(No Model.)

F. B. MALLORY.

AWNING AND CURTAIN FRAME FOR BOATS.

No. 270,448. Patented Jan. 9, 1883.

Fig: 1.

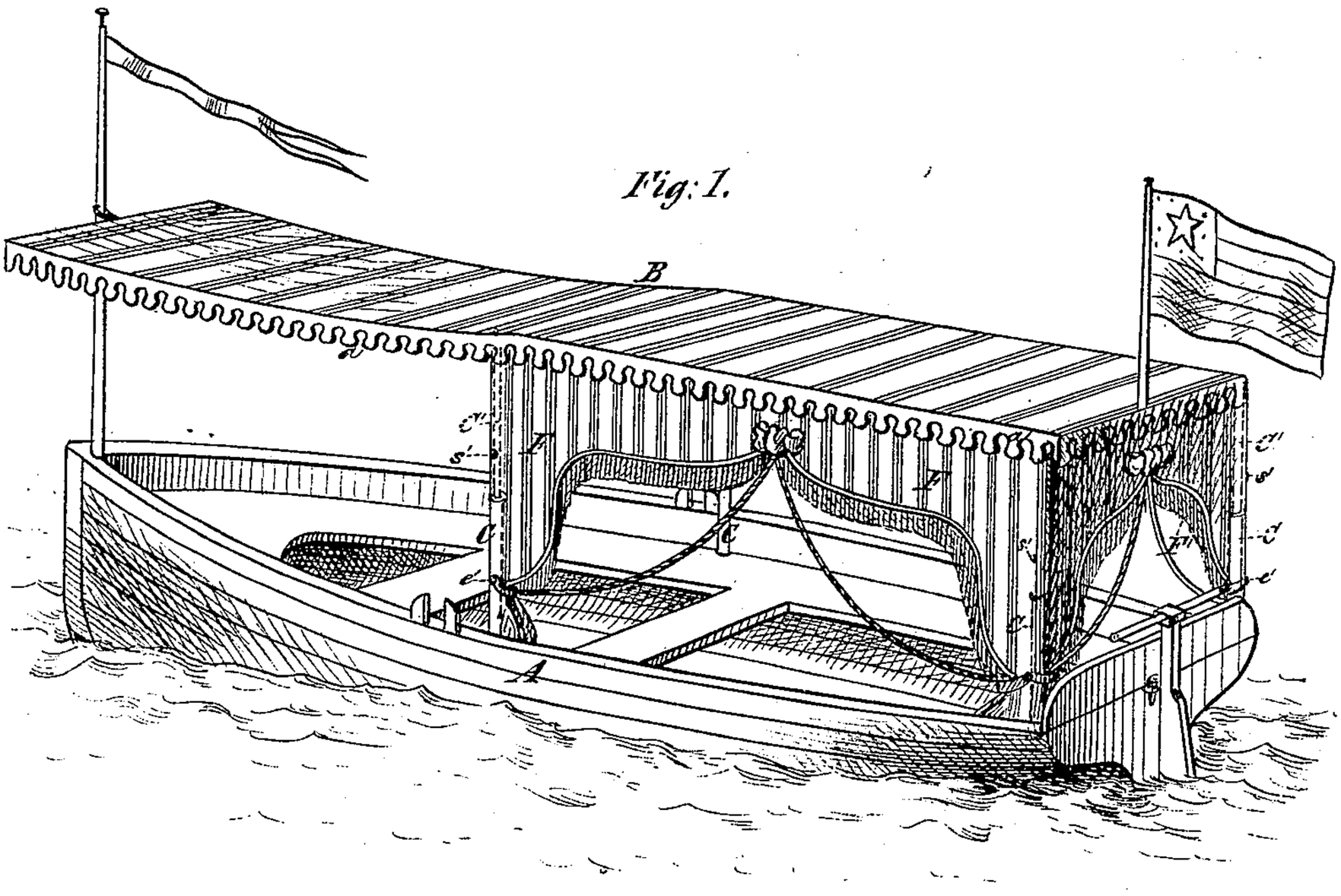

Fig: 2.

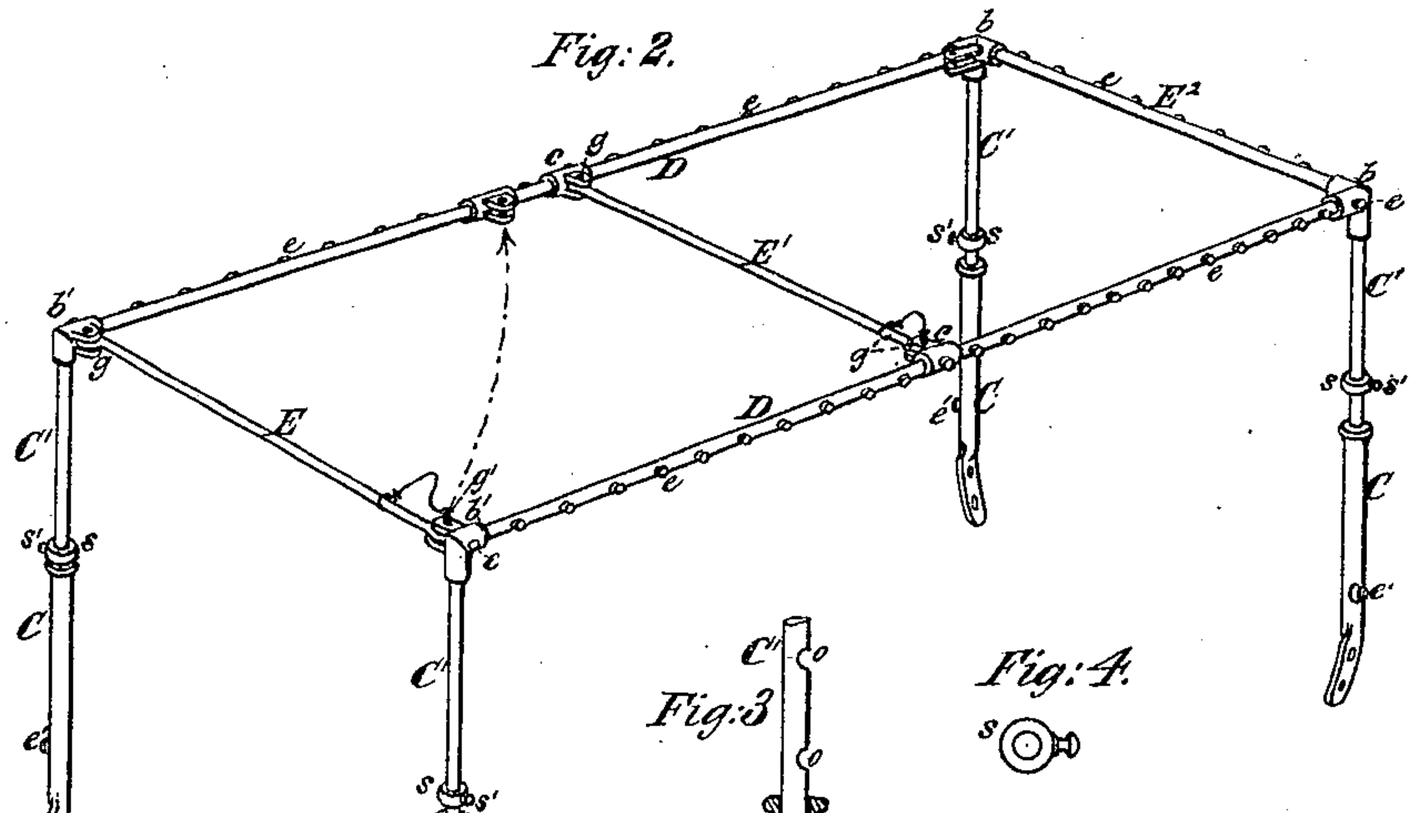

Fig: 3

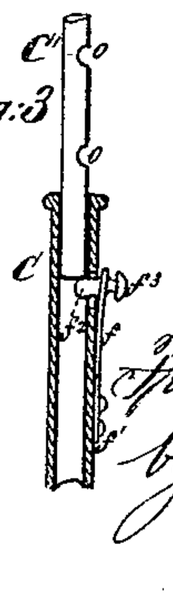

Fig: 4.

Witnesses
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UNITED STATES PATENT OFFICE.

FRANK B. MALLORY, OF NEW YORK, N. Y.

AWNING AND CURTAIN FRAME FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 270,448, dated January 9, 1883.

Application filed September 18, 1882. (No model.)

To all whom it may concern:

Be it known that I, FRANK B. MALLORY, of the city and county of New York, in the State of New York, have invented a new and useful Improvement in Curtain-Frames for Boats, of which the following is a specification.

The invention consists in the combination, with a frame serving both for an awning and for curtains to a boat, and an awning-support separate from and forward of said frame, of curtains and an awning separately attached to said frame, the awning extending forward beyond said frame and curtains to said separate support.

The invention also consists in novel details of construction in a curtain-frame, which are fully hereinafter described.

In the accompanying drawings, Figure 1 represents a perspective view of a boat embodying my invention. Fig. 2 represents a perspective view of the curtain-frame detached from the boat. Fig. 3 represents a detail view of a catch for holding the curtain-frame in an elevated position; and Fig. 4 represents a loose collar, with one or more of which each upright is provided.

Similar letters of reference designate corresponding parts in all the figures.

A designates a boat, which is provided with the usual awning, B, furnished with a valance, *a*, as is common in boat-awnings.

The construction of the curtain-frame is shown most clearly in Fig. 2. As here represented, it consists essentially of columns C, which are hollow, and may be secured to the sides of the boat by bolts or other devices, uprights C′, adapted to slide freely up and down in the said columns, longitudinal bars or rods D, which extend lengthwise of the boat, and two or more transverse bars or rods. Three transverse bars or rods, E E′ E², are here shown. The two uprights C′ at the back end of the curtain-frame are connected by corner-fittings *b* with the ends of the longitudinal bars or rods D, and by the same fittings are connected with the ends of the rearmost transverse bar or rod, E². The two uprights C′ at the front end of the curtain-frame are connected by corner-fittings *b′* with the ends of the longitudinal bars or rods, and about midway of the length of the latter are secured fittings *c*. The bar or rod E at the front end of the curtain-frame is connected at opposite ends with the fittings *b′*, and the transverse bar or rod E′ is connected with the fittings *c*. The several uprights C′ and the bars or rods D E E′ E² may be solid, or they may be tubes—such, for instance, as gas-pipe. They may be screwed into the fittings *b c*, or secured therein in any other desirable way.

To the sides of the curtain-frame are secured side curtains, F, and at the rear end of said frame is secured a back curtain, F′. The curtains F F′ are detachably secured to the frame by means of ordinary carriage-buttons, *e*, which are inserted at short distances apart in the longitudinal bars D, and also in the end bar, E². I also provide similar buttons, *e*, in the fittings *b*, and in the lower part of each column is a button, *e′*, on which the lower corner of the curtain may be secured. Upon each upright C′ is fitted a loose sliding collar, *s*, (shown clearly in Fig. 4,) and in each collar is a button, *s′*.

In putting up the curtains they are buttoned to the bars D E². The lower corners are then secured to the buttons *e′*, and the collars *s* are then slid upward until they come opposite button-holes about the middle of the height of the curtains, and the button-holes are then hooked onto the buttons *s′* to keep the middle of the curtains extended. When thus secured the curtains may be removed without in any way interfering with the awning B, which is independent of the curtains and adapted to be rolled up independently of them. The awning B is attached to the curtain-frame at the rear or stern of the boat, and extends considerably forward of the curtain-frame, and is attached at its forward end to a support separate from the curtain-frame. As here shown, a post is erected in the bow of the boat, to which the front end of the awning B is attached.

As before stated, the uprights C′ are adapted to slide freely in the columns C for the purpose of raising and lowering the curtain-frame and curtains.

The curtain-frame is represented in its highest position in Figs. 1 and 2.

In Fig. 3, and on a smaller scale in Fig. 2, I have represented one form of catch which may be used for retaining the uprights C′ in their elevated positions in the columns.

To the column C a spring, *f*, is secured at

one end, f', and near the other end it is provided with a pin or tooth, f^2, which projects through a slot in the column and into the interior thereof. The spring is likewise provided with a knob or hand-piece, f^3, whereby it may be sprung outward to withdraw the pin or tooth f^2 from the column.

If the frame be supposed to be in its lowest position and it be desired to raise it, it is elevated until the lower ends of the uprights C′ pass the pins or teeth f^2 of the several springs f, whereupon the resilience of the springs impels the pins or teeth inward below the uprights, and the latter will rest upon them. By simply withdrawing the springs the frame may be lowered.

If desirable, the uprights C′ may have several notches O, as shown in Fig. 3, which are adapted to engage the pins or teeth of the catches and provide for supporting the frame at different heights.

When the frame is in its lowest position the transverse bars E E′ would be in the way of any one entering under the frame, and to provide for this I make both said bars removable. In this example of my invention they are both pivoted at one end, g, and at the other end are secured to lugs or ears on the fittings b' c by removable pins g', or otherwise, so as to enable them to be swung inward against the longitudinal bars D when the pins g' are withdrawn. To prevent their being lost the pins g' may be attached to the transverse bars E E′ by a cord or other device. Instead of the bars being made to swing, they may be secured at both ends by removable pins, and will then be bodily removable.

The sliding collars s are very desirable, because when the frame is lowered they rest on top of the columns C and the uprights descend through them, and when the frame is raised the collars may be slid upward on the uprights until they come opposite the button-holes in the curtains.

The curtains are desirable not only because they afford ample protection to the occupants of the boat from the sun, but because they are ornamental and add greatly to the handsome appearance of the boat.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, with a frame serving both for an awning and for curtains to a boat, and an awning-support separate from and forward of said frame, of curtains and an awning separately attached to said frame, the awning extending forward beyond said frame and curtains to said separate support, substantially as herein described.

2. The combination of a curtain-frame composed of the hollow columns C, the uprights C′, sliding therein, longitudinal and transverse bars supported by said uprights, with buttons e e', fixed in said bars and columns, and the sliding collars s, fitting said uprights, and each provided with a button, s', substantially as and for the purpose described.

FRANK B. MALLORY.

Witnesses:
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