

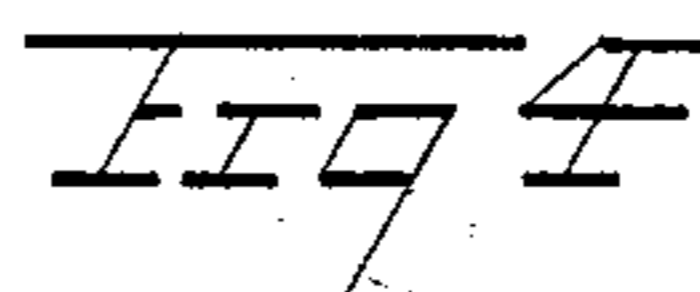
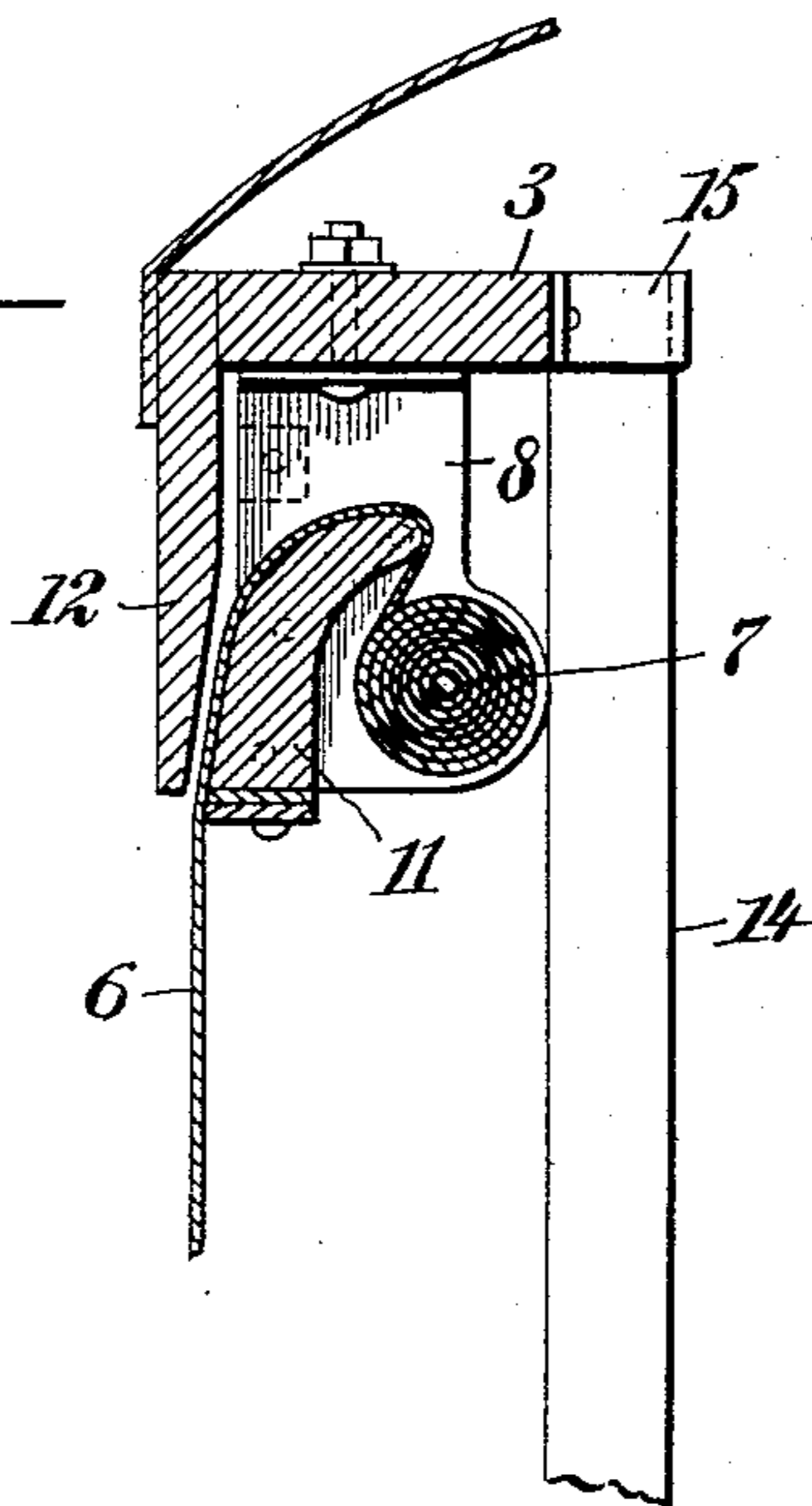
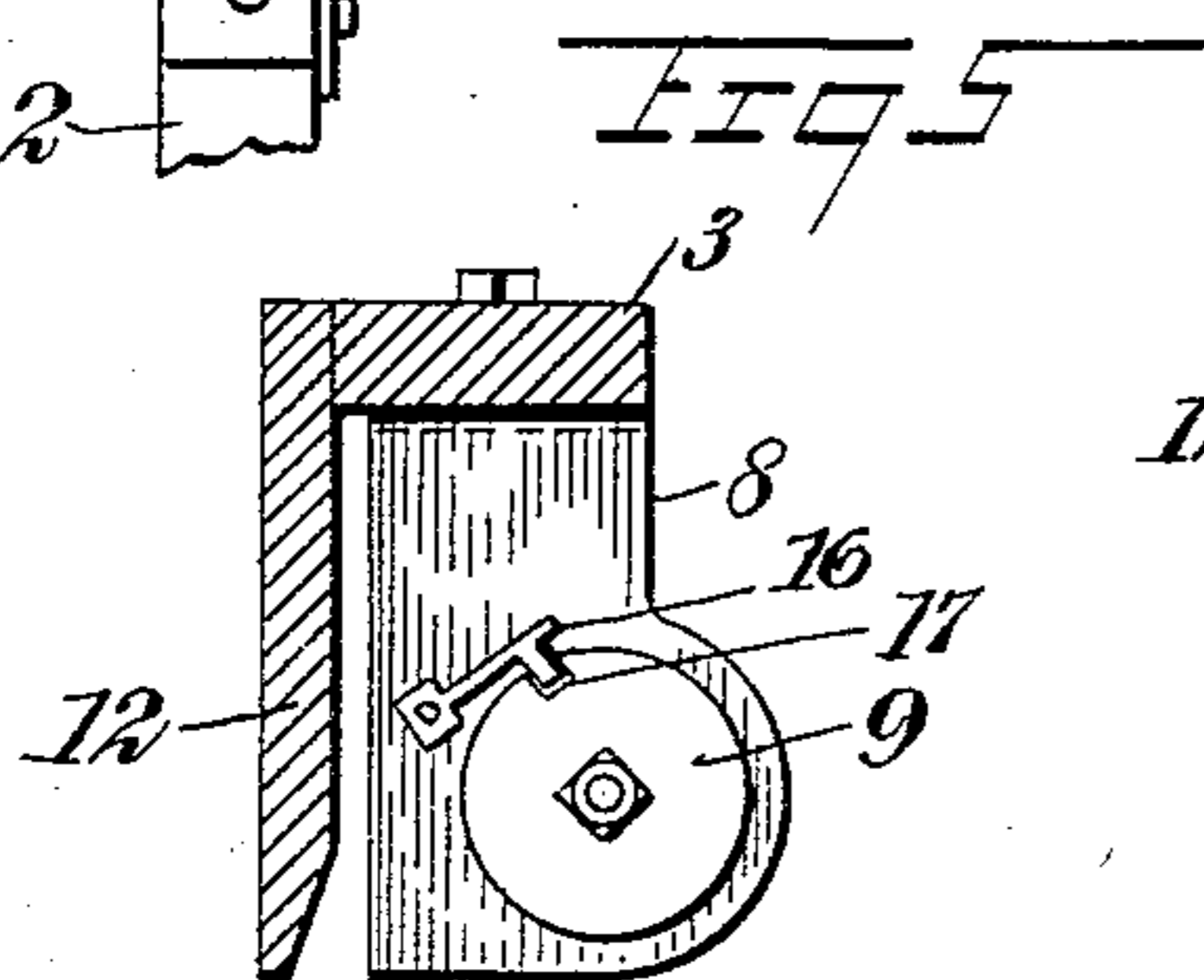
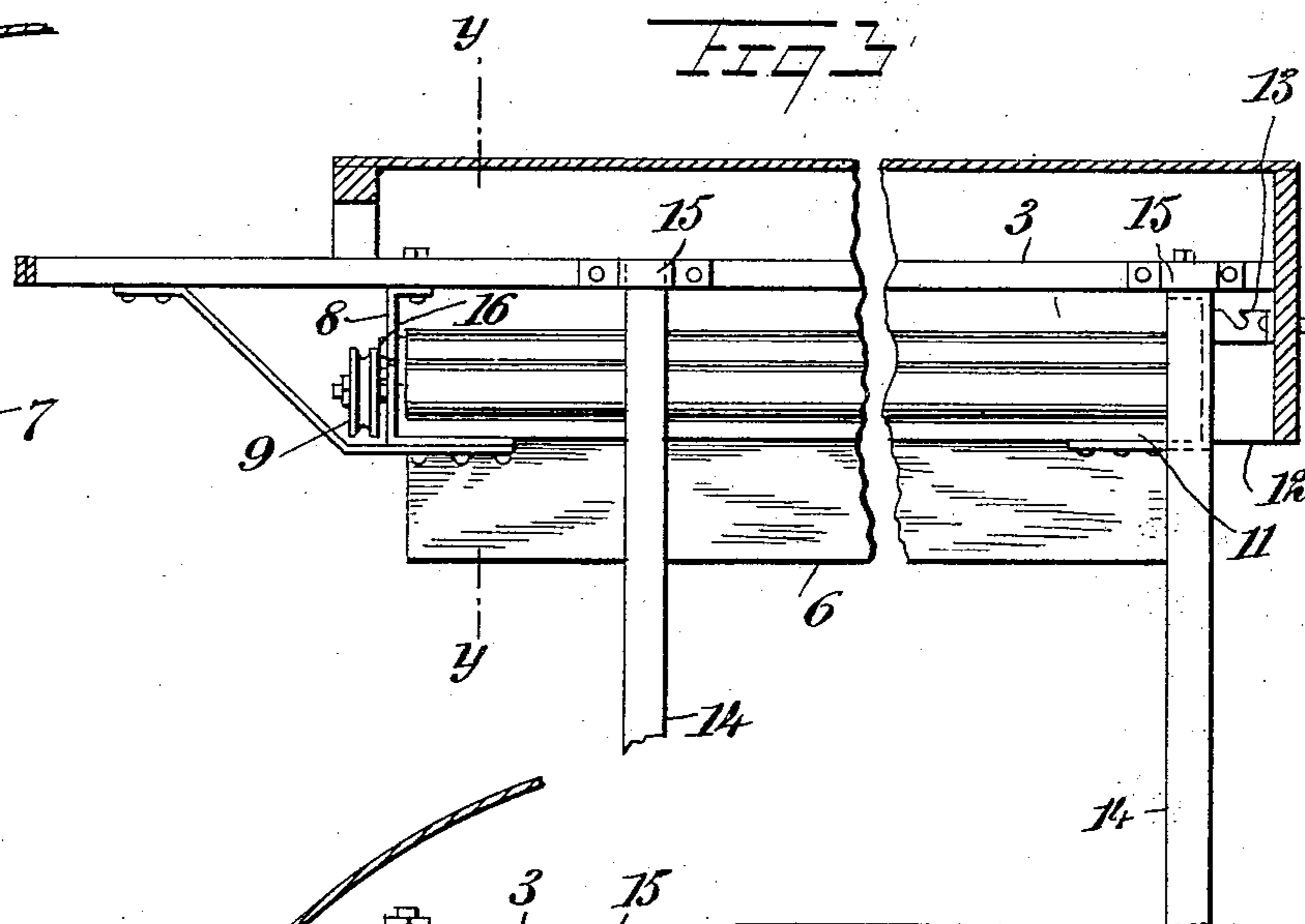
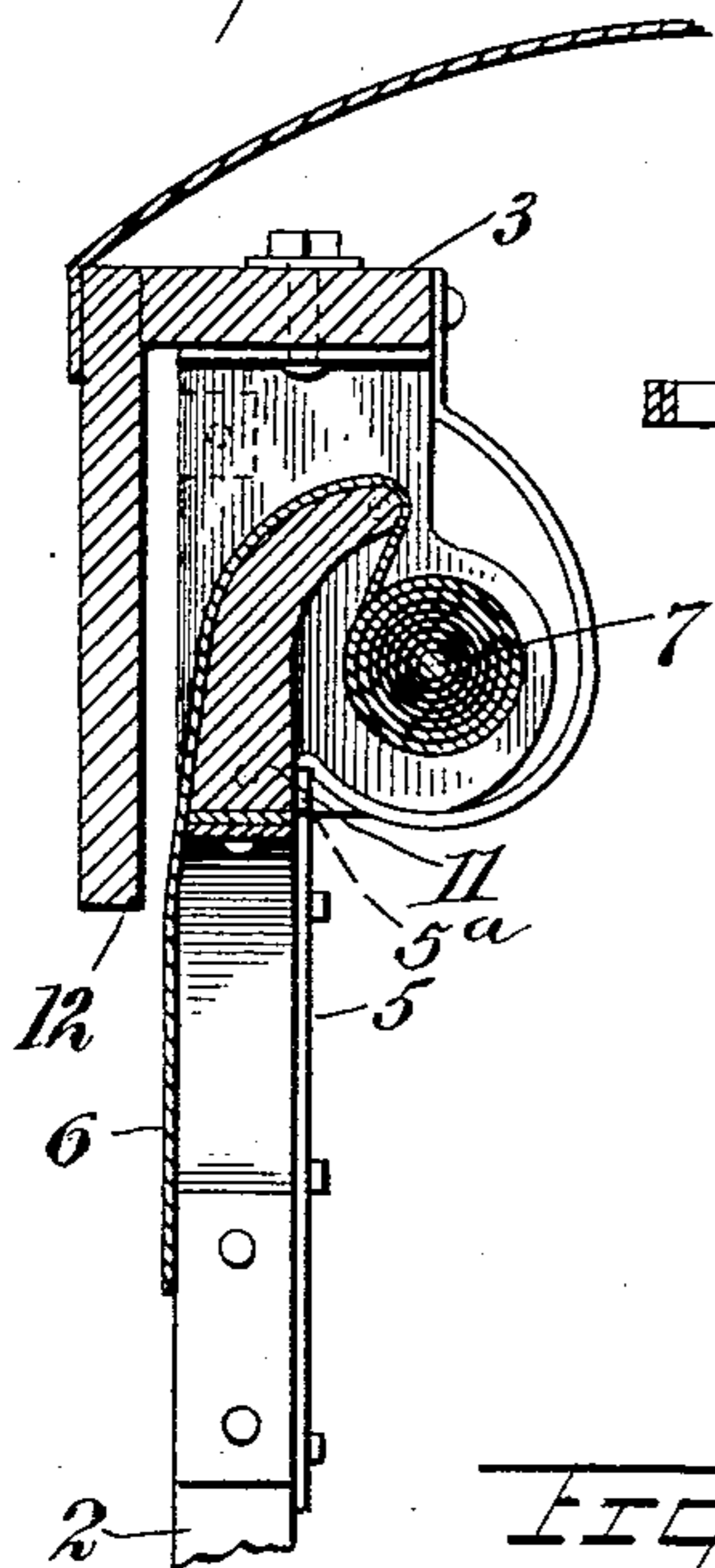
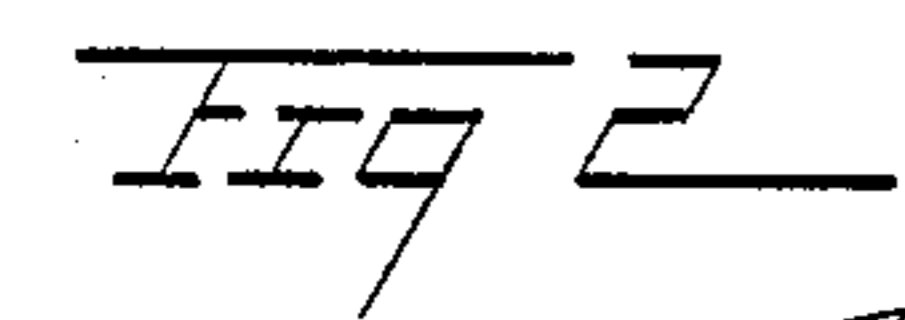
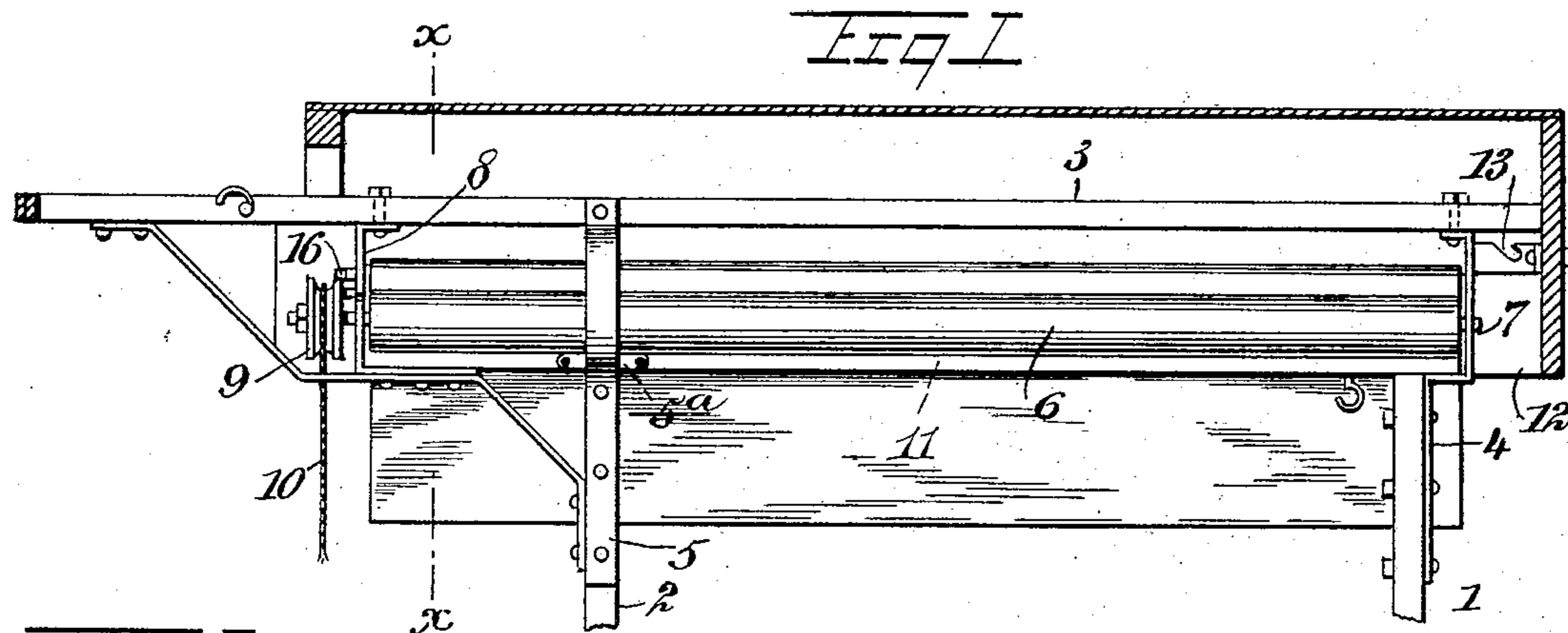
No. 745,904.

PATENTED DEC. 1, 1903.

J. POHLIG.
WAGON TOP.

APPLICATION FILED SEPT. 12, 1903.

NO MODEL.



WITNESSES:

H. Walker
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INVENTOR

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BY

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ATTORNEYS

UNITED STATES PATENT OFFICE.

JOHN POHLIG, OF NEW ORLEANS, LOUISIANA.

WAGON-TOP.

SPECIFICATION forming part of Letters Patent No. 745,904, dated December 1, 1903.

Application filed September 12, 1903. Serial No. 172,917. (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 the side curtains, an object being to provide a simple means for guiding the curtains and keeping them straight while rolling up or unrolling.

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 longitudinal section showing one side of a wagon-top embodying my invention. Fig. 2 is a section on the line xx of Fig. 1. Fig. 3 is a section showing a modification. Fig. 4 is a section on the line yy of Fig. 3, and Fig. 5 is a detail sectional view showing a stop device employed.

On each side of the wagon are standards 1 2, and above each standard is a top rail 3, said rail being connected to the standard 1 by means of a bracket 4, while the other standard 2 is connected to the top rail by means of a metal strap 5, which at its upper portion is curved around the curtain 6 and at the inner side thereof, and on this strap are ears 5^a, secured to a guide-rail, to be described hereinafter. The curtain 6 is connected to a roller 7, which has at one end a bearing in the bracket 4, and at the other end it has a bearing in a bracket 8. The bracket 4 is provided with a hole, the bracket 8 being provided with an outwardly-opening slot, so that the curtain-roller may be conveniently removed or placed in the brackets.

On one end of the roller 7 is a pulley 9, with which a winding-cord 10 engages. Extended along the outer side of the roller is a guide-strip 11 for the curtain. This guide-strip is curved upward and inward, so that its upper edge projects somewhat over the curtain rolled upon the roller. This guide-strip is quite wide,

and it will prevent the curtain from wrinkling during its movements up or down. At the outer side of the guide-strip and extended downward from the top rail 3 is a weather-strip 12, which will protect the curtain from rain or the like when it is rolled up. At the rear end I provide bearing-straps 13 for the roller of the rear curtain, which it is not deemed necessary to show herein.

The construction shown in Figs. 3 and 4 is similar to that above described, excepting in this instance the standards 14 extend along the inner side of the curtain-roller and are connected to the top rail 3 by means of angles 15.

The curtain-roller is held from rotary movement to hold the curtain at any desired position by means of a pawl 16, engaging in any one of a series of notches in the periphery of the pulley 9.

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

1. A wagon-top comprising standards, a top rail supported by said standards, a curtain-roller arranged below the top rail, and a guide-rail at the outer side of the curtain-roller, the said guide-rail being curved upward and inward.

2. A wagon-top comprising standards, a top rail supported by the standards, brackets extended downward from the top rail and having openings, a curtain-roller having bearings in said openings, a pulley on one end of said roller, and a guide-rail at the outer side of the roller, the said guide-rail being curved upward and inward.

3. A wagon-top comprising standards, a top rail supported by the standards, a curtain-roller arranged below the top rail, a guide-rail at the outer side of the roller, the said rail being curved upward and inward, and a weather-strip at the outer side of the guide-rail.

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

JOHN POHLIG.

Witnesses:

JOHN A. KERBER,
FRANK A. STEEVE.