

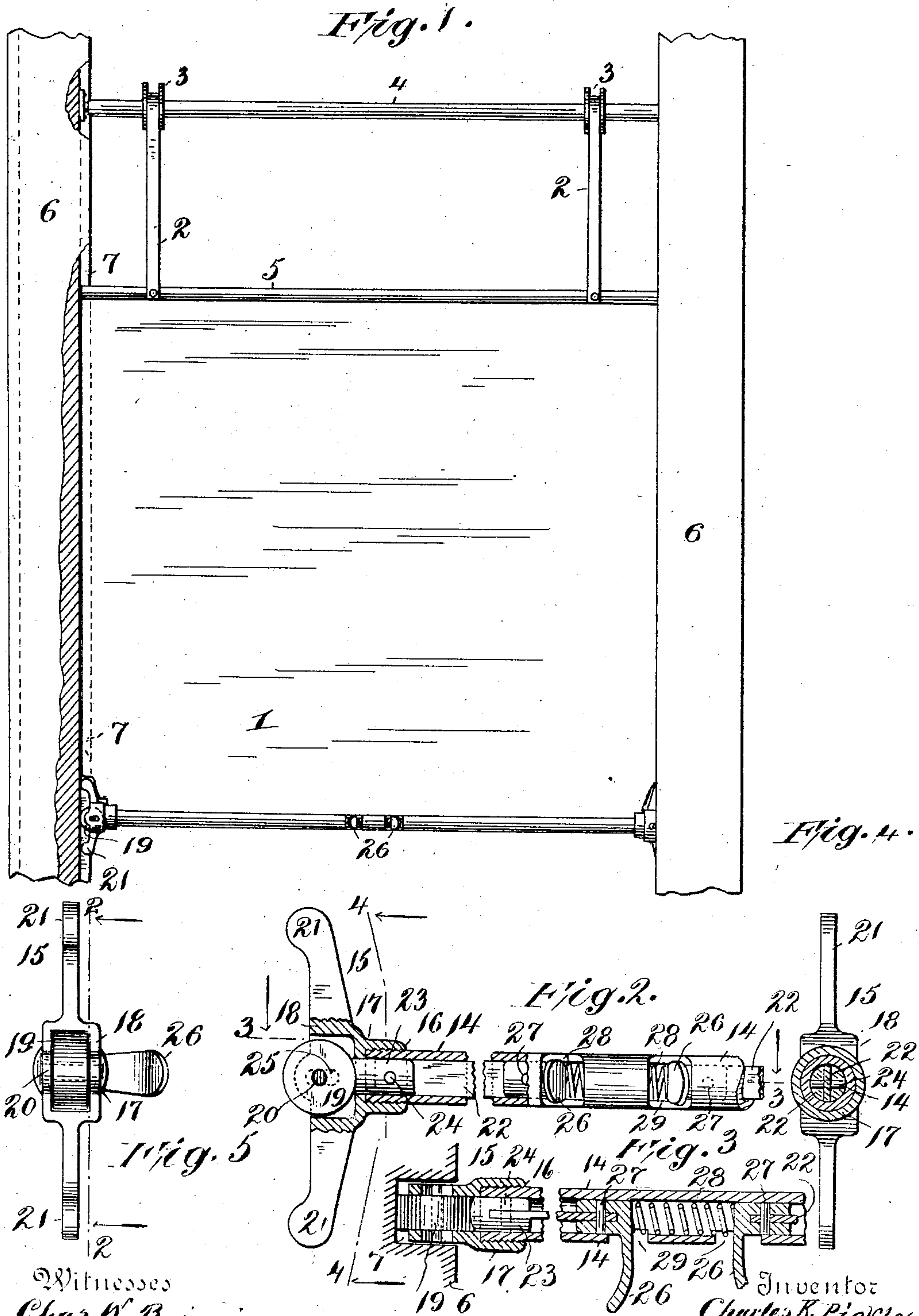
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PATENTED NOV. 15, 1904.

C. K. PICKLES.  
CURTAIN FOR CARS.

APPLICATION FILED SEPT. 1, 1903.

NO MODEL.



Witnesses  
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# UNITED STATES PATENT OFFICE.

CHARLES K. PICKLES, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR  
TO JOHN A. BRILL, OF PHILADELPHIA, PENNSYLVANIA.

## CURTAIN FOR CARS.

SPECIFICATION forming part of Letters Patent No. 774,949, dated November 15, 1904.

Application filed September 1, 1903. Serial No. 171,487. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES K. PICKLES, a citizen of the United States, and a resident of the city and county of Philadelphia, State of Pennsylvania, have invented certain new and useful Improvements in Curtain Attachments for Railway-Cars, of which the following is a specification.

My invention resides in the novel construction of curtains for use in cars, the curtain-rod, and in the attachments for the curtain.

The object of my invention is to provide a novel and simple curtain attachment for use in holding the curtains commonly used in street-railway cars in their vertical position against the stress of the curtain-roller.

Further objects of my invention and details of construction will be more fully hereinafter explained and further pointed out in the claim.

In the drawings forming part of this application, Figure 1 is a side elevation of a curtain embodying my invention in which a part of the car-stanchion is cut away to show the groove. Fig. 2 is a partial sectional view of the construction of the lower curtain-rod in which a roller construction is used. Fig. 3 is a sectional view taken on the line 3 3 of Fig. 2 looking in the direction of the arrows. Fig. 4 is a section view on the line 4 4 of Fig. 2 looking in the direction of the arrows. Fig. 5 is an end view of Fig. 2.

Similar numerals of reference indicate corresponding parts throughout the several views.

Referring to the drawings, 1 represents a curtain for use in railway or other cars, and 2 the tapes which are secured to the upper end of the curtain and are wound on sheaves 3 on the roller 4. The roller 4 may be placed at any desired height on the side of the car or in the roof-pocket, so that the tape may be wound on the sheaves and the curtain raised to its uppermost position without the curtain being rolled upon the roller—that is, the curtain remaining unrolled at all times. The roller may be any kind of spring-roller in which the spring is adapted to exert a continuous circular movement on the sheaves, so that the

tapes will be under a continuous spring tension from the top, thus keeping the tapes and curtain under tension, the curtain being held in the desired position by a rod at the lower end, which will be hereinafter explained.

Stiffening-bars 5 of any well-known form may be attached to the curtain along its length, the ends of which move in the post-grooves to keep the curtain in its proper place between the posts.

In order to show the method of adapting my improved curtain to a car, reference is to be had to Fig. 1, in which 6 represents the stanchions of a car, which may be of the closed semiconvertible or convertible type. 7 is a longitudinal curtain groove. In this construction a tube 14 incloses a part of the mechanism and is adapted to be placed in the lower hem of the curtain, as shown in Fig. 1. Attached to the ends of this casing are a pair of feet 15, which are threaded at 16 and screwed on the casing. By this means the rod is retained in place in the hem when the foot is attached at either end of the casing after the latter is placed in the hem. The foot may consist of the neck 17 and the rectangular frame 18, adapted to retain the roller by means of the pin 20, on which the roller turns and which has its ends bearing in the frame 18. The foot 15 has vertical extensions 21, which guide it in the groove. Within the casing are two longitudinal rods 22, on one end of each of which is secured a brake-shoe 23 by means of a pin 24. The frame, it will be seen, is provided with an elongated slot 25, so that the roller is free to have slight movement longitudinally of the rod.

At the opposed ends of the rods 22 are attached finger-pieces 26 by means of the pins 27, between which finger-pieces is provided a coil-spring 28, adapted to press the finger-pieces apart, the movement of the finger-pieces being permitted by the openings 29 in the casing. The operation of the rod is very simple. When in its normal position, the roller 19 is in contact with the base of the groove. The brake-shoe 23 is in contact with the roller, being forced against it by the coil-spring, thus causing the curtain to be held by

friction against vertical movement. When it is desired to raise or lower the curtain, the finger-pieces are pressed together, which withdraws the brake-shoes from the rollers, and  
5 the rollers may move freely in the groove.

While I have been explicit in describing the specific means for carrying out my invention, I do not limit myself to the specific means herein described.

10 Having described my invention, what I claim is—

A curtain attachment comprising a casing, shoes on the ends of the casing, provided with upwardly and downwardly extending guide-

arms, a roller mounted in a recess in each of  
said shoes, the axles of said rollers having  
lateral play in the direction of the axis of the  
casing, rods in said casing adapted to be  
forced against said rollers and act as a brake  
thereon, a spring between said rods and fin- 20  
ger-pieces on said rods.

Signed in the city and county of Philadelphia, State of Pennsylvania, this 29th day of August, 1903.

CHARLES K. PICKLES.

Witnesses:

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