

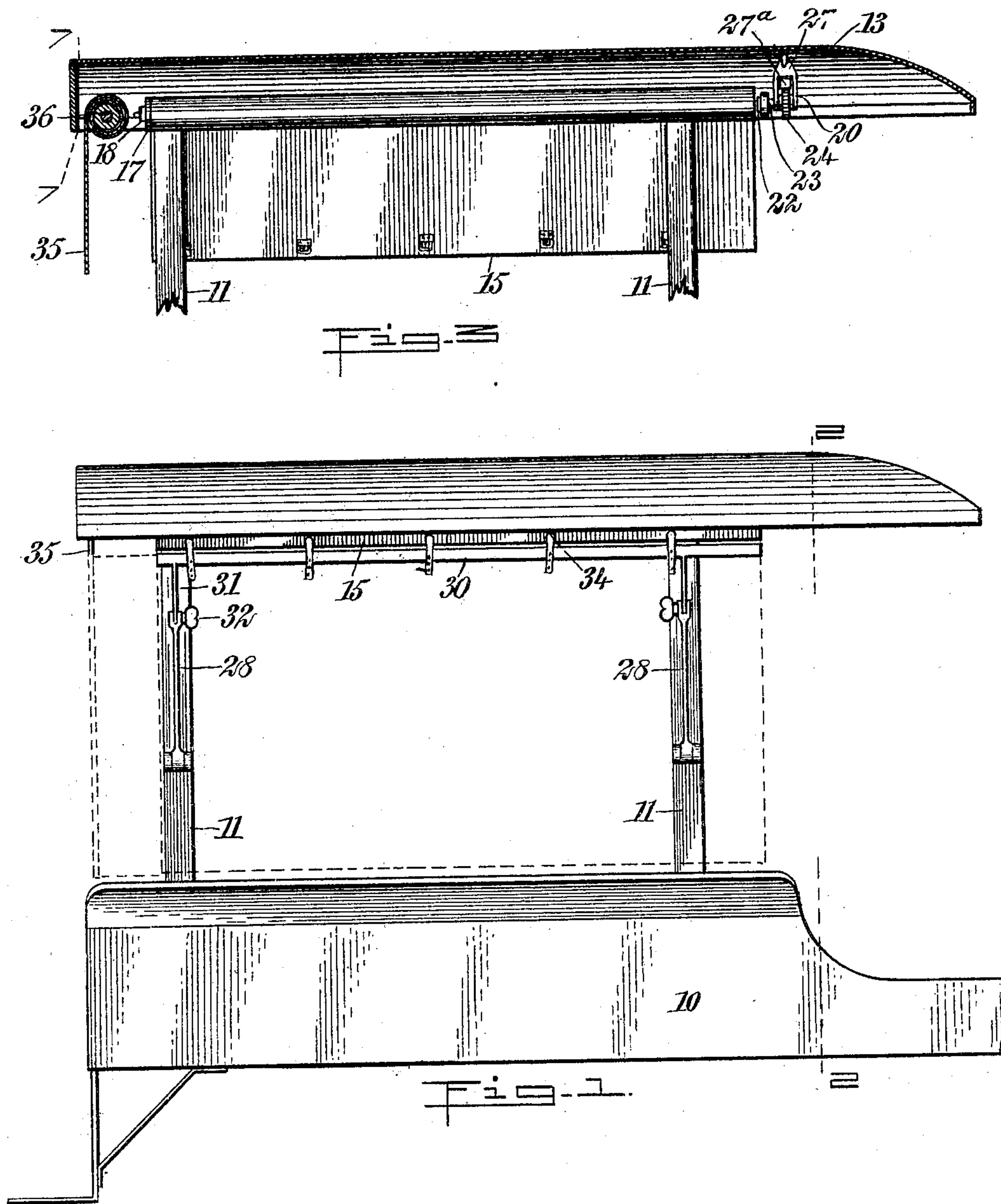
No. 820,314.

PATENTED MAY 8, 1906.

J. POHLIG.
WAGON TOP.

APPLICATION FILED APR. 27, 1905.

2 SHEETS—SHEET 1.



WITNESSES:
C. A. Jarvis.
C. R. Ferguson

INVENTOR
John Pohlrig
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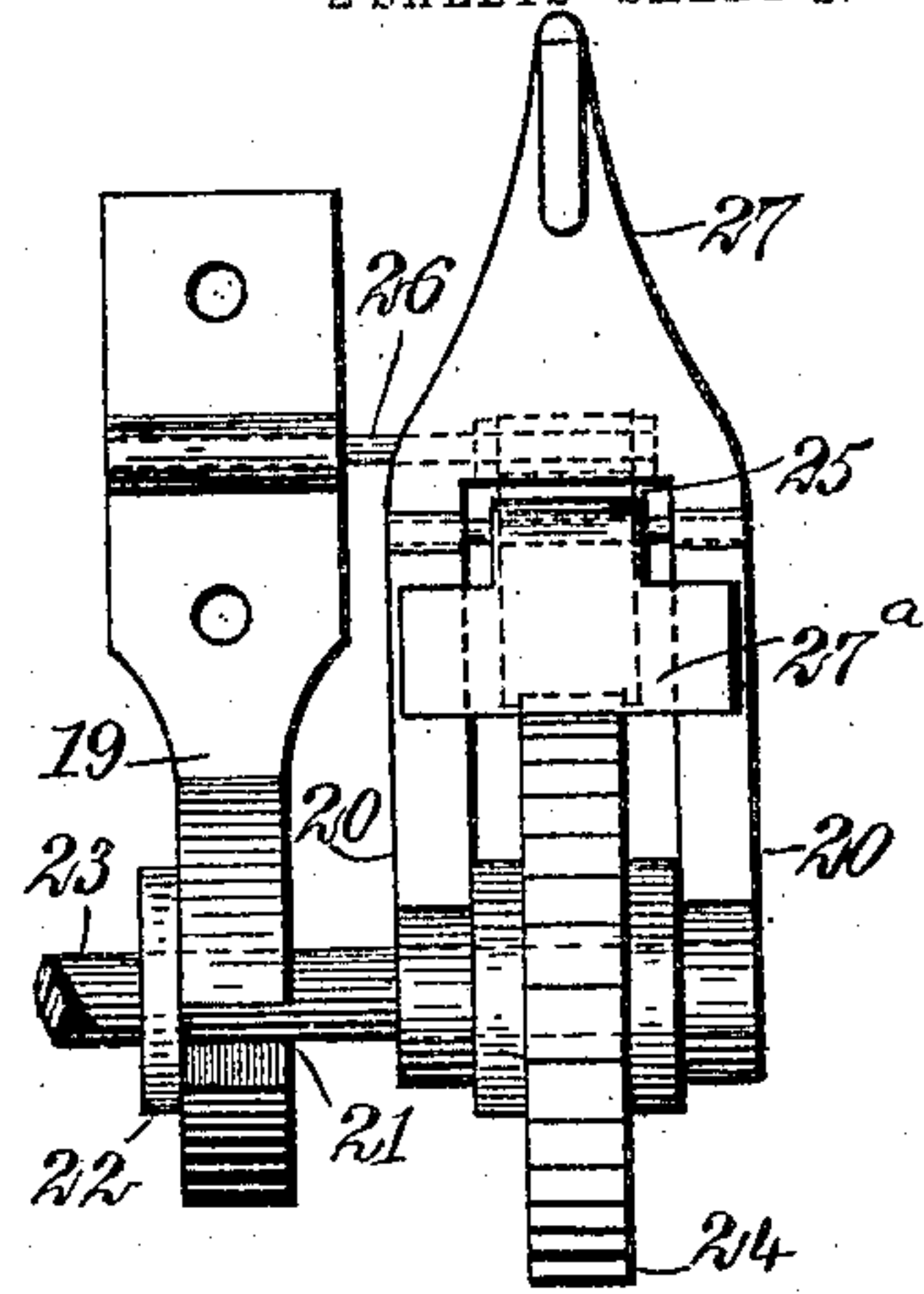
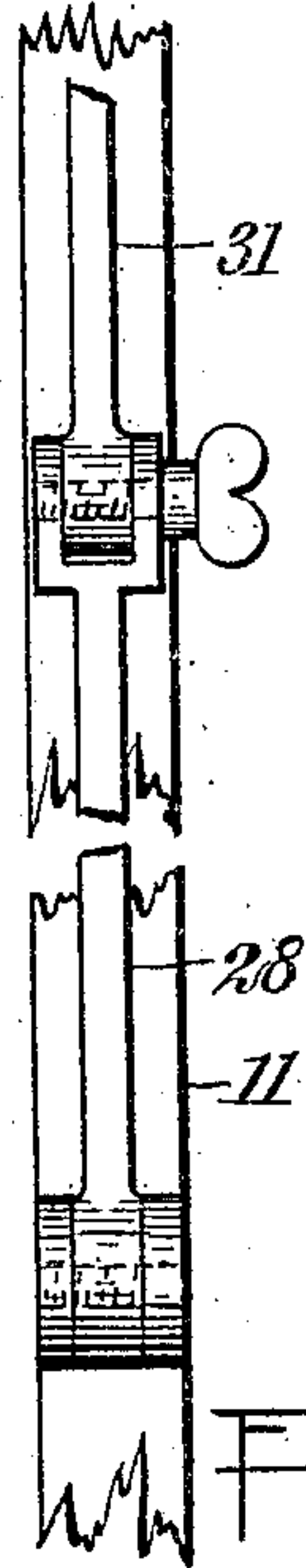
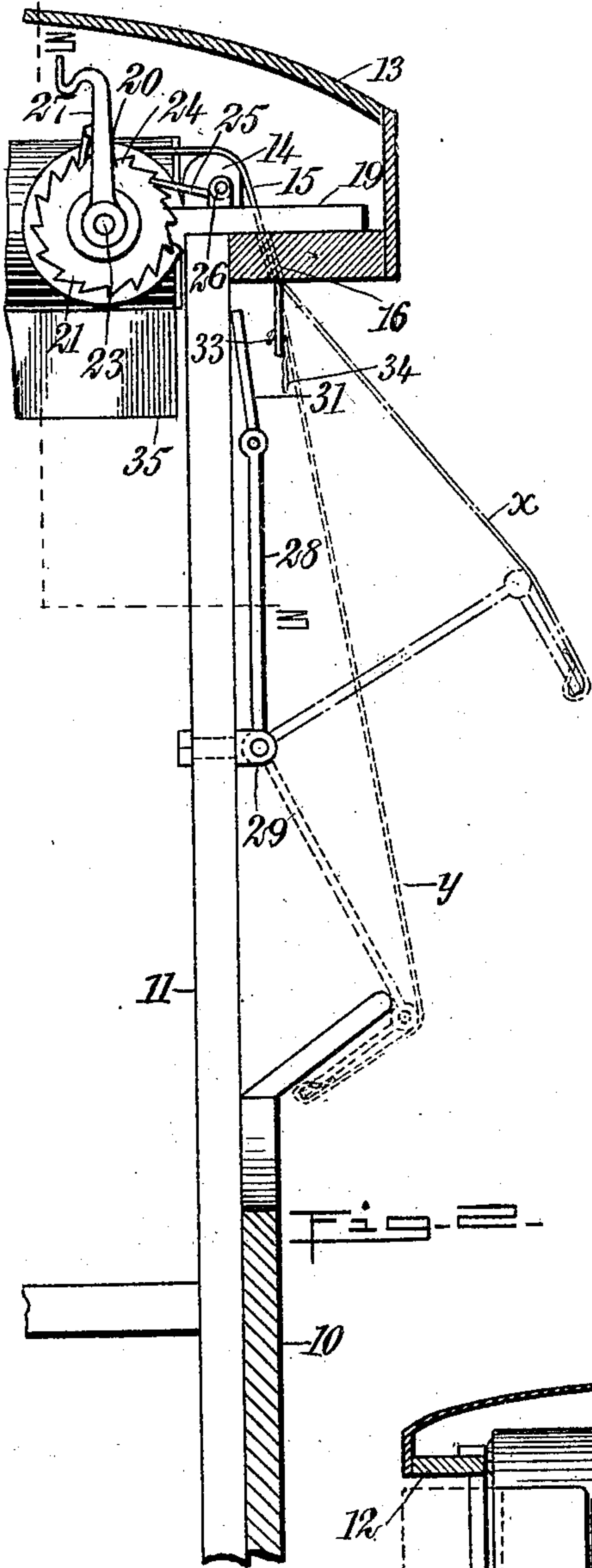


Fig. 4.

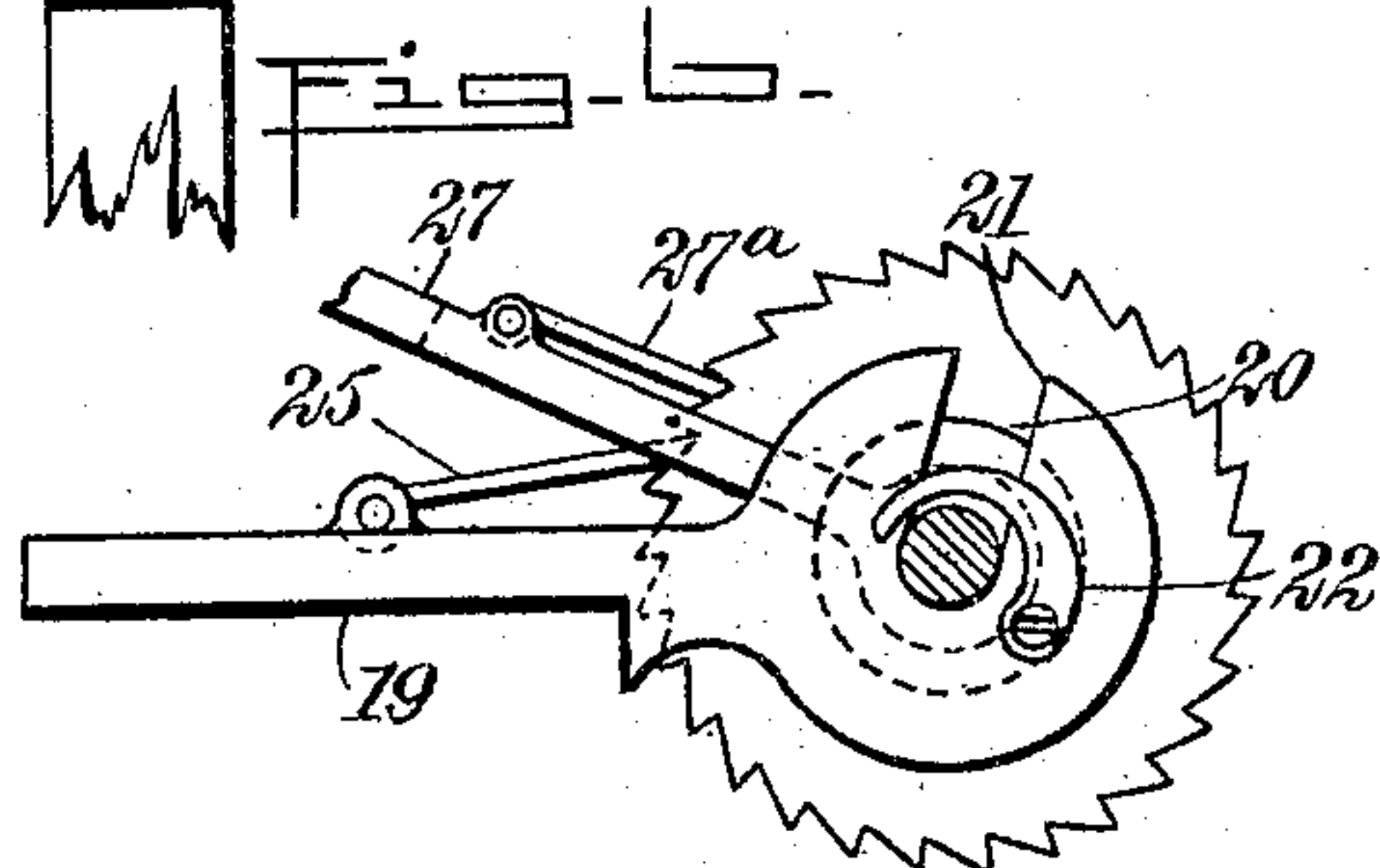
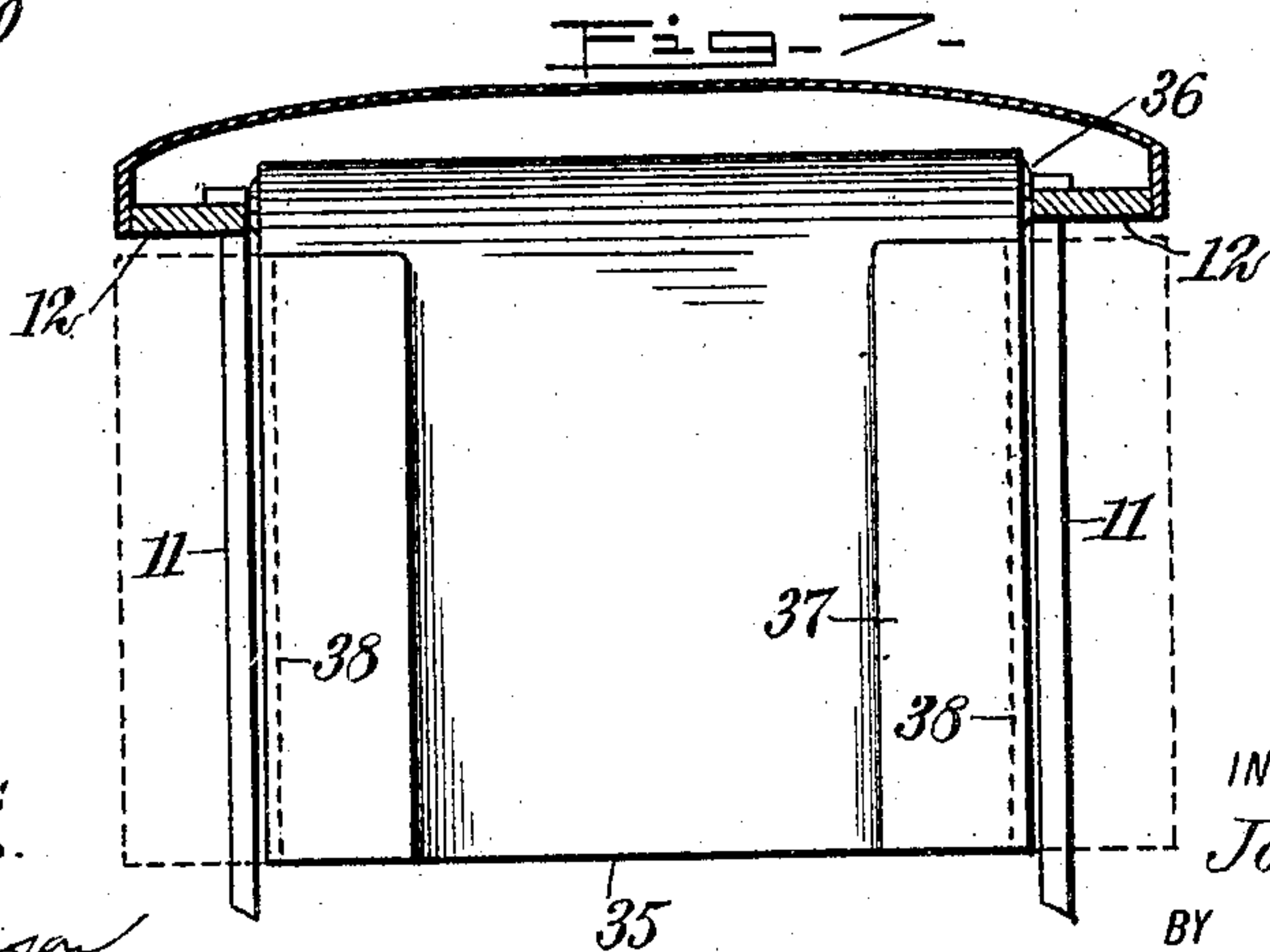


Fig. 5.



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JOHN POHLIG, OF NEW ORLEANS, LOUISIANA.

WAGON-TOP.

No. 820,314.

Specification of Letters Patent.

Patented May 8, 1906.

Application filed April 27, 1905. Serial No. 257,602.

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, the particular object being to provide a simple and convenient means for operating and adjusting side curtains to serve as sunshades or to entirely close the sides, the operating devices being so constructed as to be readily attached to any form of delivery or similar wagon.

Other objects of the invention will appear in the general description.

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 side elevation of a wagon-top embodying my invention. Fig. 2 is a section on the line 2 2 of Fig. 1. Fig. 3 is a section on the line 3 3 of Fig. 2. Fig. 4 shows in plan the roller-spring employed. Fig. 5 is a side view thereof. Fig. 6 is a fragmentary view of a curtain-supporting frame employed; and Fig. 7 is a section on the line 7 7 of Fig. 3.

While I have indicated but one curtain and its operating mechanism, it is of course to be understood that a curtain will be arranged at each side.

Referring to the drawings, 10 designates the box or body of the wagon, extended upward from which are standards 11, and secured by any suitable means to the upper ends of the standards are outwardly-extended top rails 12, to which the roof 13 is secured. Also secured to the upper ends of the standard 11 is a nosing-strip 14, transversely rounded at the upper side and over which the side curtain 15 passes, the said curtain also passing through a slot 16 formed in the rail 12. The side curtain is mounted on a roller 17, which at one end has a pintle bearing in a bracket 18, while at the other end it has a pintle bearing in a bracket consisting of a plate 19, secured, by means of screws or bolts, to the rail 12.

The bracket 19 has an upwardly-opening slot 21, through which the roller-pintle may pass, and to prevent accidental outward

movement of the pintle a hook member 22 is pivoted to the bracket and is designed to be moved into engagement with the pintle, as clearly indicated in Fig. 5.

Secured to the pintle 23 between the plates 20 is a ratchet-wheel 24, engaged by a pawl 25, mounted on a pin 26, extended from the plate 19. This pawl and ratchet will hold the curtain in its adjusted position, and the curtain may be rolled up by means of a handle 27, extended from the plates 20 and carrying a pawl 27^a for engaging with the ratchet-wheel.

Mounted to swing on the standards 11 is a curtain-supporting frame comprising arms 28, pivoted to lugs 29, and having swinging connection with the arms 28 is a cross-bar 30. The cross-bar is connected to the arms 28 through the medium of short arms 31, and these arms, with the bar 30, may be held as adjusted with relation to the arms 28 by means of set-screws 32. The curtain may be secured to the cross-bar 30 by means of straps 34 and buckles 33 on the lower edge of the curtain.

In the operation the curtain may be moved downward with the frame and held at an incline to form a sunshade, as indicated by the dotted lines *x* in Fig. 2, or the parts may be moved wholly downward, as indicated by the dotted lines *y* in Fig. 2. Of course when the curtain is moved downward the pawl 25 must be out of engagement with the ratchet-wheel, but placed again in engagement therewith when the curtain is moved to a desired position.

At the rear end of the vehicle is a curtain 35, mounted on a roller 36, and this curtain has side flaps 37, that may be turned around the sides of the wagon at the rear end to close the space between said curtain 35 and the side curtains. When the curtain is to be rolled up, the flaps 37 are turned against the outer side thereof, as indicated in full lines in Fig. 7, and I find the curtain runs much more evenly in rolling by forming lines of stitching 38 near the edges.

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

1. In a wagon-top construction, a side top rail having a longitudinal slot through which a curtain may pass, a raised nosing at the inner edge of said rail, a roller arranged inward of the nosing, a curtain on said roller, the said curtain passing over said nosing and

through said slot a ratchet-wheel on the roller, a swinging handle, and a pawl on the handle for engaging with the ratchet-wheel.

2. In a wagon-top construction, standards, 5 a longitudinally-slotted top rail supported by the standards, a nosing at the upper ends of the standards, a curtain-roller, a bracket in which the pintle at one end of the roller has a bearing, a bracket secured to the top rail and 10 having an outwardly-opening slot for receiving the pintle at the opposite end of the roller, means for preventing accidental outward movement of said pintle, a pawl and ratchet for holding the curtain-roller as adjusted, and 15 a curtain extended from the roller over said nosing, and through the slot in the top rail.

3. In a wagon-top construction, standards, a curtain-roller arranged at the upper ends of the standards, a curtain attached to the 20 roller, a frame mounted to swing on the standards and comprising arms, and a cross-bar having swinging connection with said arms, and devices for engaging said cross-bar with the curtain.

4. In a wagon-top construction, standards 25 extended upward from the wagon-top, a longitudinally-slotted top rail attached to the upper ends of said standards, a nosing on the upper ends of the standards, a curtain-roller arranged inward of the standards, a curtain 30 passing from said roller over said nosing and through said slot, a frame mounted to swing on the standards and comprising arms, a cross-bar having swinging connection with the arms, and means for connecting the curtain 35 with the cross-bar.

5. In a wagon-top construction, a rear curtain a roller to which the curtain is attached, side flaps on said curtain, and stitching passing through said flaps and curtain near the 40 outside edges.

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

JOHN POHLIG.

Witnesses:

J. C. WHITMORE,
R. E. RUSHA.