

(No Model.)

F. A. BRANDENBURG.

CARRIAGE CURTAIN.

No. 357,265.

Patented Feb. 8. 1887.

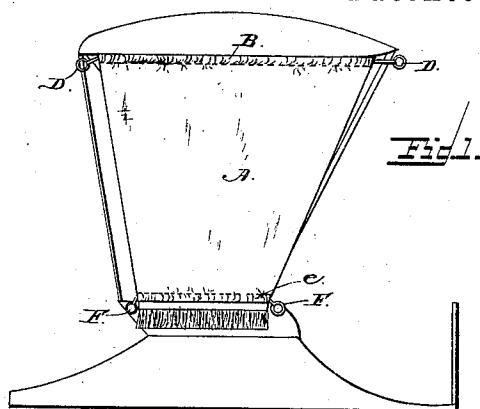
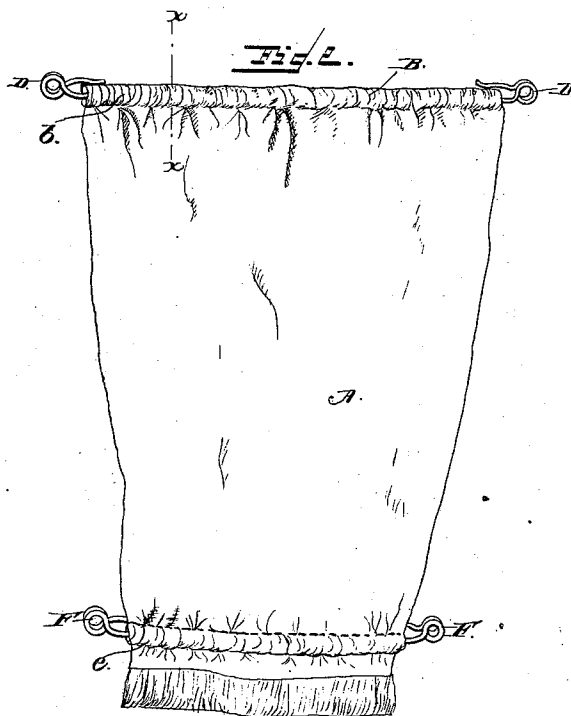


Fig. 3.

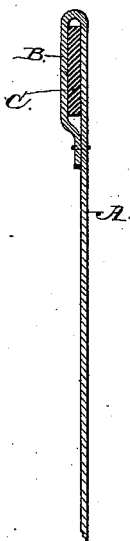


Fig. 4.

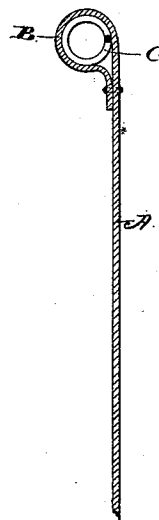
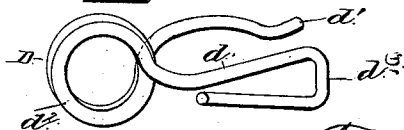


Fig. 5.



Witnesses
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UNITED STATES PATENT OFFICE.

FOWLER A. BRANDENBURG, OF VANDALIA, OHIO.

CARRIAGE-CURTAIN.

SPECIFICATION forming part of Letters Patent No. 357,265, dated February 8, 1887.

Application filed September 2, 1886. Serial No. 212,524. (No model.)

To all whom it may concern:

Be it known that I, FOWLER A. BRANDENBURG, a citizen of the United States, residing at Vandalia, in the county of Montgomery and State of Ohio, have invented new and useful Improvements in Carriage-Curtains, of which the following is a specification.

My invention relates to improvements in carriage-curtains; and it consists of the peculiar construction and arrangement of parts, substantially as hereinafter fully described, and particularly pointed out in the claims.

The primary object of my invention is to provide an improved curtain of simple and cheap construction which can be easily and rapidly applied and detached by unskilled persons to any class of buggies, carriages, phaetons, &c., to shield the occupants thereof from the sun and weather.

In the accompanying drawings, which illustrate a carriage-curtain embodying my invention, Figure 1 is a side elevation of a top buggy with my improved curtain applied thereto. Fig. 2 is an enlarged detached view of the curtain. Fig. 3 is a transverse sectional view on the line *x x* of Fig. 2. Fig. 4 is a similar sectional view showing a modified form of my invention, and Fig. 5 is an enlarged perspective view of the clasp detached from the curtain.

Referring to the drawings, in which like letters of reference denote corresponding parts in all the figures, A designates the curtain, which is made of any suitable size, according to the size of the vehicle to which it is to be applied. This curtain may be made of any suitable water-proof or other material to resist the weather, and it can be ornamented and decorated to suit the taste. At its upper edge the curtain is lapped or folded upon itself and stitched or otherwise secured together, so as to provide a sheath, B, and the said upper edge of the curtain is formed into a series of gathers, as at *b*.

Within the sheath B of the curtain is inclosed and protected a retracting-spring, C, of elastic fabric, as shown in Fig. 3, or of coiled wire, as shown in Fig. 4, and the extremities of this retracting-spring are secured to opposite corners on the same edge of the curtain. By means of the gathers *b* and the retracting-spring C it will be seen that the curtain is nor-

mally contracted and lies in a series of folds, so that it takes up but very little space and can be very compactly folded or stored away, and by pulling upon the said ends of the retracting-spring the curtain can be expanded or extended to probably one-half its original length, so that it is adapted to accommodate itself to vehicles of different sizes and fit either the sides or back of the same vehicle.

D designates the clasps for detachably connecting the curtain to a vehicle-top. These clasps are each bent from a single piece of wire, and comprise the arms *d d'* and a coil, *d''*, connecting the arms at one end, so as to leave the opposite ends of said arms free. The arms are arranged alongside of one another, and the arm *d'* is curved or bulged outwardly at its middle, while the arm *d* is bent to one side of the coil at the point where it joins the latter, so as to increase the space between the arms, to adapt them to clasp one of the bows or the standard of a vehicle-top more securely. The arm *d* is bent upon itself to form a loop or eye, *d''*, and through this loop is passed one end of the retracting-spring C, so that the clasp is secured to the spring and at one corner of the curtain. It will be seen that the clasps are secured to the extremities of the retracting-spring, and at the upper corners of the curtain opposite to each other, and when the clasps are connected to the vehicle-top the spring is distended and draws upon the clasps, so that they are caused to more securely and firmly engage the vehicle-top, and are thereby prevented from becoming detached or displaced.

At or near its lower edge the curtain is provided with another sheath, *e*, which may be formed in the fabric or secured thereto in any preferable manner, and in this sheath *e* is housed or inclosed a retracting-spring of elastic fabric or coiled wire, similar to the spring inclosed in the sheath at the upper edge of the curtain. Clasps F are secured to the extremities of the spring, and these clasps are connected to any suitable point on the top in a similar manner as the clasps D, the clasps F being formed of wire, in the manner hereinbefore described for the clasps D.

The operation of my invention will be readily understood from the foregoing description, taken in connection with the drawings. The

springs and the curtain are distended or
 lengthened, and the clasps D F at the opposite
 sides and upper and lower edges of the curtain
 are connected with the top of a vehicle by pass-
 ing the arms of the clasps around the bows or
 standards, so that the said arms will firmly em-
 brace the same; or the loops or coils of the
 clasps may be fitted over the buttons on the
 top, the said coils serving as finger-loops in
 which the fingers can be inserted in order to
 distend the spring to which it is connected in
 securing the curtain to the carriage-top. The
 springs draw the clasps very firmly into con-
 tact with the part of the buggy-top with which
 they are engaged, and the curtain is held in
 its proper place very securely and without dan-
 ger of displacement. By means of the spring
 C and the clasps F at or near the lower edge
 of the curtain the lower edge of the latter is
 very securely held and prevented from being
 blown away from the top, or flapping, thereby
 avoiding the annoyance to which the occupants
 of the vehicle are sometimes subjected with the
 old common form of curtain at present in ex-
 tensive use.

The curtain is very simple and durable of
 construction, cheap of manufacture, and easily
 and quickly applied and detached by an un-
 skilled person.

Various changes in the form and proportion
 of parts can be made without departing from
 the principle of my invention.

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

1. A carriage-curtain provided with a re-
 tracting-spring arranged transversely of the
 longitudinal axis of the curtain, to permit the
 same to be stretched and contracted, and the
 clasps secured to the terminal ends of the said
 spring, substantially as described, for the pur-
 pose set forth.

2. A carriage-curtain provided with a trans-
 verse sheath, a spring inclosed within the
 sheath and arranged transversely of the longi-
 tudinal axis of the curtain, and the clasps con-
 nected to the terminal ends of the spring, sub-
 stantially as described.

3. A carriage-curtain provided with a series
 of gathers at one edge and a sheath, a retract-
 ing-spring inclosed within the sheath and ar-
 ranged transversely of the longitudinal axis of
 the curtain, to permit the latter to be stretched
 and contracted, and the clasps connected to
 the extremities of the spring to connect the
 curtain to the vehicle-top, substantially as de-
 scribed.

4. As a new article of manufacture, a car-
 riage-curtain provided with a transverse re-
 tracting-spring, and a clasp connected to each
 end of the spring, said clasp being bent from a
 single piece of wire upon itself to form two
 arms, d d' , substantially parallel with each
 other, and an intermediate coil, d^2 , one of the
 arms having a hook to connect the clasp to the
 carriage-top, substantially as described.

5. The combination, with a vehicle-top, of
 a curtain, the retracting-spring connected to
 the curtain, and the clasps detachably con-
 nected to the top and secured to the extremi-
 ties of the spring, substantially as described,
 for the purpose set forth.

6. A carriage-curtain having the retracting-
 springs at or near its upper and lower edges,
 and the clasps connected to the extremities of
 the springs, substantially as and for the pur-
 pose described.

In testimony that I claim the foregoing as
 my own I have hereto affixed my signature in
 presence of two witnesses.

FOWLER A. BRANDENBURG.

Witnesses:

MARY E. ANDERSON,
 R. EVANS.