

(No Model.)

2 Sheets—Sheet 1.

W. WRIGHT.

DEVICE FOR RAISING AND LOWERING BUGGY CURTAINS.

No. 467,966.

Patented Feb. 2, 1892.

Fig. 1.

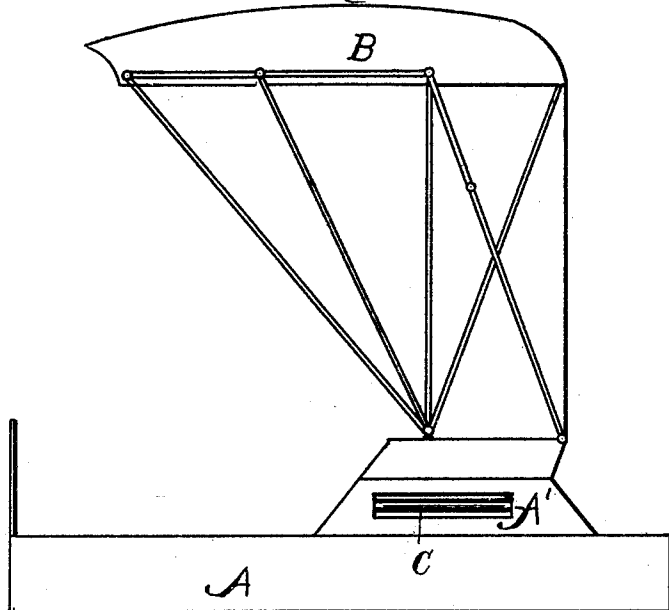


Fig. 2.

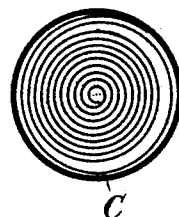


Fig. 3.

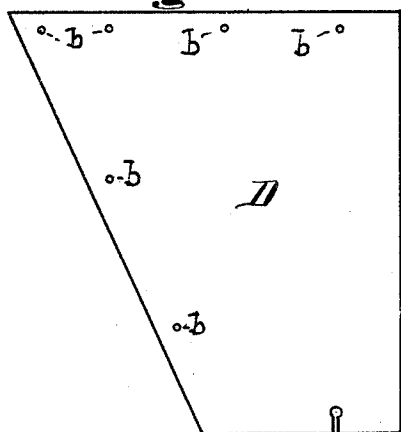
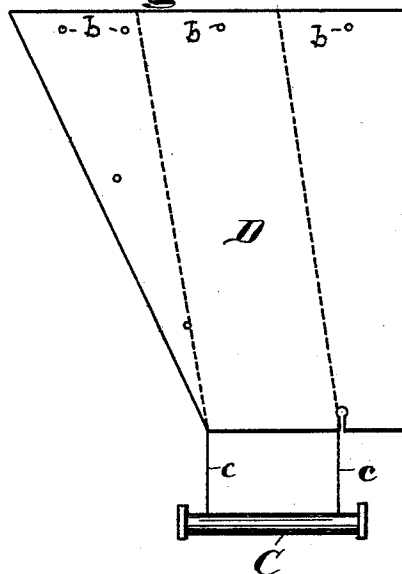


Fig. 4.



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Fig. 5.

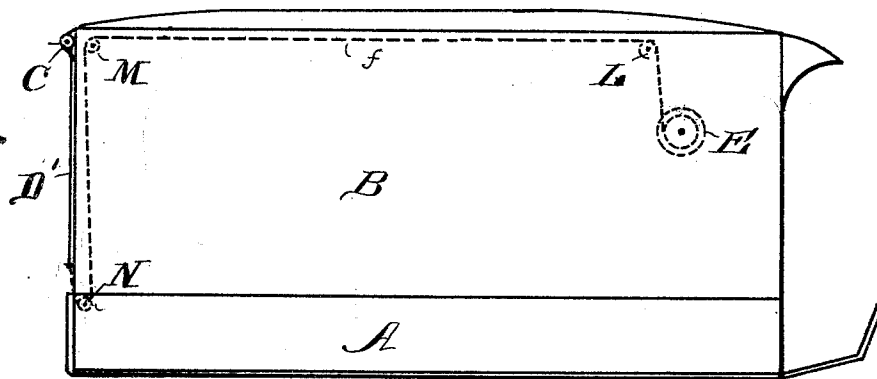


Fig. 6.

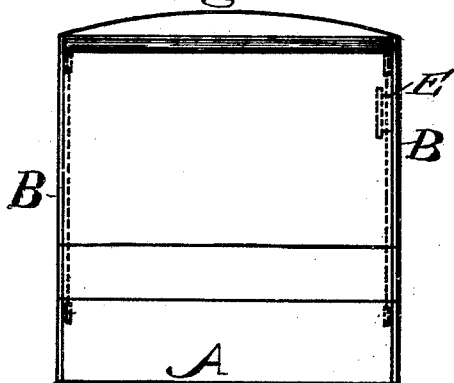
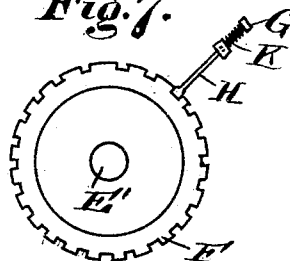


Fig. 7.



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DEVICE FOR RAISING AND LOWERING BUGGY-CURTAINS.

SPECIFICATION forming part of Letters Patent No. 467,966, dated February 2, 1892.

Application filed June 30, 1891. Serial No. 398,027. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WRIGHT, a citizen of the United States, residing at McDonald, in the county of Washington and State of Pennsylvania, have invented certain new and useful Improvements in Devices for Raising and Lowering Curtains of Buggies, Carriages, Wagons, or other Vehicles; and I do hereby declare the following to be a full, clear, and exact description of the invention, 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.

My invention relates to an improved device for operating the curtains on buggies, carriages, &c.; and it consists in the peculiar construction and arrangement of parts, as will be hereinafter fully pointed out and claimed. I have illustrated my improvements in the accompanying drawings, in which—

Figure 1 is a side view of the body and top of a buggy having my improvements applied thereto. Fig. 2 is a transverse sectional view of the spring-roller. Fig. 3 is a view of one of the side curtains of the buggy. Fig. 4 is a similar view showing the spring-roller attached to the curtain. Fig. 5 is a side view of a carriage body and top having my improvements for operating the rear curtain applied thereto. Fig. 6 is an end view of the same, and Fig. 7 is a detail view of the operating mechanism.

Like letters of reference denote corresponding parts in all the figures of the drawings, referring to which—

A designates the bed or body of the buggy or carriage, and B the top thereof.

C designates a spring-roller, which is journaled in suitable bearings in a chamber A', formed between the seat of the buggy and the floor thereof when used to operate a side curtain and at or near the top of the buggy or carriage when used to operate an end curtain. The side curtain D is provided with the usual eyelets *b* and is attached to the roller C by suitable cords *c*.

As shown in Fig. 4 of the drawings, the roller C is situated a short distance in advance of the lower forward corner of the curtain, and in using the device the eyelets *b* are detached from their retaining hooks or

studs and the curtain folded upon the dotted lines in Fig. 4 and automatically wound upon the roller C. As before stated, the roller C is, when used for operating the side curtains of buggies, &c., journaled within a chamber formed between the seat and the floor of the buggy or carriage, which chamber opens through the side of the seat-frame and can be closed by a suitable door, if desired, and therefore the curtain is kept out of sight and free from any dirt, dust, &c.

To enable my improvements to be applied to rear curtains of carriages or wagons and enable the driver to control the movements and position of the curtain without leaving his seat, I have provided the devices shown in Figs. 5, 6, and 7, referring particularly to which C designates a spring-roller, which is mounted in suitable bearings near the roof of the top B, and to this roller is attached the curtain D'. E designates an operating-roller, which is mounted on a short stud or post E', attached to the inner side of the top B near the seat of the vehicle, and a notched circular plate F is secured on the inner end of the stud E'. A short handle G is connected to the roller E, and on this handle is fitted a short sleeve H, one end of which is adapted to engage with the notches in the periphery of the plate F. Around the handle G and between the head thereof and the end of the sleeve H is fitted a coiled spring K. L, M, and N designate guide-rollers, which extend transversely across the interior of the top B, the two first named being arranged near the roof of the carriage, the other N being journaled in the sides of the body A. A cord *f* leads from the roller E up over the rollers L, M and down around the roller N to the curtain D, to the lower edge of which it is suitably attached. Another cord (not shown) extends from the opposite end of the roller L around the rollers M N and is attached to the lower edge of the curtain D near the opposite side thereof from the point of attachment of the cord *f*.

The operation of my improvement is as follows: To lower the curtain, the driver grasps the handle G, the sleeve H on which is disengaged from the notched plate F, and the roller E is revolved to wind the cord *f* thereon, the sleeve H being forced into a notch on the

plate F to hold the wheel E in place after the curtain is down. To raise the curtain, the sleeve H is disengaged from the plate F, and the spring-roller C automatically rewinds the curtain upon itself.

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

10 The combination, with a vehicle-top, of a spring-roller C, mounted in suitable bearings at the end of the vehicle, a curtain attached to the roller, an operating-roller E, arranged in the forward portion of the vehicle and pro-

vided with the notched face-plate F, a handle G, a spring-pressed sleeve H, fitted on the handle G and adapted to be engaged with the notched face-plate, and connections between the operating-wheel and the lower edge of the curtain, substantially as described. 15

In testimony that I claim the foregoing I hereunto affix my signature this 11th day of March, A. D. 1891. 20

WILLIAM WRIGHT. [L. S.]

In presence of—

EDWARD UNCAPHER,
CHARLES HAYES.