

H. DONNELL.
Carriage-Curtains.

No. 134,862.

Patented Jan. 14, 1873.

FIG. 1.

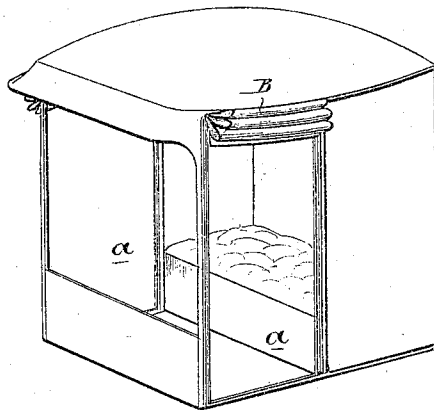


FIG. 2.

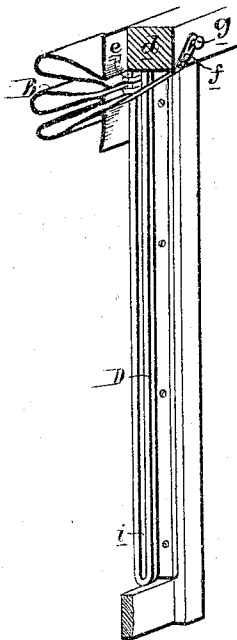
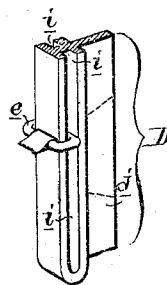


FIG. 3.



Witnesses, Harry Smith
Thomas McIlwain

Henry Donnell
by his Attor.
Hosson and Son

UNITED STATES PATENT OFFICE.

HENRY DONNELL, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CARRIAGE-CURTAINS.

Specification forming part of Letters Patent No. 134,862, dated January 14, 1873.

To all whom it may concern:

Be it known that I, HENRY DONNELL, of Philadelphia, Pennsylvania, have invented certain Improvements in Curtains for Carriages, of which the following is a specification:

The object of my invention is to provide an economical and convenient substitute for the hinged doors of open carriages and other vehicles, and to afford a ready means of opening and closing and securing the curtains of vehicles.

I accomplish this object by dispensing with the light hinged frame usually adapted to each of the side spaces *a* of a carriage of the character represented in the perspective view, Figure 1, and using in place of the same, and in place of the ordinary curtains, a curtain, *B*, the latter being secured at the top of the eaves-rail *d* of the carriage, weighted at its lower end, guided at its opposite sides by sliding rings or loops *e* adapted to grooved rails *D* secured to the carriage-posts, and arranged, when gathered up or folded, as shown in the sectional perspective view, Fig. 2, to be secured by loops *f* and buttons *g* on the inner side of the eaves-rail *d*.

The curtain thus arranged is much cheaper and lighter than the ordinary hinged frame, is less in the way, and can be conveniently operated by the occupant of the carriage, who, without leaving his seat, can reach up and unbutton the curtain, which will then fall by its own weight and be retained in position by the side rings and guides; and, by simply lifting the said curtain, it can be as readily gathered up or folded against the eaves-rail, and se-

cured thereto by the loops *f* and buttons, as shown in Fig. 2.

My improved curtain can also be substituted with advantage for the ordinary side and back curtains of vehicles, which require, when raised, to be unbuttoned at the bottom and sides, and to be rolled up and secured by loops to the outside of the eaves-rail—a tedious and inconvenient operation, entirely avoided by the use of my invention.

The rail *D* for the reception and retention of the curtain-rings is cast with grooves *i* at its opposite sides, as shown in the perspective view, Fig. 3, and is secured to the carriage-post by means of a flange, *j*, at the back, this flange being either continuous or occurring at intervals, if desired, in order to lighten the rail.

I claim as my invention—

1. A carriage-curtain, *B*, permanently secured at the top, provided at its opposite sides with rings *e* adapted to suitable guides *D*, and arranged, when gathered up or folded, to be secured to the inside of the eaves-rail or roof of the carriage, substantially as specified, and for the purpose set forth.

2. The carriage-curtain guiding-rail *D*, cast with grooves *i* and a flange or flanges, *j*, as specified, and for the purpose set forth.

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

HENRY DONNELL.

Witnesses:

WM. A. STEEL,
HARRY SMITH.