

J. B. WELLER & F. G. HOPKINS.

Curtain-Fastenings.

No. 158,658.

Patented Jan. 12, 1875.

Fig. 1.

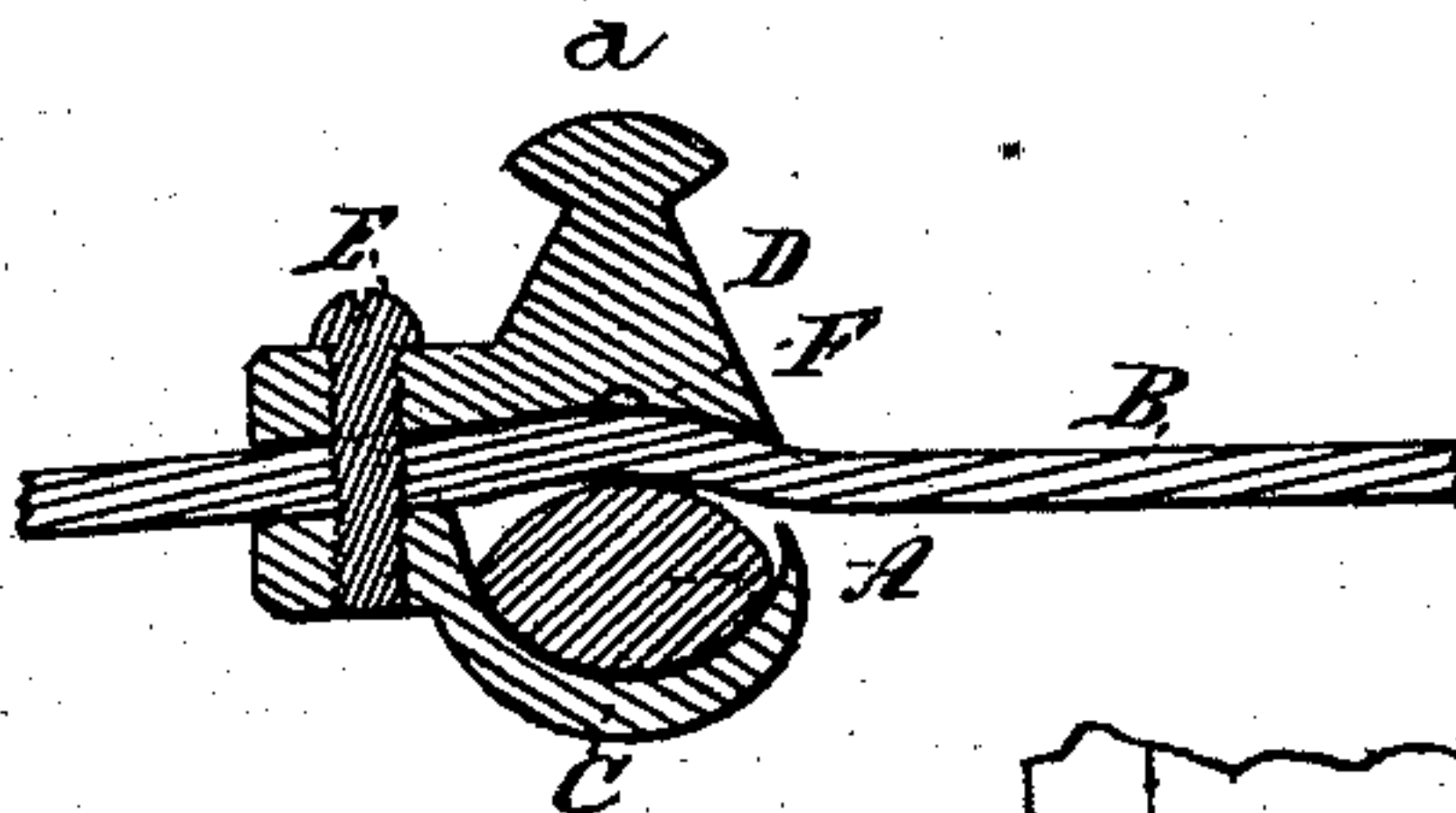


Fig. 2.

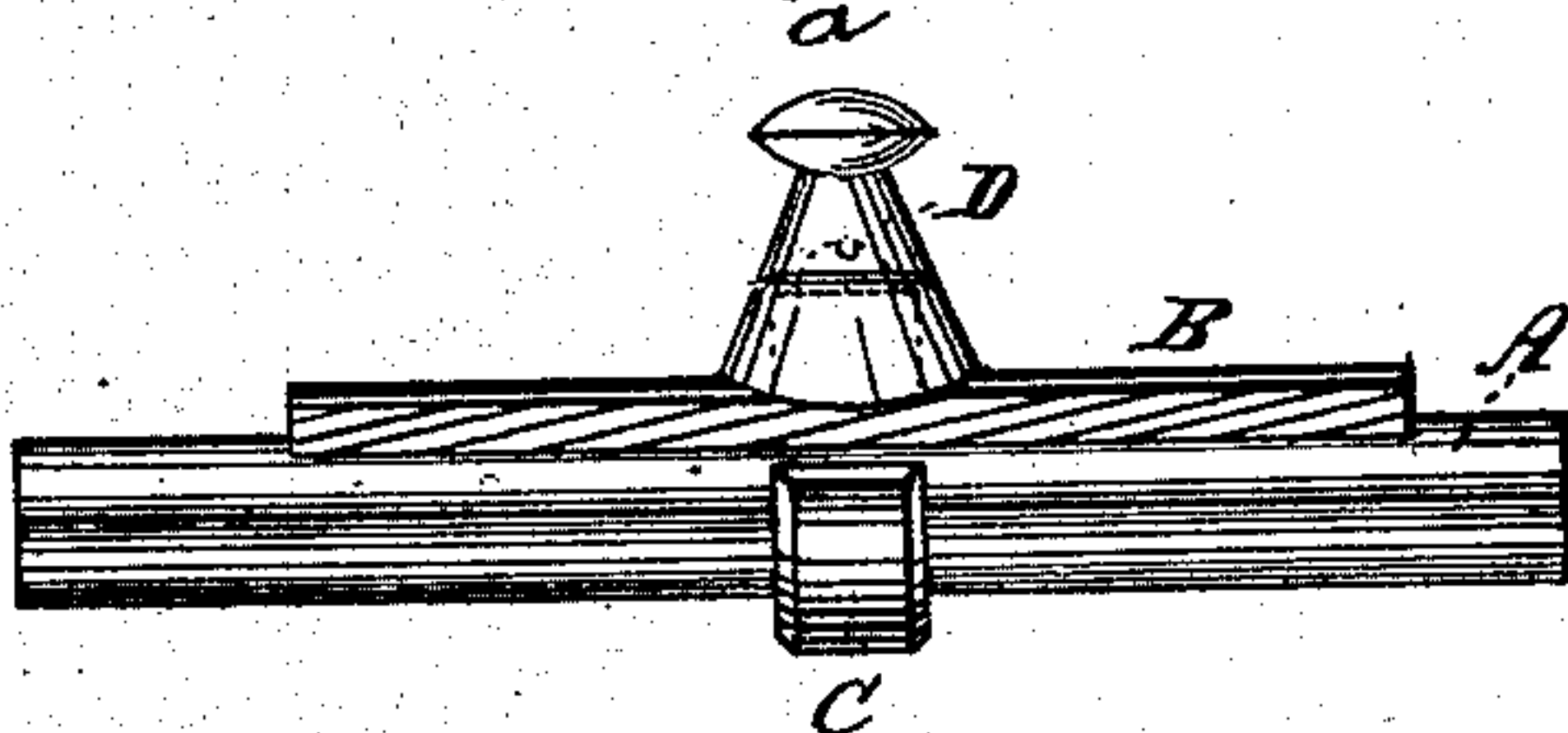


Fig. 3.

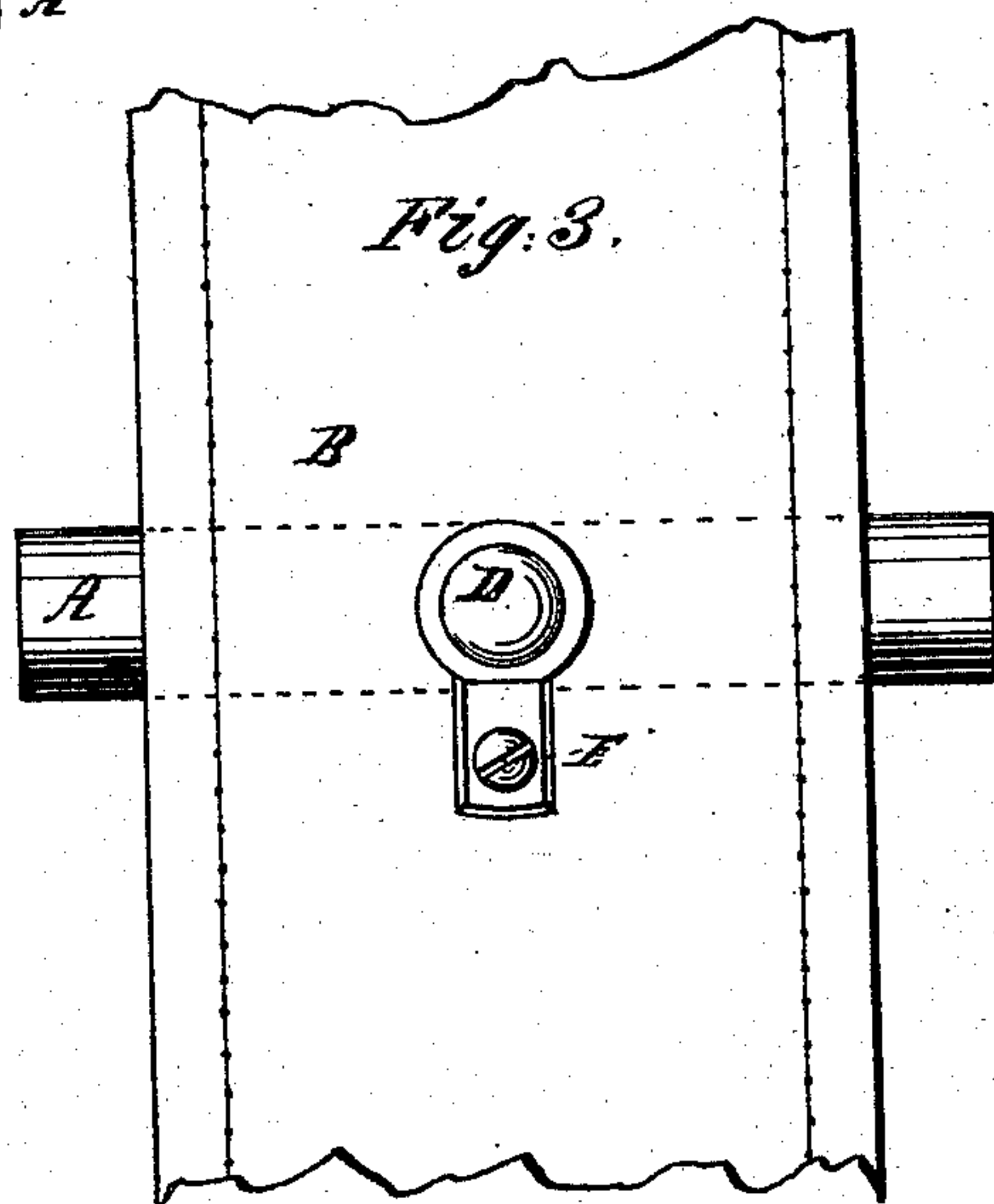
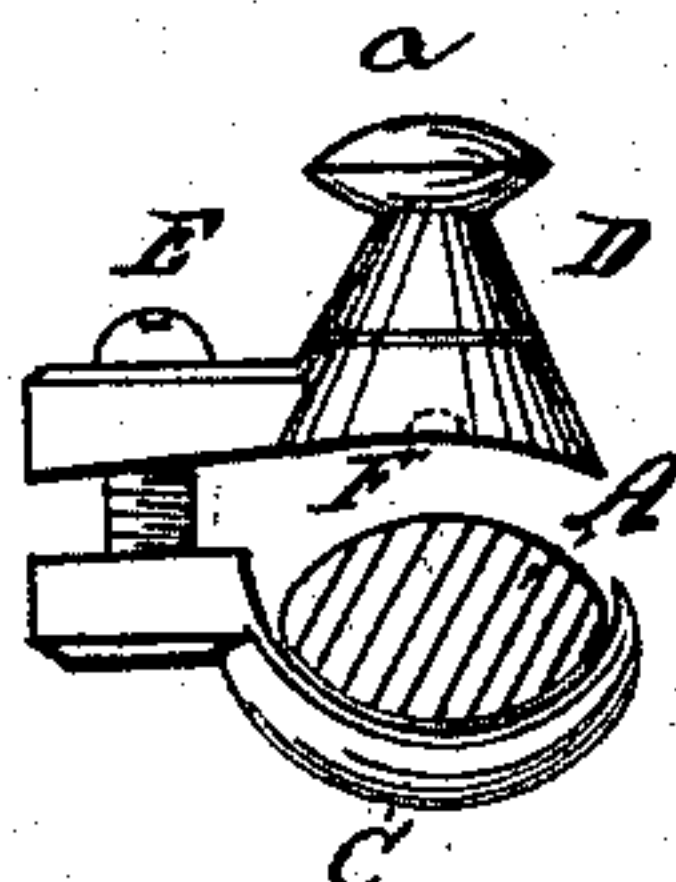


Fig. 4.



Witnesses

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# UNITED STATES PATENT OFFICE.

JOHN B. WELLER, OF BELLBROOK, AND FINLEY G. HOPKINS, OF XENIA, OHIO.

## IMPROVEMENT IN CURTAIN-FASTENINGS.

Specification forming part of Letters Patent No. **158,658**, dated January 12, 1875; application filed September 2, 1873.

*To all whom it may concern:*

Be it known that we, JOHN BEATY WELLER, of the village of Bellbrook, in the county of Greene and State of Ohio, and FINLEY G. HOPKINS, of the city of Xenia, in the said county of Greene and State of Ohio, have invented a certain Machine for Fastening the Covering of Shifting-Top Buggies to the Shifting Iron Rail, of which the following is a specification:

This invention has relation to means for avoiding the drilling of holes into the shifting-rail of top-buggies, as is usual, for the purpose of applying thereto buttons for the curtains and "quarters" in common use; and it consists in a clamp-fastener constructed with a knob or button, which is concave on its inner surfaces to conform to the convexity of the shifting-rail, as will be hereinafter more fully explained.

Figure 1 is a sectional view of our improvement. Fig. 3 is a front view of the same. Fig. 2 is an end view of the same. Fig. 4 is a side view thereof.

In the annexed drawings, A designates the shifting-rail of a buggy. B is the quarter or back. D designates the outer plate of our improved clamp-fastener, having on its outer surface a knob or button, *a*, and of which the inner surface is concave to suit the convexity of the shifting-rail A. E designates a screw, which is passed into a perforation in plate D, upon a flattened portion thereof, and which serves to secure it to the inner plate, C, of the fastening. Plate C is constructed with a flattened portion, in which is a screw-threaded

perforation to receive the end of screw E, terminating in a hooked portion. The convexities of these plates D and C adapt themselves to the convexities of the shifting-rail A, and when they are applied thereon, as shown in Fig. 4, and the screw is forced home, the said plates rigidly grasp the said shifting-rod; and maintain themselves permanently in position.

When we wish to apply our improved fastener to that portion of the shifting-rail to which the quarters or back-stays are attached, we first apply plate C to rail A from in front, and, having first perforated the quarter or back-stay to receive screw E, we inclose said quarters or back-stays between plates D and C, and, by forcing home the screw E, rigidly secure and fasten them in place.

By means of our clamp we dispense with all drilling of holes in the shifting-rod, whereby it is greatly weakened, and can at any time replace one when lost without applying to a carriage-maker.

What we claim as new, and desire to secure by Letters Patent, is—

A carriage-curtain and rail clamp, consisting of the plate D, having an outer button, *a*, and a concave inner surface, and the plate C, having a concave inner surface and a clamp-screw connection, all combined substantially as and for the purpose specified.

JOHN B. WELLER.  
FINLEY G. HOPKINS.

Attest:

JOHN M. HOPKINS,  
WILLIAM J. ALEXANDER.