

No. 742,733.

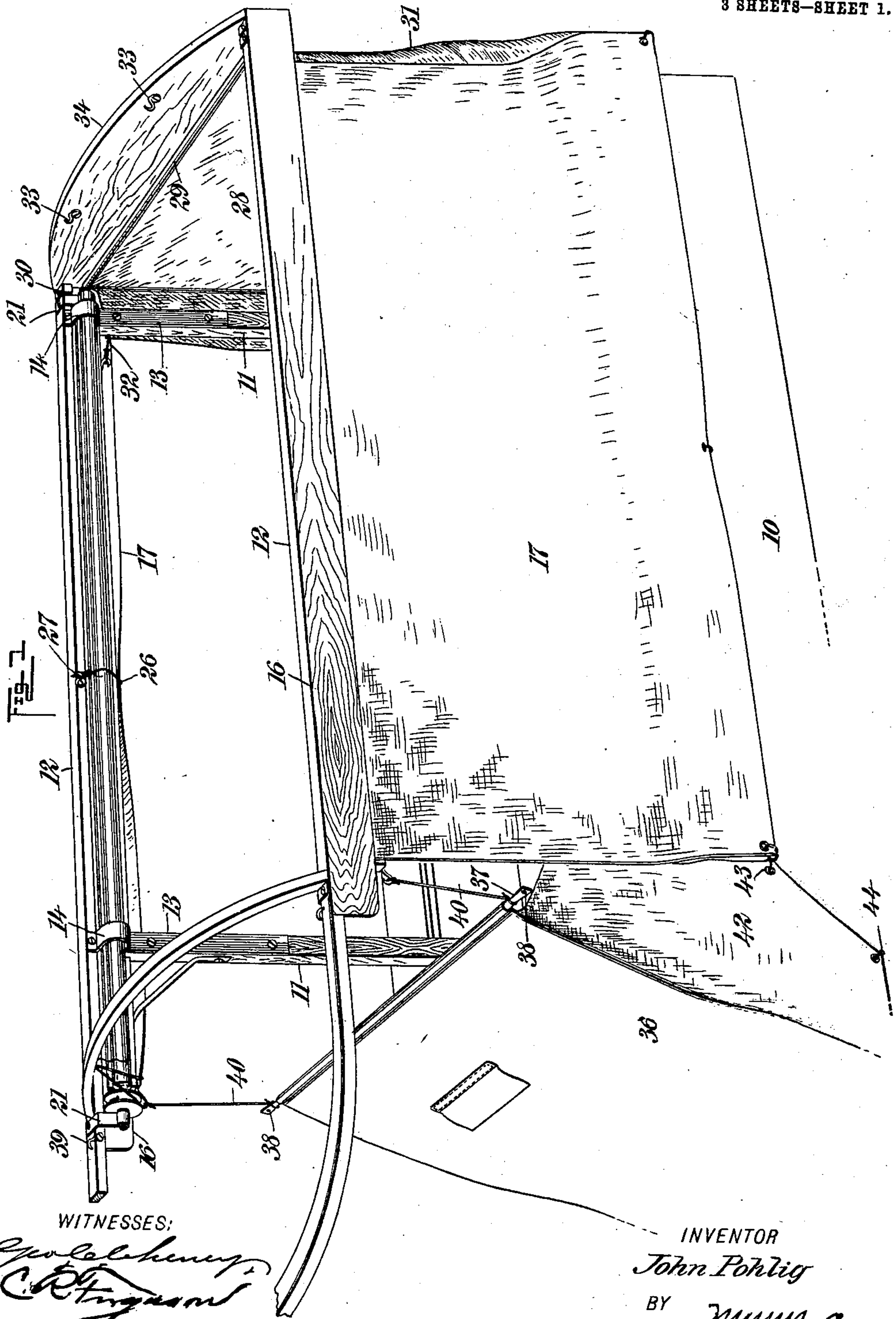
PATENTED OCT. 27, 1903.

J. POHLIG.
WAGON TOP.

APPLICATION FILED FEB. 27, 1903.

NO MODEL.

3 SHEETS—SHEET 1.



WITNESSES:

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C. R. Ferguson

INVENTOR

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No. 742,733.

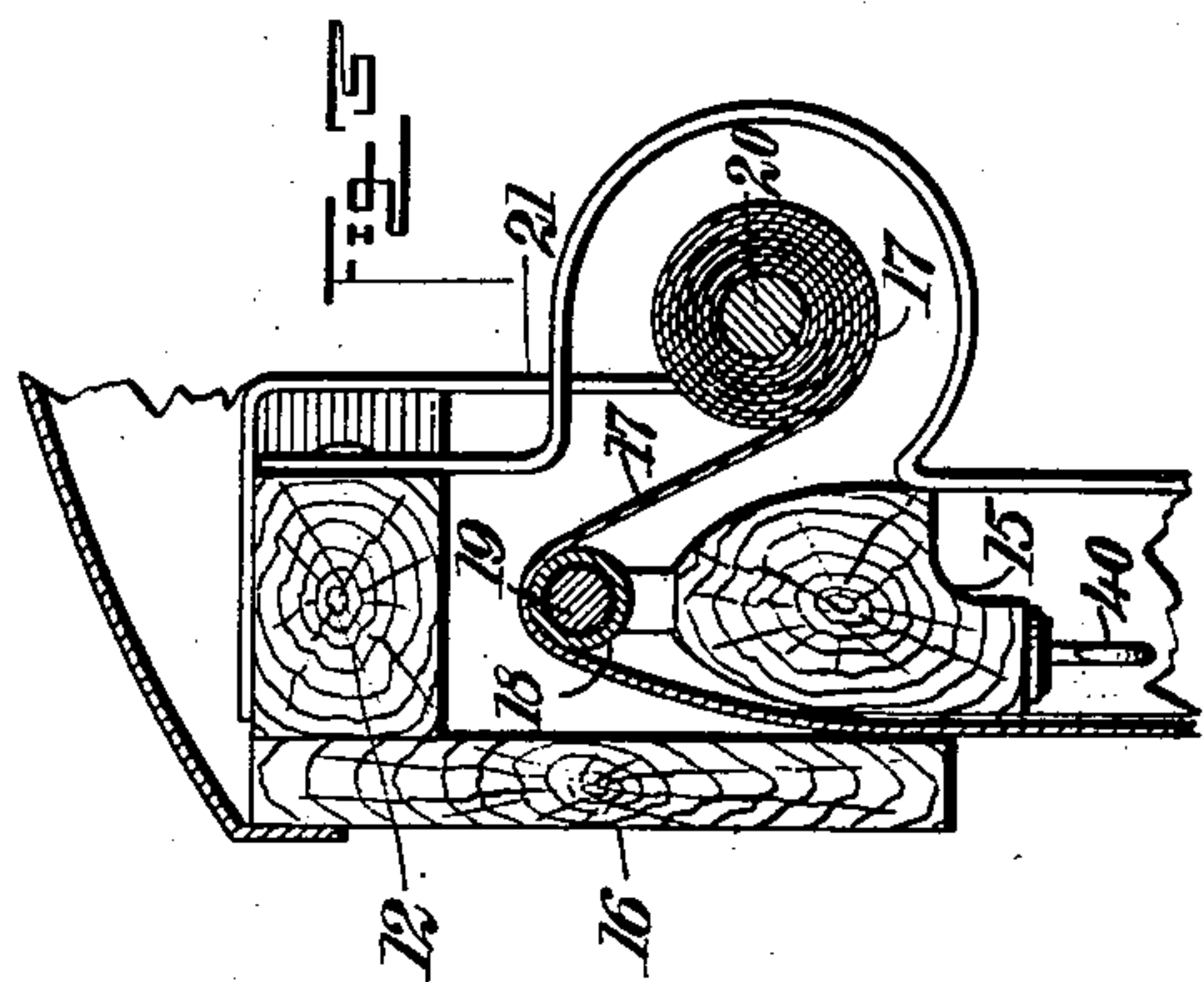
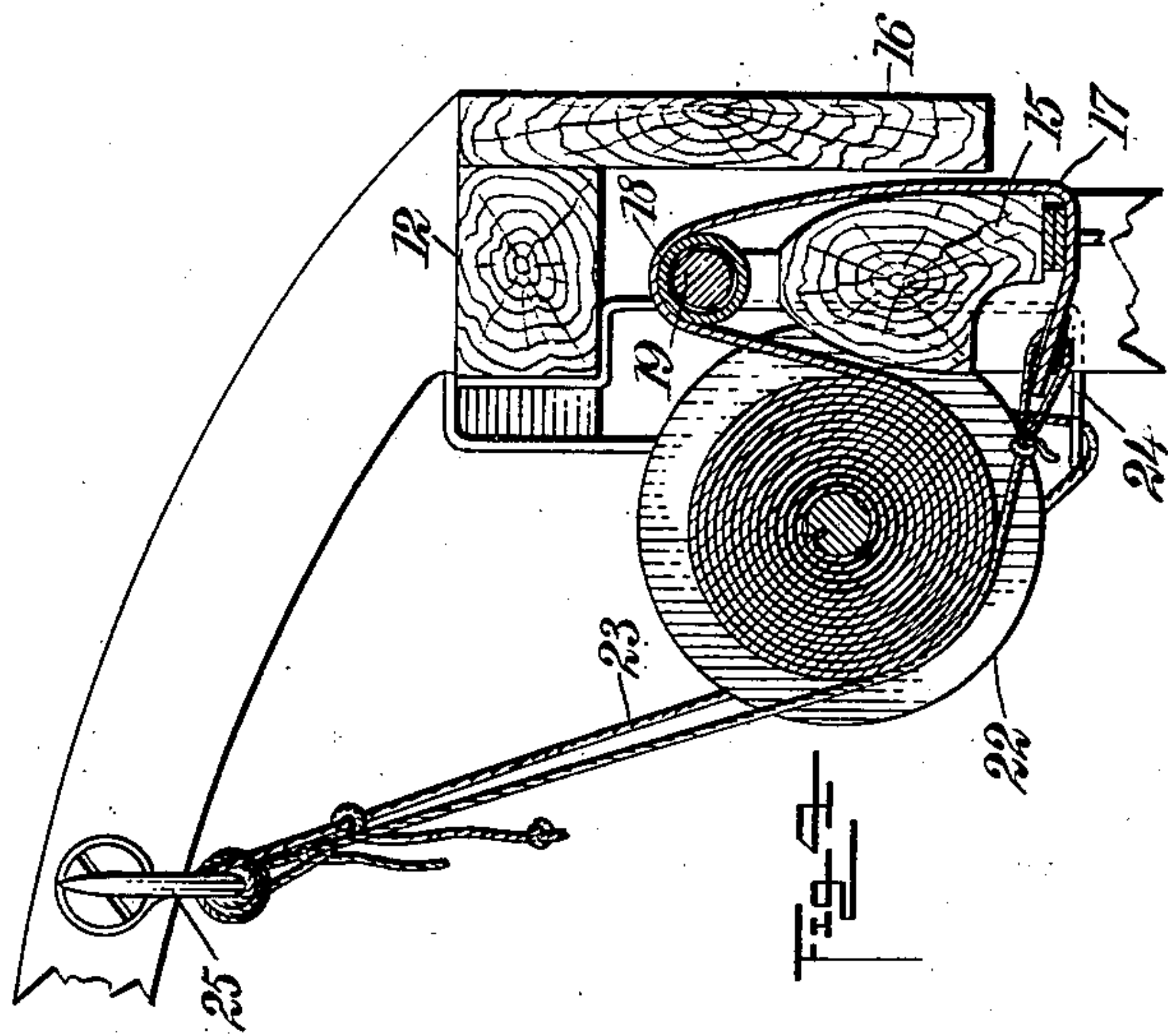
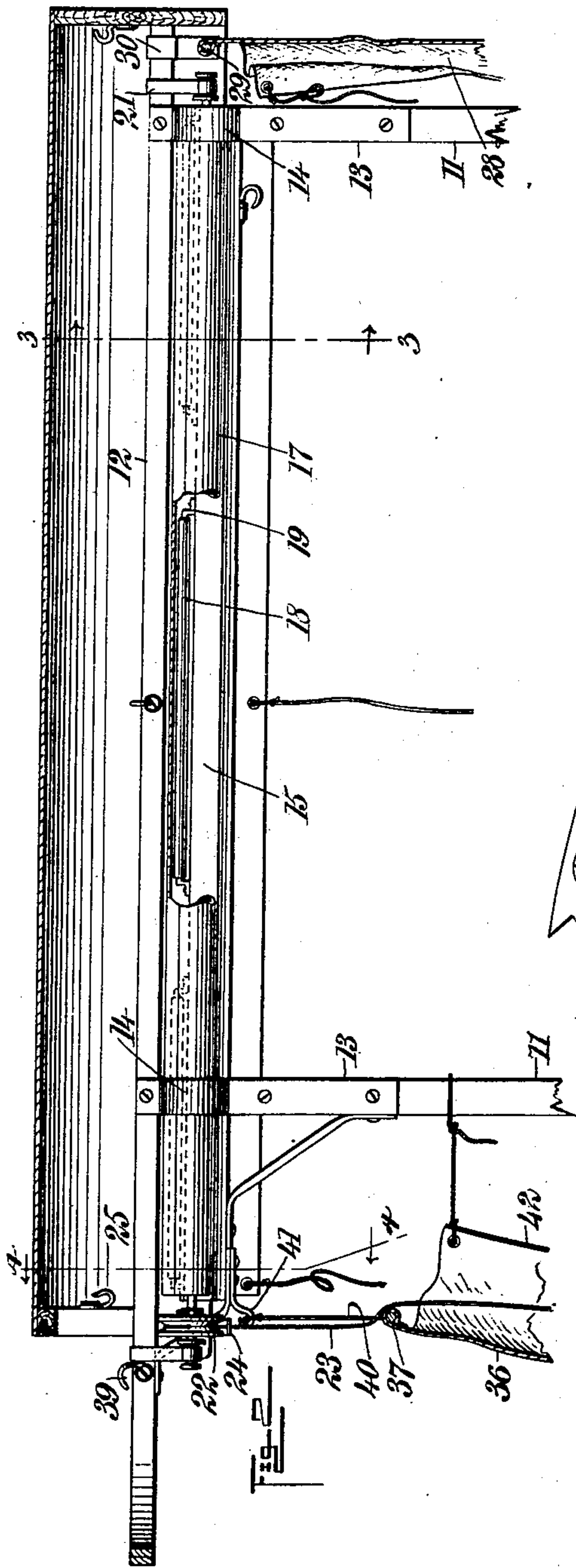
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NO MODEL.

3 SHEETS—SHEET 2.



WITNESSES:

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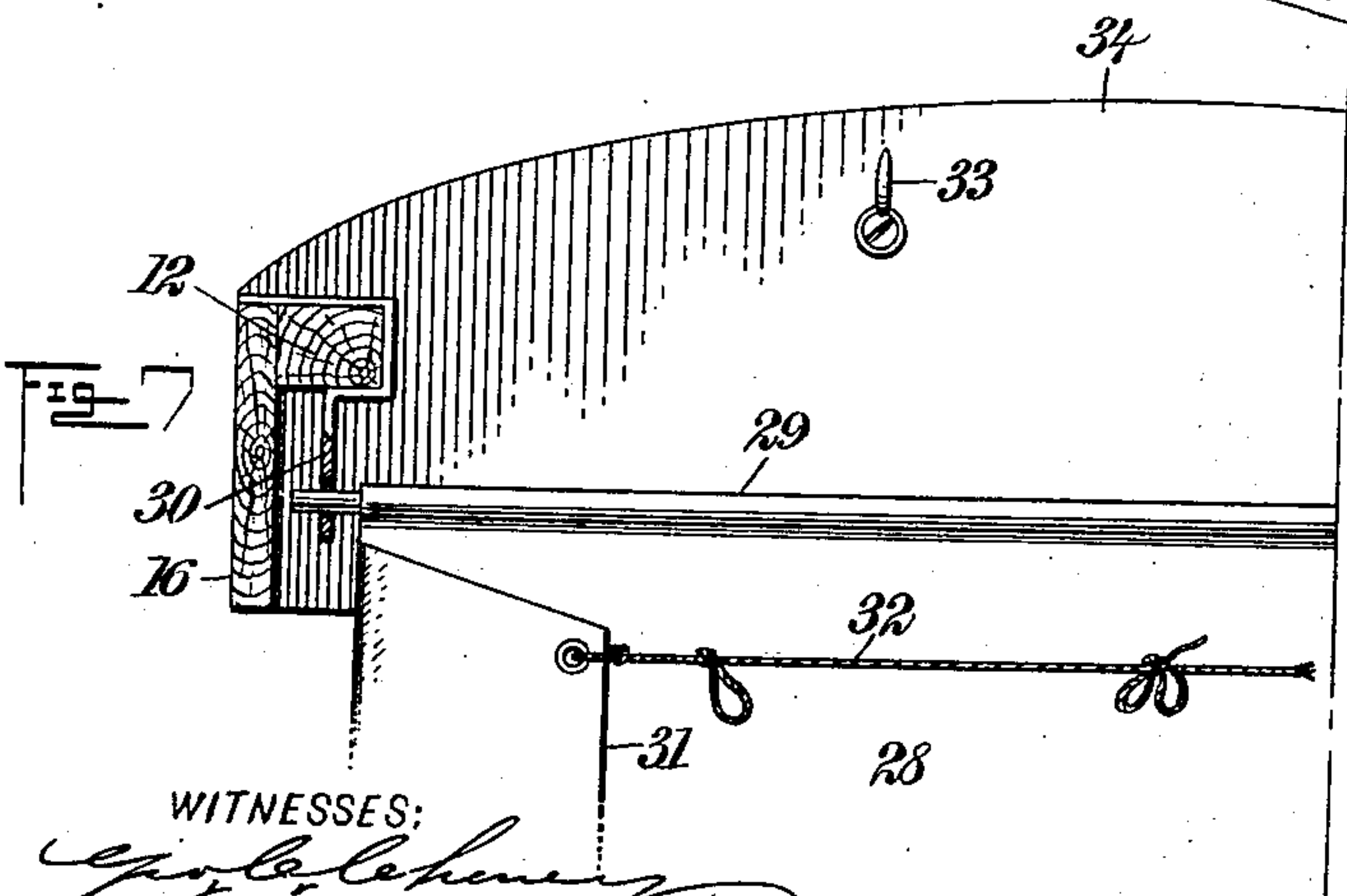
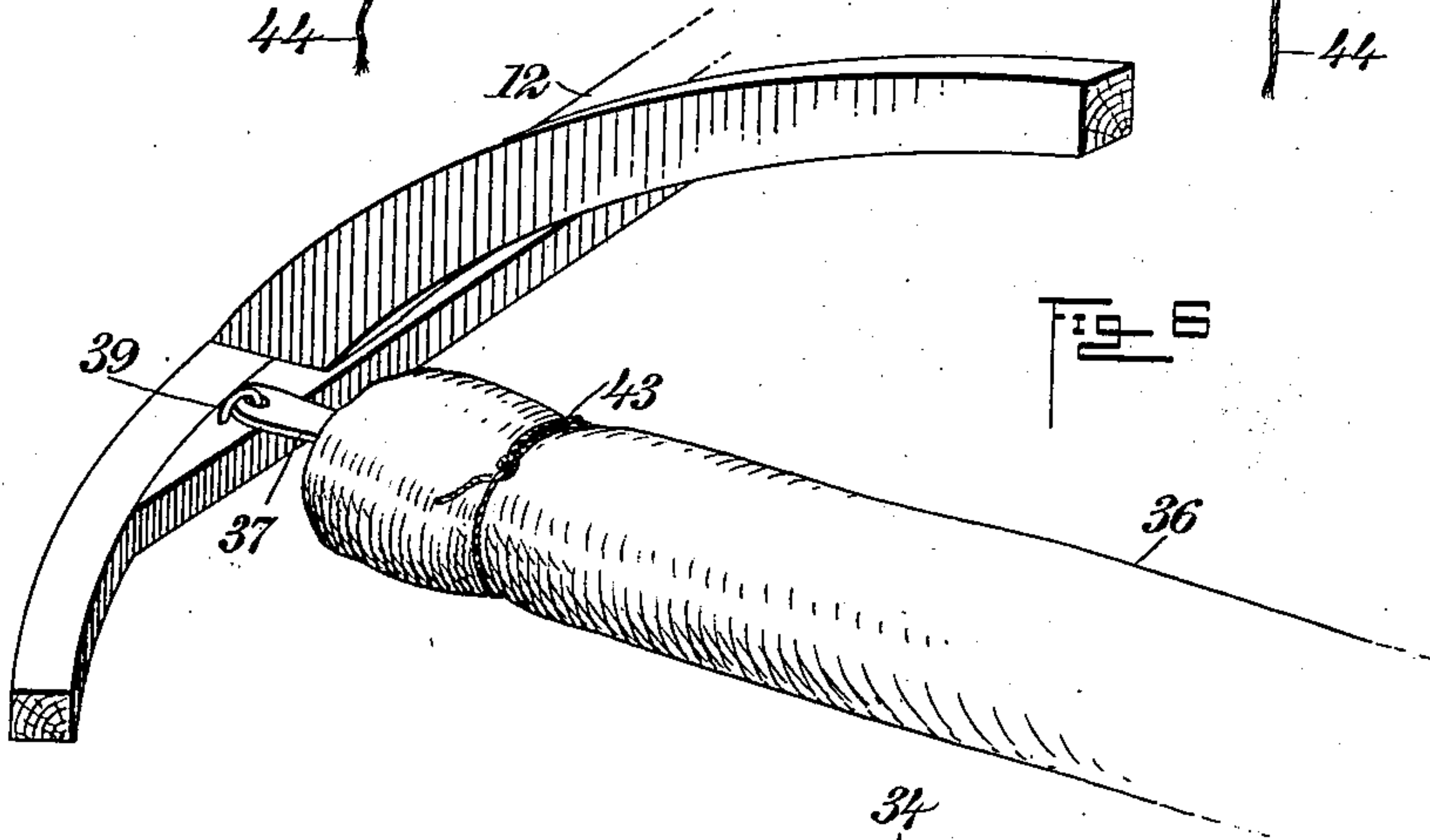
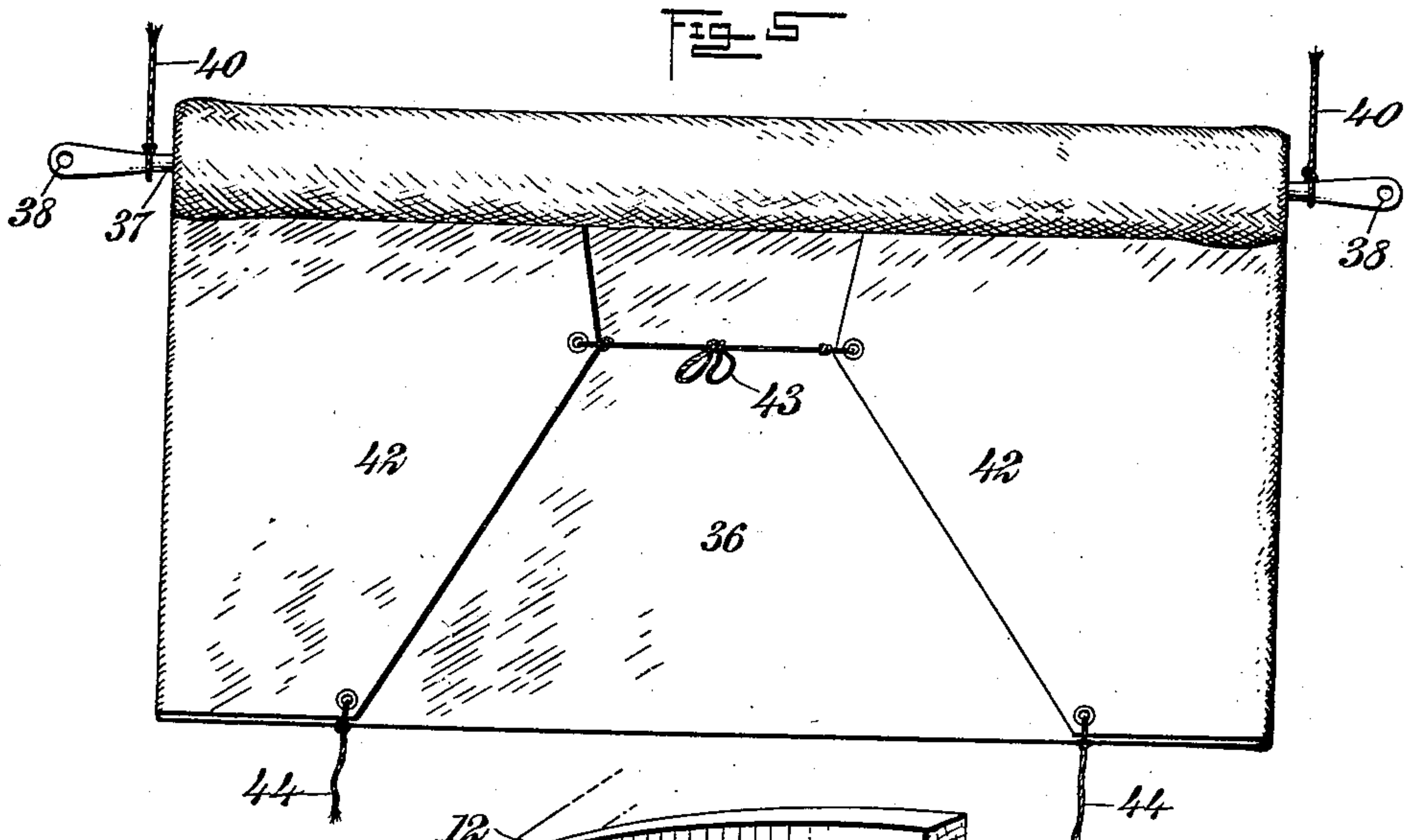
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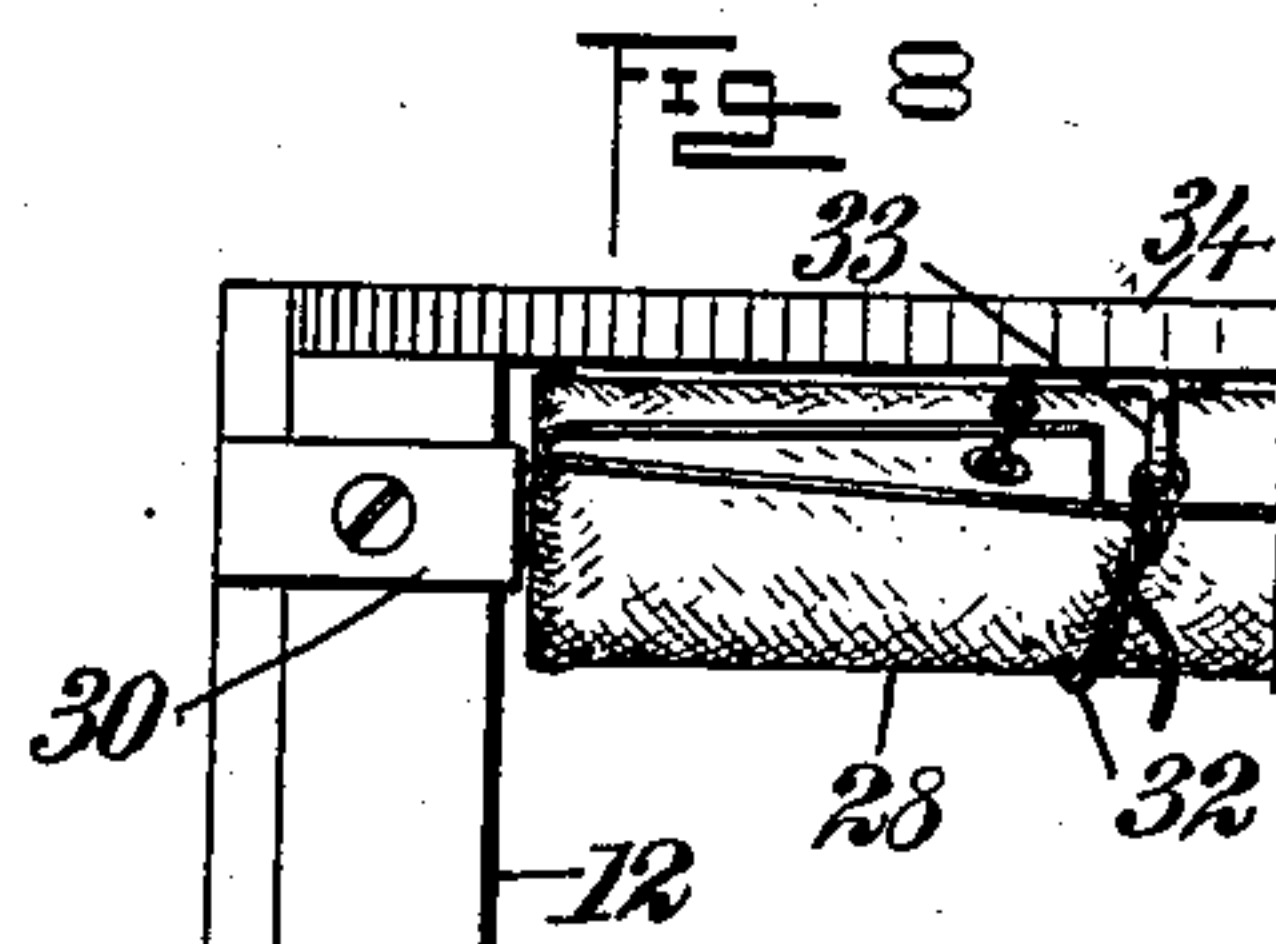
NO MODEL.

3 SHEETS—SHEET 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN POHLIG, OF NEW ORLEANS, LOUISIANA.

WAGON-TOP.

SPECIFICATION forming part of Letters Patent No. 742,733, dated October 27, 1903.

Application filed February 27, 1903. Serial No. 145,311. (No model.)

To all whom it may concern:

Be it known that I, JOHN POHLIG, a citizen of the United States, and a resident of New Orleans, in the parish of Orleans and State of Louisiana, have invented a new and Improved Wagon-Top, of which the following is a full, clear, and exact description.

This invention relates to improvements in wagon-tops, and particularly to the manner of hanging and operating the curtains and apron thereof. In wagons of this type the curtains are usually rolled from the bottom and from the outside of the vehicle, which requires considerable time and trouble, as a person in adjusting the curtains must walk around the wagon and generally stand on the wheels to adjust the side curtains, and such curtains are often unevenly rolled.

It is an object of my invention to obviate the above-mentioned objections by so arranging the apron and curtains of the wagon that they may be rolled or unrolled by a person standing within the wagon and so that when rolled they will present a neat and smooth appearance.

I will describe a wagon-top embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a wagon-top embodying my invention with the roof removed. Fig. 2 is a longitudinal section thereof. Fig. 3 is a section on the line 3 3 of Fig. 2. Fig. 4 is a section on the line 4 4 of Fig. 2. Fig. 5 is an inner side view of the front apron. Fig. 6 is a perspective view showing the apron as rolled. Fig. 7 is a detail showing a portion of the rear curtain as lowered, and Fig. 8 shows the same as rolled.

Referring to the drawings, 10 designates the body or box of the vehicle, to which the side posts 11 are attached. Secured to the side posts are the top side rails 12. As a means for securing the rails 12 to the posts I employ metal straps 13, which have loop portions 14, through which the side curtains may pass. Also attached to the side posts are guide-rails 15, between which and an outer

plate 16 the side curtains 17 are designed to be drawn. On each guide-rail 15 is a series of rollers 18, which provide bearings for the curtains. These rollers 18 are here shown in the form of tubes arranged to rotate on rods 19. The curtains 17 are attached at the upper end to rollers 20, having bearings in hangers 21, attached to the rails 12, and secured to one end of each roller, preferably the front end, is a winding-drum 22, provided with a ratchet, to which drum a winding-cord 23 is attached, said winding-cord passing through a guide 24 at the outer side of the winding-drum. By this arrangement when a side curtain is drawn down the winding-cord will be wound on the drum, and when it is desired to raise the curtain the driver without leaving his seat may by drawing down on the cord rotate the roller, so as to wind up the curtain, and then the winding-cord may be secured to a hook 25, attached to the front roof-bar of the wagon-top. It may be also further secured by a center cord 26, attached at one end to the lower end of the curtain and designed to engage its free end with a hook 27 on the rails 12.

The back curtain 28 is connected to a roller 29, having bearings in hangers 30, attached to the rails 12. This curtain 28 has side flaps 31, which when the curtain is in rolled position may be turned around the rear ends of the side curtains and secured by means of cords 32. When the curtain is rolled, the cords 32 may engage with hooks 33 on the rear roof-bar 34. When lowered, to secure the back curtain the loops in the cords on the flaps 31 are secured by the hook under the guard-rail, and the lower cord on the curtain is secured to the wagon-body. The front apron 36 is attached at one end to a rod 37, the extended ends of which are provided with holes 38, in which hooks 39 on the top side rails may engage when the apron is rolled up and stowed away. When lowered, the apron is suspended by cords 40, attached to hooks 41 on the rails 15. The curtain is provided with side flaps 42, which when in rolled position are turned inward, as indicated in Fig. 5, and secured together by cords 43. When the curtain is lowered, these side flaps will be turned back and the cords 43 passed

around the front posts 11, and cords 44 on the side flaps will be secured to the box or body of the vehicle.

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

1. A wagon-top, comprising side posts, top side rails attached to the side posts, hangers attached to said side rails, rollers having bearings in said hangers, the said rollers being on the inner sides of the posts, winding-drums on the rollers, side curtains attached to the rollers, and winding-cords attached to the winding-drums.
2. A wagon-top, comprising side posts, top side rails secured thereto, hangers on said top side rails, rollers having bearings in said hangers at the inner sides of the posts, curtains attached to the rollers, winding-drums on the rollers, cords attached to the rollers, and guides for the cords.
3. A wagon-top, comprising side posts, top rails attached thereto, guide-rails attached to the posts below the top rails, rollers on said guide-rails, hangers attached to the top rails, curtain-rollers having bearings in said hangers, curtains attached to said rollers and passing over the rollers on the guide-rails, and means for rotating the curtain-rollers for rolling said curtains.
4. A wagon-top, comprising side posts, top rails, straps connecting the top rails to the side posts, the said straps having loop portions, hangers attached to the top rails, rollers having bearings in said hangers and pass-

ing through said loops, side curtains attached to the rollers, and winding devices attached to the rollers.

5. A wagon-top, comprising side posts, top rails secured thereto, a rear roof-bar, hooks on said bar, a rear end curtain, cords on the curtain for engaging the hooks, a roller to which the said curtain is attached, and hangers attached to the top rails and in which said roller has its bearings.

6. A wagon-top comprising a frame, a rod, an apron attached to said rod, flexible connections between said rod and the upper portion of the top frame, and devices on said top frame for engaging with the rod.

7. A wagon-top, comprising a frame, a rod having holes at its ends, flexible connections between the ends of said rod and the upper portion of the top frame, devices on said top frame for engaging in said holes, and an apron attached to said rod.

8. A wagon-top, comprising a frame, a rod having holes at its ends, flexible connections between the ends of said rod and the upper portion of the top frame, devices on said top frame for engaging in said holes, an apron attached to said rod, and side flaps on the apron.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN POHLIG.

Witnesses:

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LOUIS R. ALBA.