

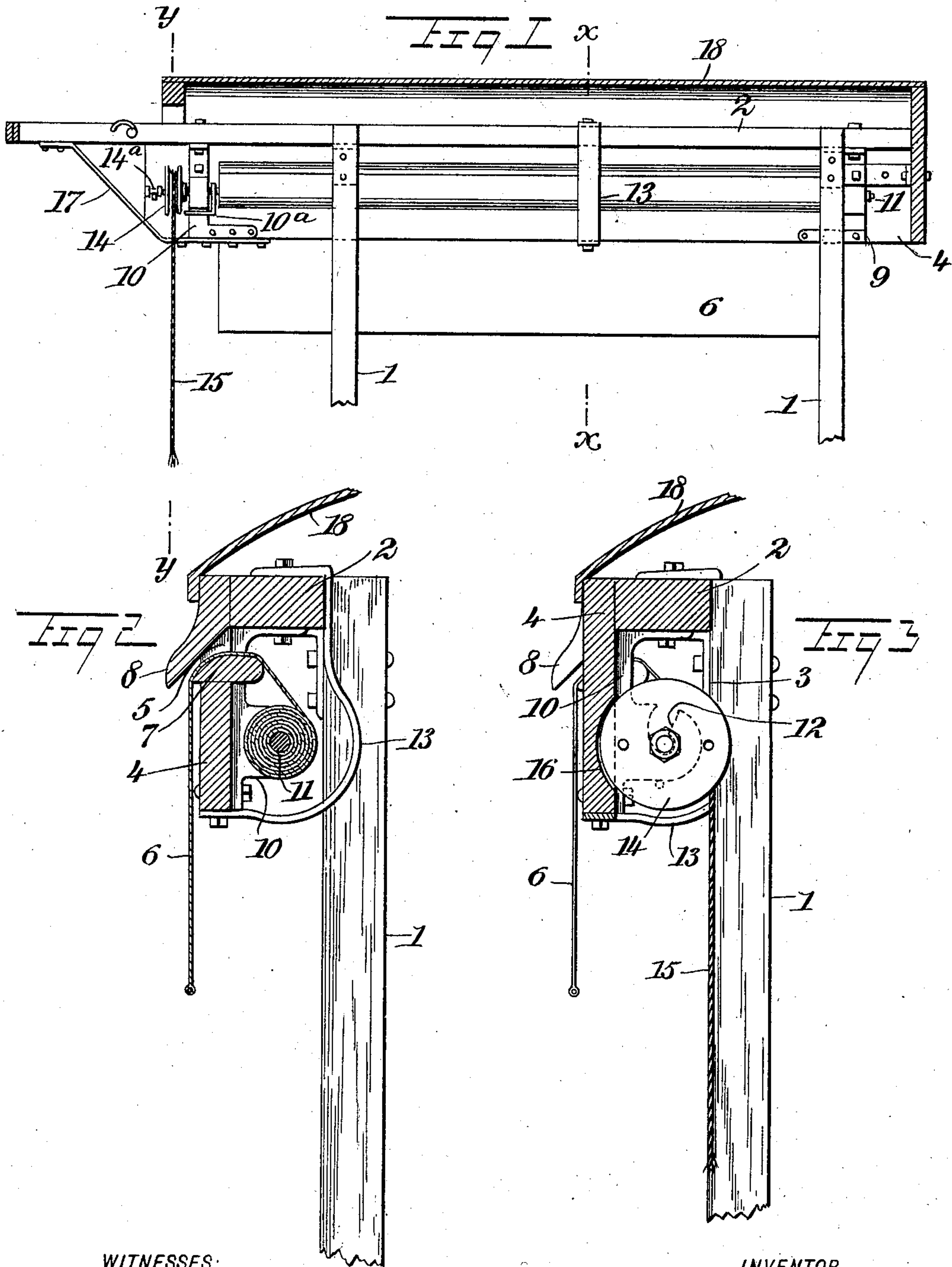
No. 762,756.

PATENTED JUNE 14, 1904.

J. POHLIG.  
WAGON TOP.

APPLICATION FILED DEC. 9, 1903.

NO MODEL.



WITNESSES:

*H. Walker*  
*C. R. Ferguson*

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# UNITED STATES PATENT OFFICE.

JOHN POHLIG, OF NEW ORLEANS, LOUISIANA.

## WAGON-TOP.

SPECIFICATION forming part of Letters Patent No. 762,756, dated June 14, 1904.

Application filed December 9, 1903. Serial No. 184,375. (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 particularly to improvements in side-curtain mechanism for wagon-tops, an object being to provide a simple and novel means for supporting the rolling side curtains, and a further object is to reduce the cost of construction by omitting certain elements shown in my Patent No. 742,732, dated October 27, 1903.

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 and the curtain mechanism embodying my invention. Fig. 2 is a section on the line *x x* of Fig. 1, and Fig. 3 is a section on the line *y y* of Fig. 1.

Referring now to the accompanying drawings, 1 designates the side posts extended from the body in the usual manner, and attached to the upper ends and at the outer side of the side posts is the top rail 2. As here shown, this top rail is secured to the posts by means of brackets 3, consisting of any suitable metal. Extended downward from the top rail 2 outward of the posts 1 is a guide plate or board 4, having a longitudinal slot 5, through which the curtain 6 passes. Secured to the lower wall of the slot 5 is a transversely-curved nose-piece 7, on which the curtain engages. Inclined outward and downward from the upper portion of the slot is a water-shedding rail 8. The guide-plate 4 is secured to the top rail 2 by means of brackets 9 10, arranged near the ends, and these brackets also support the curtain-roller 11. One of the brackets, here shown as the bracket 9, has a perforation to receive one end of the roller, and the other bracket, 10, is provided with an outwardly-opening slot 12 for receiving the other end of

the roller. To prevent accidental detachment of the roller from the bracket 10, I attach loosely a hook 10<sup>a</sup> to the roller in such manner as to engage the under side of the bracket.

The guide-rail is stiffened at its center or held rigidly by means of a metal strap 13, secured at its upper end to the top rail 2 and at its lower end to the bottom edge of the plate 4. This strap 13, it will be seen in Fig. 2, extends around the curtain. On the end of the roller 11 extended from the bracket 10 is a grooved pulley 14, around which a draw-line 15 engages. As indicated in Fig. 3, the plate 4 is provided with a recess 16, into which a portion of the pulley passes, and thus the walls of this recess form a guide for the draw line or cord. This pulley obviously is arranged at the front end of the wagon-top, so that the cord is easily accessible to the driver. A metal brace 17 is connected at one end to the plate 4 and at the other end to the top rail 2. The usual top or roof 18 is attached to the opposite top rail 2. The pulley is provided with a series of holes to receive a stop-bolt 14<sup>a</sup>.

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

1. In a wagon-top, side posts, a top rail secured thereto, a longitudinally-slotted guide-plate, brackets attaching said plate to the top rail, a roller supported in said brackets, a center strap of metal secured to the top rail and to the lower edge of the guide-plate, and a curtain extended from the roller through said slot of the guide-plate.

2. In a wagon-top, side posts, a top rail secured thereto, a longitudinally-slotted plate attached to the top rail, an inclined water-shed rail projected over the slot, a roller arranged beneath the top rail, and a curtain extended from the roller through said slot.

3. In a wagon-top, side posts, a top rail, brackets securing the top rail to the side posts, a longitudinally-slotted guide-plate supported by the top rail and having an inner recess near its front end, a curved strap attached at its upper end to the top rail and at its lower end to said plate about the center, brackets securing the said plate to the top rail, a roller supported by said brackets, a winding-pulley

on the roller and extended into said recess, and a curtain attached to said roller and extended through said slot.

4. A wagon-top comprising side posts, a top  
5 rail secured thereto, a longitudinally-slotted  
guide-plate supported by the top rail, brackets  
securing the said plate to the top rail, a  
roller supported by the brackets, a hook  
loosely mounted on the roller and adapted to  
10 engage the under side of a bracket, a grooved  
pulley on one end of the roller, the said plate  
being provided with a recess to receive a por-

tion of the pulley, a cord engaging with said  
pulley, and a curtain attached to the roller  
and extended through the slot of the guide- 15  
plate.

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

JOHN POHLIG.

Witnesses:

JOS. C. WHITMORE,  
DAVID EWING.