J. N. COLLINS.

CURTAIN MOUNTING FOR VEHICLES.

APPLICATION FILED JULY 22, 1912.

1,066,448.

Patented July 1, 1913.

2 SHEETS—SHEET 1.

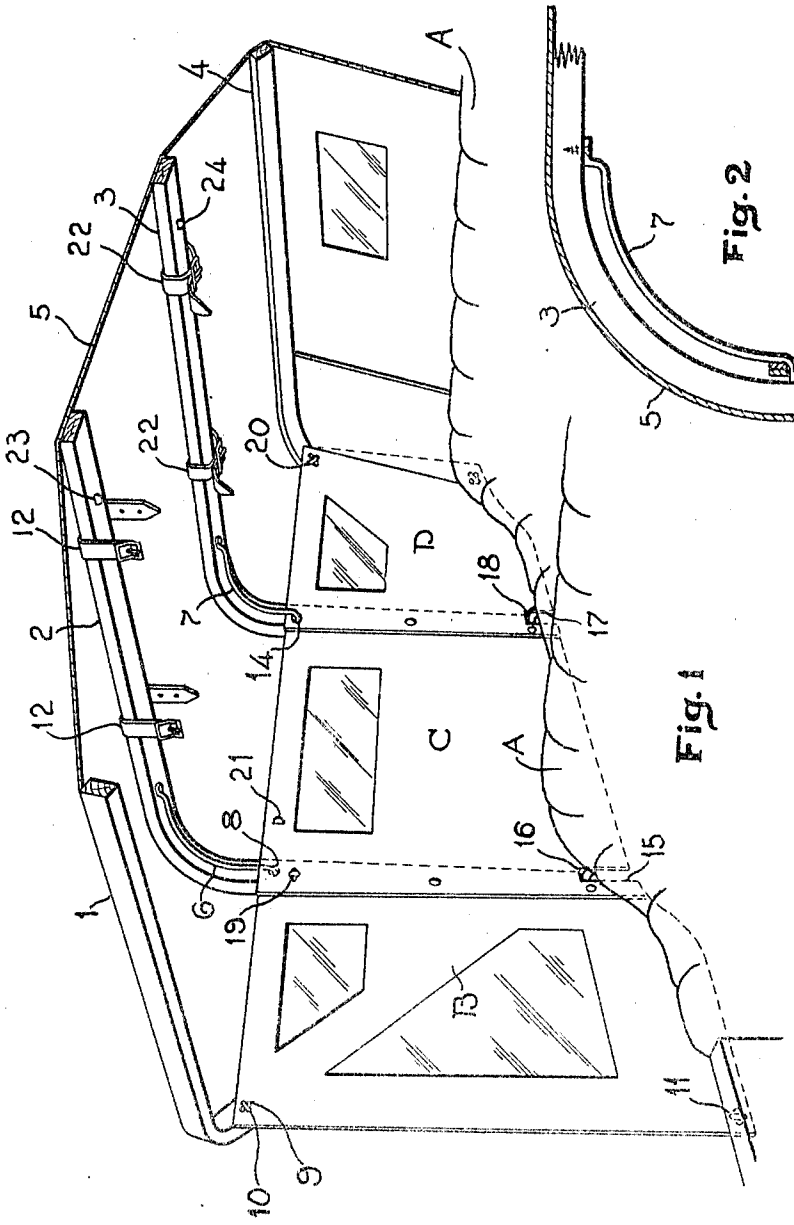


Fig. 1

Fig. 2

WITNESSES

Robert K. Goodrich

Virginia C. Spratt.

INVENTOR

Jeffrey N. Collins

BY Ralzemond A. Parker

ATTORNEY

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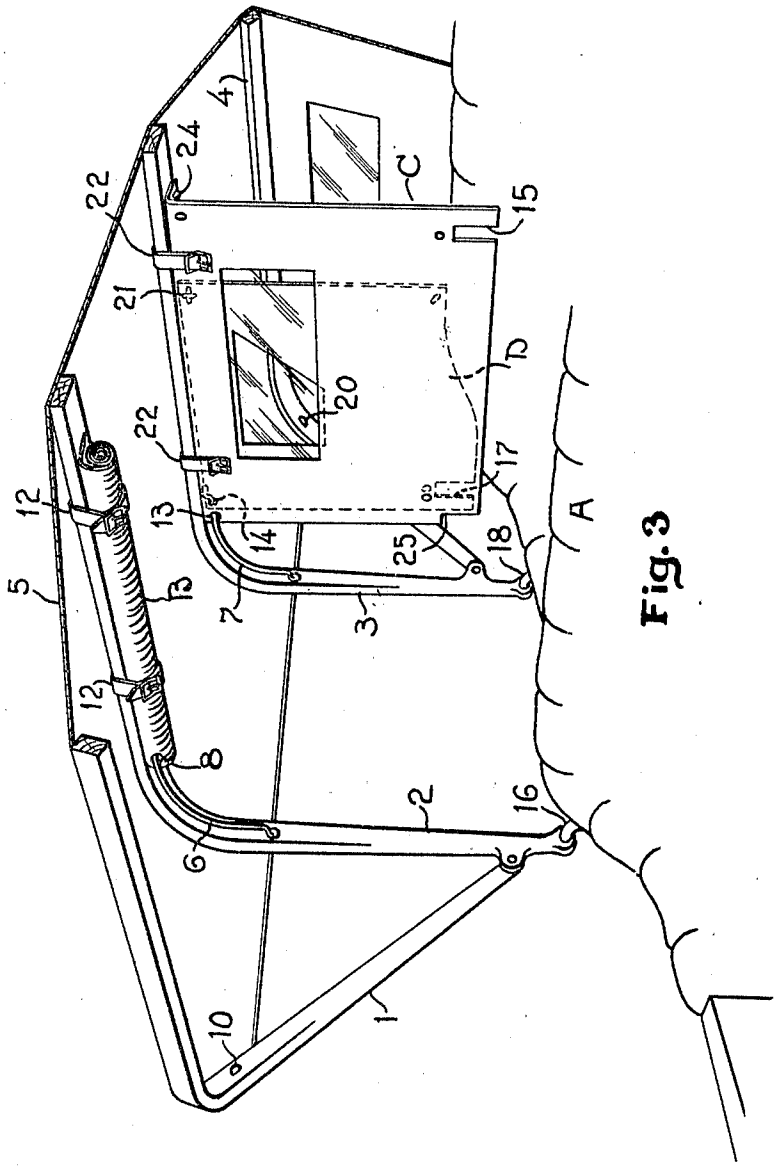


Fig. 3

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UNITED STATES PATENT OFFICE.

JEFFREY N. COLLINS, OF JACKSON, MICHIGAN.

REISSUED

CURTAIN-MOUNTING FOR VEHICLES.

1,066,448. Specification of Letters Patent. Patented July 1, 1913.

Application filed July 22, 1912. Serial No. 710,735.

To all whom it may concern:

Be it known that I, JEFFREY N. COLLINS, a citizen of the United States, residing at Jackson, county of Jackson, State of Michigan, have invented a certain new and useful Improvement in Curtain-Mountings for Vehicles, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to carriage curtains and has for its object an arrangement of carriage curtains which provides for the convenient stowage of the curtains in an out-of-the-way place when they are not needed for service and which provides a facile way of bringing the curtains into position for use and for fastening them in such position.

In the drawings: Figure 1, is a perspective of the inside of the carriage top, one side being broken away to obtain the view. The curtains are here shown in position for excluding the weather. Fig. 2, is a plan view of the curved portion of the bow, showing the bracket upon which the curtains slide into and out of position. Fig. 3, is a perspective of the inside of the carriage top, showing the manner in which the curtains are stowed away.

A, is the body of the vehicle which is here shown as an automobile.

1, 2, 3, and 4 are the forward, the forward central, the rear central and the rear bows, respectively. The forward bow 1 is pivoted to the forward central bow 2 and the rear bow 4 is pivoted to the central rear bow 3. The fabric 5 covers the tops of the bows extending over the curvatures thereof to form the quarter of the top. This fabric acts as a weather excluder. Each of the central bows is provided with a bracket, the front central bow 2 with the bracket 6 and the rear central bow 3 with the bracket 7. These brackets are located at the curvatures of the bow adjacent the quarter of the top and are intended as track members, upon which the curtains may be slid. The forward curtain B has an eyelet 8 which engages on the bracket 6 and an eyelet 9 that can be secured over the turn-button 10 which is fastened to the side of the forward bow near the point of curvature. The bottom of the curtain B can be fastened to a turn-button 11 on the body of the carriage. When it is desired to stow the curtain away, the eyelet 8 is slid along the bracket 6 and the eyelet 9 fastened to the turn-button 23. The curtain is then rolled up into the position shown in Fig. 3. It is held to the cross bar portion of the bow by the straps 12 or any other convenient fastening means.

The curtain C which is the central curtain has an eyelet 13 which is slidable on the bracket 7, the rear side-curtain D has an eyelet 14, which is slidable also on the bracket 7. The curtain C is slotted at 15 to engage over the bracket 16 which holds the bow 2 to the body of the carriage and cut away at 25 to engage over the bracket 18 that holds the bow 3 to the body of the carriage. Similarly the curtain D is slotted at 17 to engage over the bracket 18. The curtain C can be fastened to the curtain B by a turn-button 21 and the curtain D fastened to the bow 4 by a turn-button 20. Appropriate means may be provided for fastening the bottom of the curtains C and D to the carriage body.

When it is desired to stow the curtains C and D out of the way, they are swung up on the bracket 7 into the position shown in Fig. 3 and the curtain D buttoned to the curtain C by the turn-button 21 that is carried by the curtain C. The curtain C is fastened to the cross bar portion of the bow 3 by the turn-button 24 and then the curtains are rolled up together and strapped to the cross bar of the bow 3 by the straps 22. It will readily be understood that similar curtains can be provided on the opposite side of the carriage and stowed away in the same manner, being strapped to the cross bars by the same straps as are employed with the curtains of the opposite side. The turn-buttons 23 and 24 are located on the cross bar portions of the bows 2 and 3 and are intended to hold the curtains B and C, respectively, (there being a showing of C held in such manner in Fig. 3) while they are being rolled up.

What I claim is:

1. In combination with a vehicle top provided with bows and a weather-excluding fabric, a track or bracket located on the bow adjacent the place of curvature, a flexible curtain having a sliding connection at one corner with the bracket or track and provided with a free upper edge, a fastening device for holding the curtain in posi-

tion for service and for holding the free upper edge of the curtain in proximity with the quarter of the vehicle top, a second fastening device carried on the under side of the vehicle top for holding the curtain, after the curtain has been slid along the track or bracket and swung around transversely of the vehicle, and means for holding the curtain roll to the under side of the top when the curtain has been rolled up, substantially as described.

2. In combination with a vehicle top, provided with bows and a weather-excluding fabric, a bracket or track attached to the bow at the curvature thereof, a flexible curtain having at one corner a sliding connection with the track or bracket and provided with a free upper edge, a button at the side of the top for buttoning the curtain to hug the quarter when in position for service, a second button on the under side of the top for buttoning the curtain thereto when the curtain has been swung around to a position transversely of the top, and straps attached to the top for securing the curtain roll to the under side of the top, substantially as described.

In testimony whereof, I sign this specification in the presence of two witnesses.

JEFFREY N. COLLINS.

Witnesses:
STUART C. BARNES,
VIRGINIA C. SPRATT.