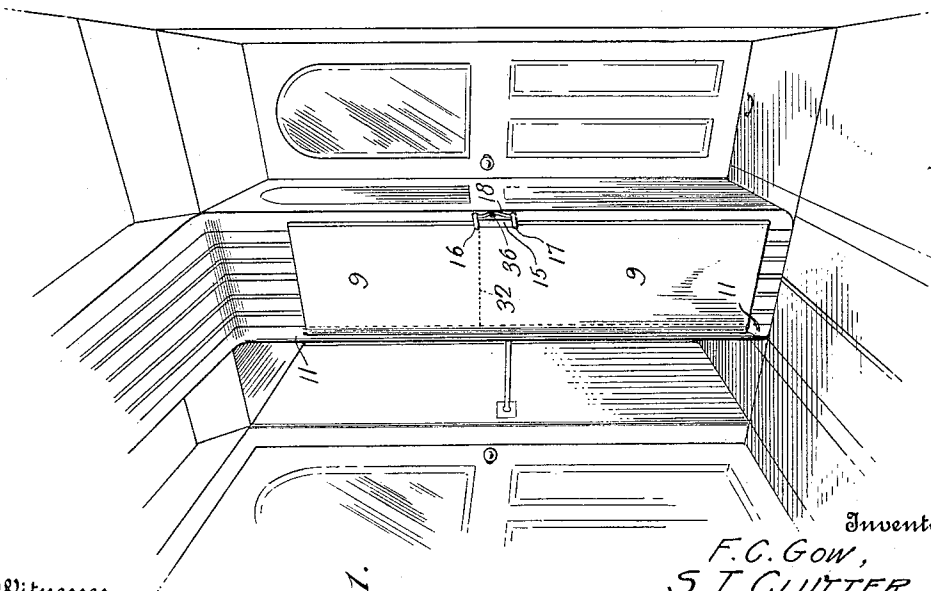
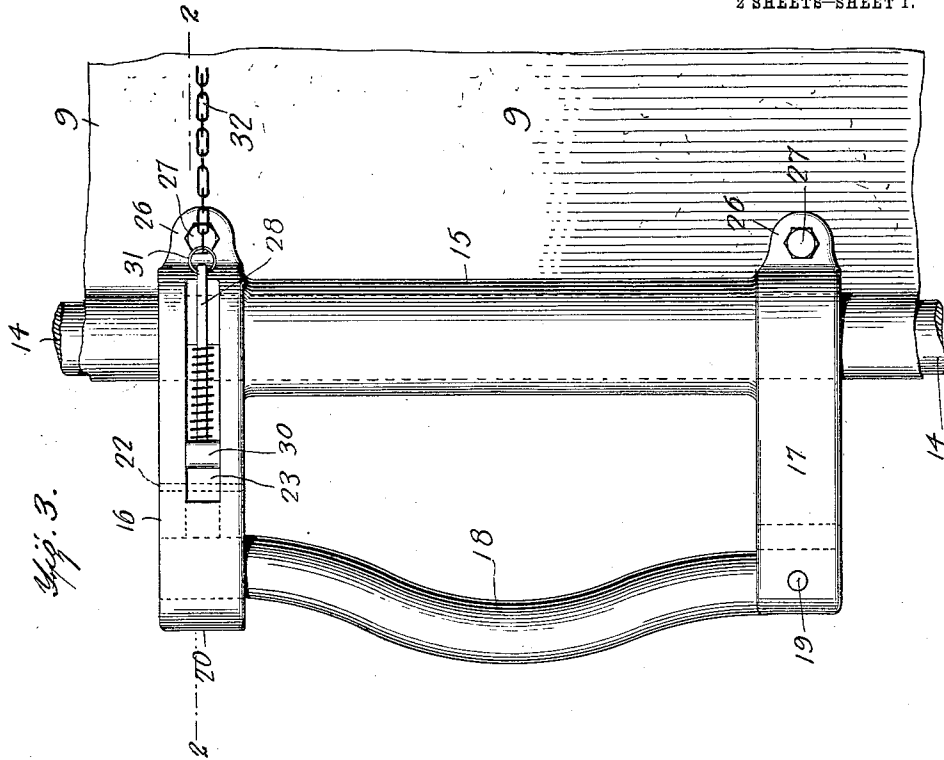


F. C. GOW & S. T. CLUTTER.
 RELEASING DEVICE FOR CAR CURTAINS.
 APPLICATION FILED FEB. 16, 1912.

1,065,236.

Patented June 17, 1913.

2 SHEETS—SHEET 1.



Witnesses

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J. O. Parker.

Inventors
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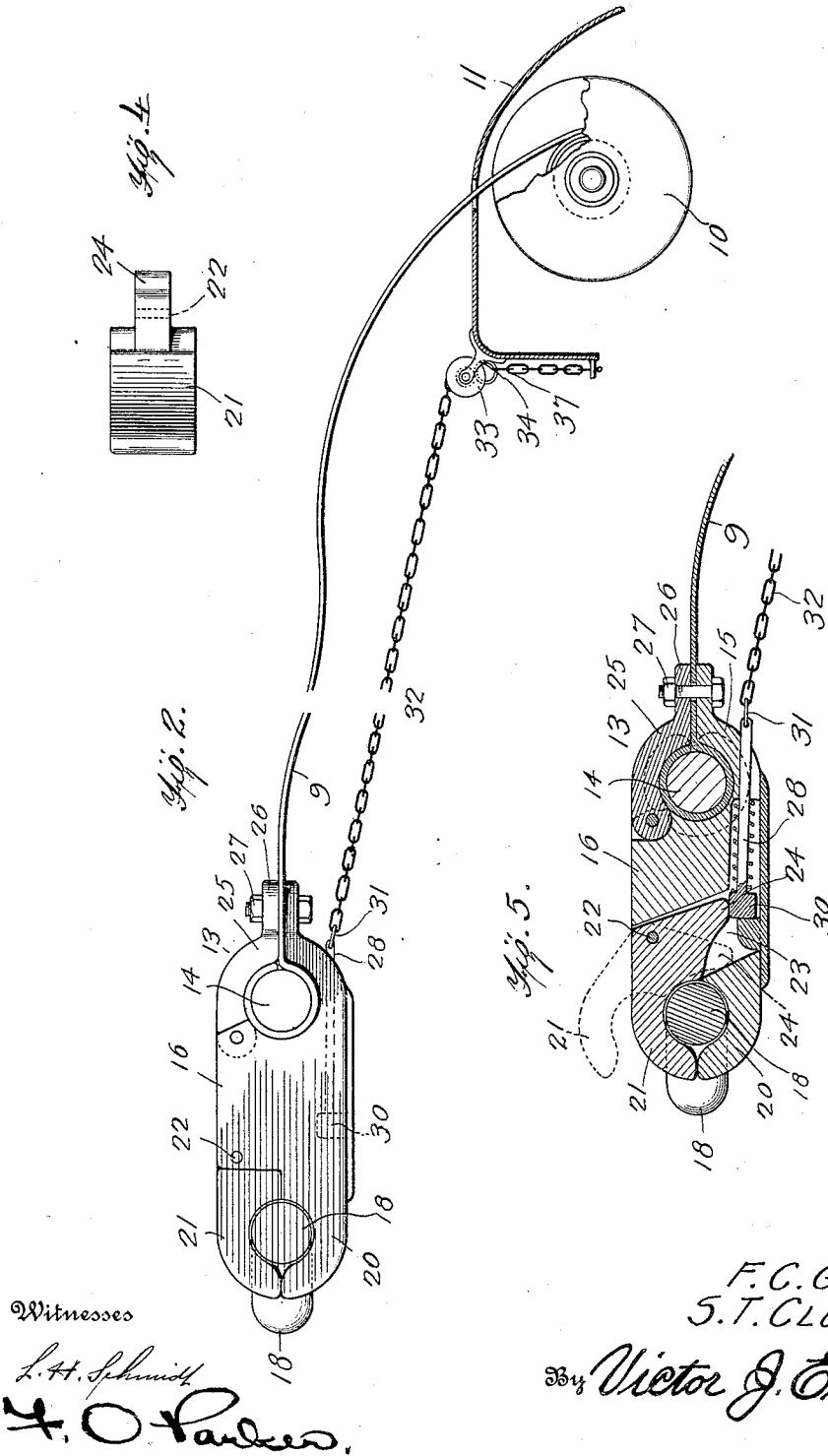
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 Attorney

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UNITED STATES PATENT OFFICE.

FRANK C. GOW AND SAMUEL T. CLUTTER, OF MONETT, MISSOURI.

RELEASING DEVICE FOR CAR-CURTAINS.

1,065,236.

Specification of Letters Patent.

Patented June 17, 1913.

Application filed February 16, 1912. Serial No. 677,992.

To all whom it may concern:

Be it known that we, FRANK C. GOW and SAMUEL T. CLUTTER, citizens of the United States, residing at Monett, in the county of Barry and State of Missouri, have invented new and useful Improvements in Releasing Devices for Car-Curtains, of which the following is a specification.

The invention relates to releasing devices for vestibule car curtains, and more particularly to the class of automatically releasable hand-holds for curtains in use in vestibule cars.

The primary object of the invention is the provision of a device of this character, in which the curtain, when drawn across the juncture between the ends of cars, will be automatically released on the separation of the cars, thereby preventing the tearing of the curtain, or the damaging of the same.

Another object of the invention is the provision of a hand-hold for a curtain used in vestibule cars, so that when the curtain is fastened in stretched condition, and should the cars uncouple or become separated, the curtain will be automatically released for the freeing of the same.

A further object of the invention is the provision of a device of this character which is simple in construction, thoroughly reliable and efficient in operation, and inexpensive in manufacture.

With these and other objects in view, the invention consists in the construction, combination and arrangement of parts, as will be hereinafter more fully described, illustrated in the accompanying drawings, and pointed out in the claims hereunto appended.

In the drawings: Figure 1 is a fragmentary perspective view of the vestibule portions of railway cars, showing the curtain and holder therefor constructed in accordance with the invention applied thereto.

Fig. 2 is an enlarged transverse sectional view through the curtain, vestibule post, and hand-hold. Fig. 3 is an enlarged fragmentary side elevation of the curtain and the hand-hold. Fig. 4 is a side elevation of the clamping knuckle in the hand-hold. Fig. 5 is a sectional view on the line 2-2 of Fig. 3.

Similar reference characters indicate corresponding parts throughout the several views of the drawings.

Referring to the drawings by numerals, 5 and 6 designate the end portions of two

railway vestibule cars, respectively, each carrying a bellows 7, the abutting faces of which contact with each other when the cars are coupled together, the bellows being of the ordinary well-known construction. Adapted to guard the side gaps between the vestibules 8 of the end portions of the cars are curtains, each comprising a flexible body 9, the same being connected to and adapted to wind on and unwind from a curtain roller 10, the latter being journaled in suitable brackets, interiorly of the vestibule post 11, which is provided with a suitable slot 12, through which is passed the body 9 of the curtain, the opposite longitudinal free edge of the curtain being provided with a case-ment 13, in which is held a curtain pole or reinforcing bar 14, to which is connected a hand-hold, presently described.

The hand-hold comprises a semi-cylindrical body 15, adapted to receive the curtain pole or bar 14, and is formed at opposite ends with right-angular spaced parallel outwardly projecting ears 16 and 17, respectively, to the latter of which is connected a trip handle 18, the same being pivoted thereto at 19, and is adapted to have its free end normally locked between a stationary jaw 20 formed on the ear 16 and a swinging knuckle 21 carried thereby, the knuckle being pivoted, at 22, in a recess 23 formed in said ear 16, and is formed with a locking nose 24 adapted to be engaged by a locking device, presently described.

The ear 16 is provided with a swinging clamp 25 which is designed to retain the curtain pole or bar 14 engaged in the body 15 of the hand-hold, the latter being formed with an extension 26, and likewise the ears 16 and 17 are formed with similar extensions, through which are passed bolt members 27, the same being also passed through the curtain body 9, thereby securely fastening the hand-hold upon the same.

Mounted in the ear 16 is an automatically releasable locking device, comprising a slide bolt 28, the latter working within a suitable guideway 29 formed in the ear 16, and formed at its inner end with a locking head 30, while its opposite end is provided with an eye 31, in which is engaged a pull chain 32, the same being trained over a guide pulley 33 journaled in a bracket 34 fixed to the post 11 and connected at its opposite end with a stationary anchoring member 35 fixed to the said post 11 in one vestibule, while

mounted upon the vestibule post 11 in the vestibule of the other car is a knob 36, with which engages the handle 18 of the hand-hold, when the curtain is drawn, as shown in Fig. 1 of the drawings.

5 The chain 32 is provided with a stop 37 which engages the pulley 33 to limit the stretching of the chain, so that upon the uncoupling of the cars and the separation of the end portions 5 and 6, the chain will disengage the sliding bolt member 28 from the nose 24 of the knuckle 21, thereby permitting it to be swung outwardly, on the handle 18 being pulled upon. Thus the said handle will swing to open position, thereby freeing the curtain, so as to prevent the tearing or damaging thereof, when the cars are being separated. It is evident that the curtains will be automatically released on the separation of the car ends, without requiring the manual releasing of the curtains.

20 Of course, it is understood that the chain 32, in lieu of being fastened to the member 35, may be trained exteriorly of the car, so that said chain may be manually pulled upon for the releasing of the curtain from the outside of the car, when the car ends are uncoupled.

What is claimed is:

30 1. The combination with a curtain adapted to be mounted on one end of a car, of a pole fastened in one end of said curtain, a hand-hold comprising a semi-cylindrical body receiving the said pole and having outwardly projecting ears, a trip handle pivoted in one of said ears, swinging clamps pivoted to the body and engageable with the pole for detachably mounting said body upon the curtain, a jaw pivoted to the

other ear for normally engaging the trip handle and having a laterally extending nose, a sliding bolt mounted in said body and normally engaging said nose, and flexible means engaged with said bolt and adapted to be connected with the end of such car whereby on the separation of the end of another car the bolt will be retracted for disengaging the nose of the jaw to free the trip handle.

2. The combination with a curtain adapted to be mounted on one end of a car, of a pole fastened in one end of said curtain, a hand-hold comprising a semi-cylindrical body receiving the said pole and having outwardly projecting ears, a trip handle pivoted in one of said ears, swinging clamps pivoted to the body and engageable with the pole for detachably mounting said body upon the curtain, a jaw pivoted to the other ear for normally engaging the trip handle and having a laterally extending nose, a sliding bolt mounted in said body and normally engaging said nose, flexible means engaged with said bolt and adapted to be connected with the end of such car whereby on the separation of the end of another car the bolt will be retracted for disengaging the nose of the jaw to free the trip handle, and a stationary keeper fixed to the end of said adjacent car and engageable with the trip handle when in locked position.

In testimony whereof we affix our signatures in presence of two witnesses.

F. C. GOW.

S. T. CLUTTER.

Witnesses:

H. V. TODISMAN,
JOHN T. BURGESS.