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in wagon-top frames and in the manner of securing such frames on the wagon-body and of securing the parts of said frames together.

The object of the invention is, first, to so construct such frames that they may be removably attached to the wagon-body; second, to so construct and arrange the parts of such frames that they may be taken apart and shipped in a compact form; and, third, to make the parts of the frame adjustable; and to the accomplishment of the above the invention consists of the novel devices and combination of devices, as will be described and claimed.

Reference will be made to the accompanying drawings, in which Figure 1 is a perspective view of the wagon, showing the skeleton top; Fig. 2, a side elevation of the same with the frame covered, and Figs. 3, 4, 5, 6, 7, 8, 9, and 10 views in detail.

Like letters refer to like parts in each view.

A represents the wagon-body, and B the sides of the same.

To the inner face of sides B are secured a series of sockets, C, the number to be determined by the number of bows to the frame. These sockets are secured to the wagon-sides by means of bolts passed through suitable ears or flanges formed thereupon. The sockets are preferably tapering from top to bottom, and are of a size to receive the tapering end of an iron, D, now to be referred to. These irons are bent to form the tapering vertical part *a*, the horizontal part *b*, and the vertical part *c*, the tapering end *a* being of a size to fit snugly within the socket C, and the horizontal part *b*, which, when in position, rests upon the top

of the wagon-side, being provided with a clip, *d*, between which and the part *a* the wagon-side fits, as shown in Fig. 3. Bolts *e* are passed through sockets C to hold the irons in place. The vertical part *c* of the iron is secured by suitable bolts to upright E, which forms part of the frame. At their upper ends these uprights are inserted into collars F and secured by suitable bolts.

Into the upper ends of collars F are inserted and secured the ends of bows G, as shown in Fig. 1. If desired, the bows G may be made in two parts held adjustably together at their centers by sockets H. (Shown in Figs. 1, 8, 9, and 10.)

As shown in Fig. 10, the edges of the ends of the bows are suitably notched or grooved to accommodate the overlapping edges of the sockets. These sockets, as shown, are also provided at each end with lugs *f*, through which bolts *g* are passed to secure them to the bows, this construction being clearly shown in Figs. 8 and 9.

What I claim is—

1. The two-part bow G, secured detachably to suitable uprights, and grooved on its inner ends, in combination with socket H, provided with overlapping edges and means for holding the parts together, as described.

2. A wagon-top frame consisting of uprights E and two-part bows G, the parts adjustably and detachably held together by socket H and collars F, as described and shown.

3. A wagon-top frame consisting of uprights E and two-part bows G, the parts adjustably and detachably held together by sockets H and collars F, and in combination with irons D, provided with lip *d* and tapering end piece *a*, and tapering socket C, as and for the purpose set forth.

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

FRANK M. MAHAN.

Witnesses:

M. J. CLAGETT,
LOUIS NOLTING.