

(No Model.)

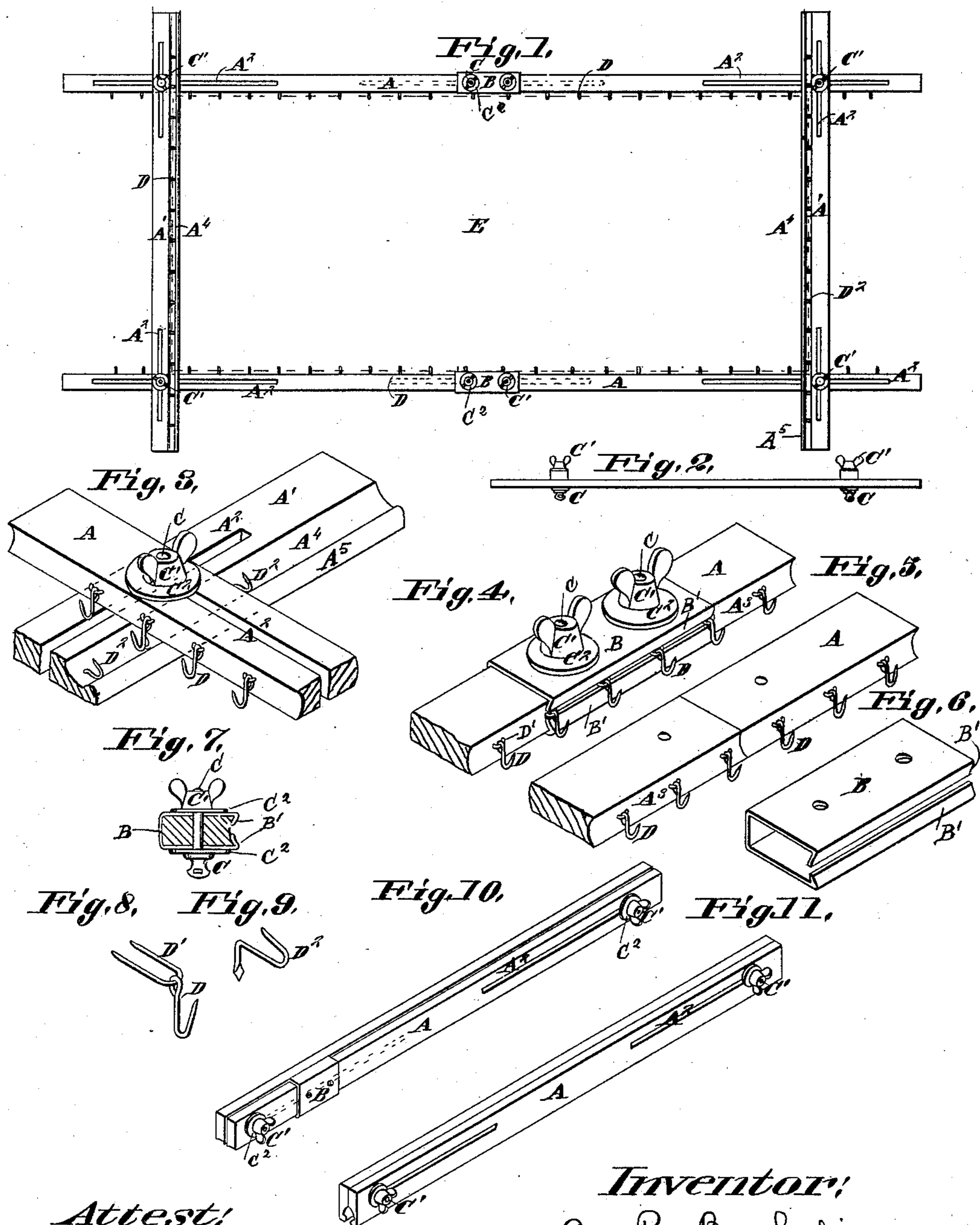
2 Sheets—Sheet 1.

A. P. BOHLINGER.

CURTAIN STRETCHER.

No. 341,634.

Patented May 11, 1886.



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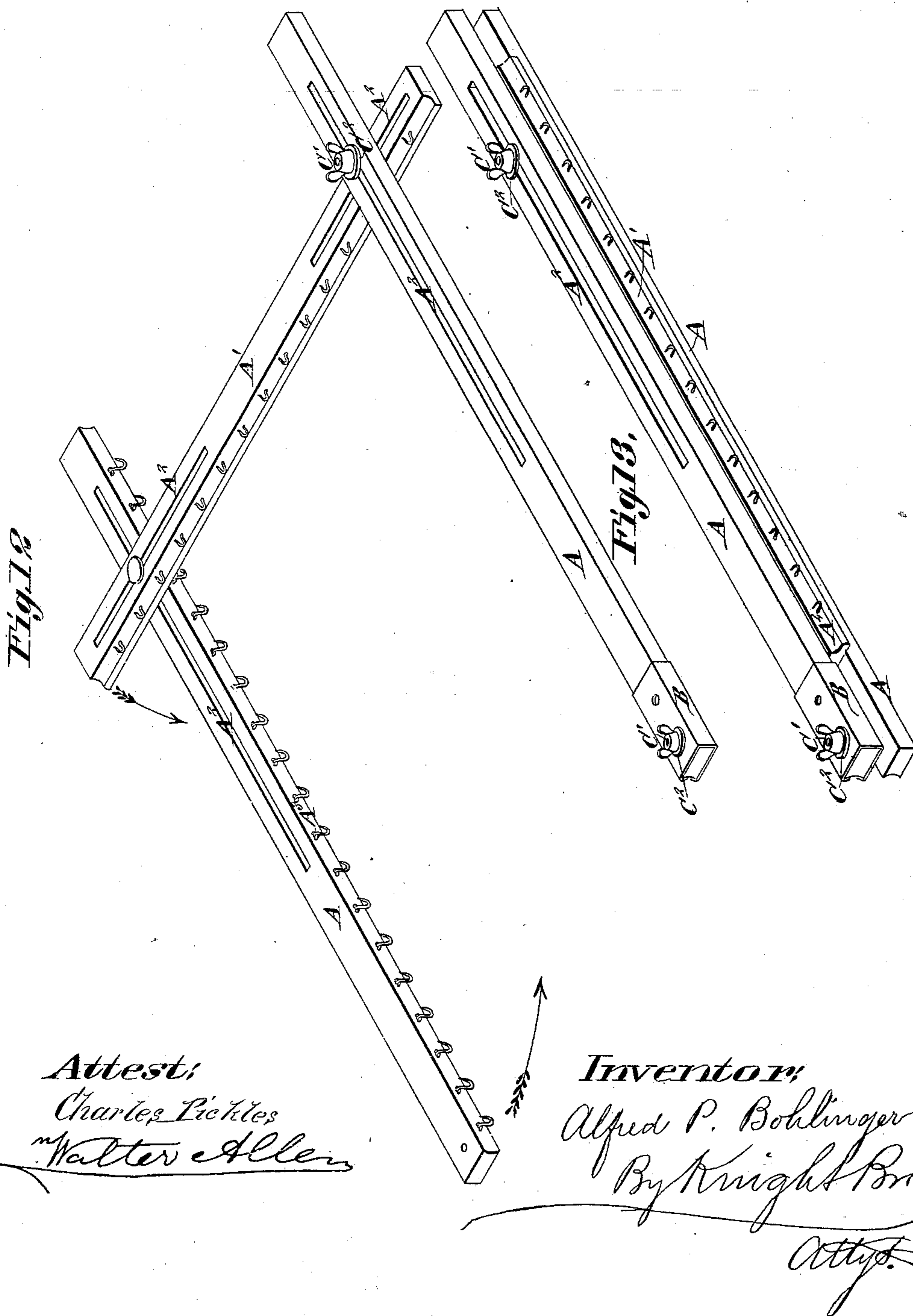
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# UNITED STATES PATENT OFFICE.

ALFRED P. BOHLINGER, OF ST. LOUIS, MISSOURI.

## CURTAIN-STRETCHER.

SPECIFICATION forming part of Letters Patent No. 341,634, dated May 11, 1886.

Application filed August 24, 1885. Serial No. 175,172. (No model.)

*To all whom it may concern:*

Be it known that I, ALFRED P. BOHLINGER, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Curtain-Stretchers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a top view showing the outline of the curtain in dotted lines. Fig. 2 is a plain end view. Fig. 3 is a perspective view of one corner, showing the fastening-bolts and thumb-screws applied. Fig. 4 is a perspective side view at center joint with its clamping-sleeve and thumb-screws. Fig. 5 is a similar view with the clamping device removed. Fig. 6 is a perspective view of the sleeve. Fig. 7 is a cross-section of the sleeve and side rail. Figs. 8 and 9 are perspective views of the hooks. Fig. 10 is a perspective view of side rails folded for shipping, storing, or laying away. Fig. 11 is a similar view of end rails. Fig. 12 is a perspective view of half of one of my six-section frames disconnected in the middle, ready for folding, showing the position of the rails in their corner attachments to attain a compact fold; and Fig. 13 is a like view of the three-section rails folded.

My invention relates to certain improvements in curtain-stretcher frames; and my invention consists in features of novelty hereinafter fully described, and pointed out in the claim.

Referring to the drawings, similar letters of reference illustrate like parts in all the figures.

My stretcher is arranged to combine all the advantages of a readily-adjustable, easy, and close-folding stretcher-frame, is adjustable to any length and width required, and will fold up to occupy a minimum of space (see Figs. 10 and 11) for packing and shipment and laying away.

Referring to the drawings, A represents the side rails, and A' the end rails, of the stretcher-frame. They are preferably made about seven feet long; but I do not confine myself to any length, for it is evident that they can be made longer or shorter without deviating from the essential features of my invention.

For a common-sized curtain I use six rails, two at each side and one at each end; but the number may be varied to conform to the size and shape of the curtain. When two side rails alone are used, they are slotted at both ends, (see Figs. 1 and 10, where the additional slot is dotted in,) and the clamping-sleeve in that case is not used. When sides are formed with more than one section, as is generally the case, a tight stiff joint is obtained by sliding the clamping-sleeve B over the joint and rigidly tightening the connection by the clamping screw-bolts C and thumb-nuts C', which are provided with washers C". Similar bolts, thumb-screws, and washers are used to fasten the corners of the frame. The sleeve B is formed with inturned longitudinal flanges B', occupying the concave edges A<sup>3</sup> above and beneath the hooks. There are long-slotted ways A<sup>2</sup> made in the rails, through which the bolts pass, connecting the corresponding ends of the rails. These long slots (when the thumb-screws are loosened) form a ready means for readjustment of the frame to make it conform to the size and shape of the curtain to be operated upon.

D are the tenter-hooks, attached by staples D' in the concave edge of the side rails, and D<sup>2</sup> are somewhat similar hooks, whose shank attachment-point is driven in the concave A<sup>4</sup> on the beaded edge A<sup>3</sup> of the end pieces. It will be seen that the last-mentioned hooks do not project beyond the upper face-line of the rail to which they are attached, so that they do not interfere with the readjustment of the stretcher or hinder its close package when folded. The hooks on the side rails also fall into line within the recess of the concave, (when it is placed in a vertical position,) so as to be entirely out of the way of folding and close package. (See Figs. 3, 4, and 5.)

When it is desired to pack, store, or lay away the frame, two or three rails can be left connected and folded close, so as to cause no loss of space in storage.

I have represented two side rails in Fig. 10 and two end ones in Fig. 11 so folded, and it is evident that sections of three rails each (see Fig. 13) could be thus folded if there were a suitable transposition or arrangement of the frame in setting up. For instance, in a six-

rail frame, (see Fig. 12,) if one side rail is attached above and the other below the end rails, then the side rails are disconnected in the middle of the frame and one folds above 5 and the other below the end rail. As the loose end of each reaches the bolt that pivots the other the thumb-screw is removed, and the bolts passed through the three rails, the thumb-screws replaced, and the frame is closely folded in two sections, and firmly secured by the 10 bolts. When shipping, &c., I prefer to slide the sleeve from its normal position on the side rail, as shown in Fig. 10, so that it may not project beyond the package.

15 E is the curtain in course of stretching, its position shown in dotted lines around the inside of the frame.

The loose hook is used on the side rails of the frame, so as to accommodate itself laterally

to meet the scallops, as a stiff hook could not 20 be adjusted to either hand for that purpose. On the other hand, stiff hooks are attached to the end pieces, because there are no scallops on the ends of curtains, and after the sides have been attached it would be very inconvenient 25 to raise and attach a loose hook.

I claim as my invention—

The combination of rail-sections having suitable tenter-hooks, sleeves B, having flanges B' B' above and beneath the hooks, means for se- 30 curing the sleeves to the sections, and means for securing the rails together, substantially as set forth.

ALFRED P. BOHLINGER.

In presence of—

BENJN. A. KNIGHT,  
JOSEPH WAHLE.