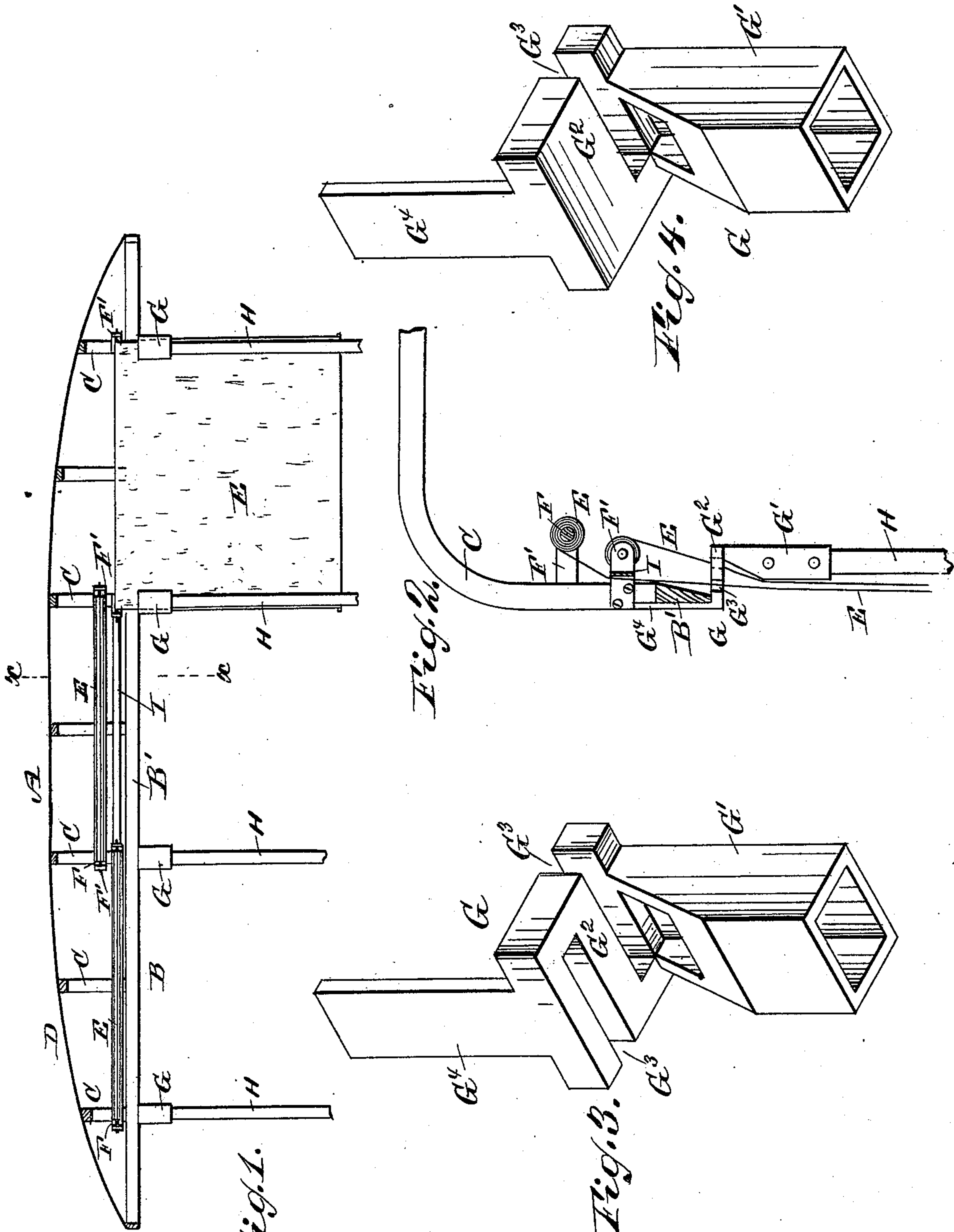


(No Model.)

J. E. BIMM.  
VEHICLE CURTAIN.

No. 337,120.

Patented Mar. 2, 1886.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOSEPH E. BIMM, OF DAYTON, OHIO.

## VEHICLE-CURTAIN.

SPECIFICATION forming part of Letters Patent No. 337,120, dated March 2, 1886.

Application filed September 1, 1885. Serial No. 175,923. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH E. BIMM, of Dayton, in the county of Montgomery and State of Ohio, have invented a new and Improved Vehicle-Curtain, of which the following is a full, clear, and exact description.

The object of my invention is to provide new and improved curtains, which are attached to the vehicle-top in such a manner that when not in use they are preserved from injury, and at the same time are ready and handy for use when required.

The invention consists in the peculiar construction and arrangement of parts, as herein- after fully described, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a longitudinal vertical section of a vehicle-top, showing my improvement. Fig. 2 is a vertical cross-section on the line  $x x$  of Fig. 1, and Figs. 3 and 4 are perspective views of the sockets.

The vehicle top A is constructed in the usual manner, having the rectangular frame B, on which are secured the bows C, over which the cover D is stretched. The curtains E are attached to rollers F, which may be spring rollers of any approved construction, or rollers on which the curtains are wound by hand. The rollers F are attached to the frames F', which are secured to the inside of the bows C in such a manner that the outer curtains are in a horizontal line, while the center curtain is placed a short distance above the adjoining curtains and overlaps the inner ends of these curtains when drawn down. The curtains E, when rolled down, are buttoned or otherwise secured to the vehicle in the usual manner. The side rails, B', of the frame B are beveled on their inner edges, and are provided with sockets G, secured to the said side rails at the joining of each alternate bow C with the rails B', so that a socket G comes directly under each frame F' of the curtain-rollers F. Each socket G consists of the casing G', in which the upper end of the vehicle post H is secured, of the cross-piece G<sup>2</sup>, provided with one or two notches, G<sup>3</sup>, and of the plate G<sup>4</sup>, which is attached to the outer edge of the side rail, B', and the lower part of the bow C. Through the notches G<sup>3</sup> in the cross plates G<sup>2</sup>

pass the outer edges of the curtains E, and as two adjoining curtains overlap each other it is necessary that the inner sockets have two notches G<sup>3</sup> in opposite directions from each other, as shown in Fig. 3. The end sockets are only provided with one notch G<sup>3</sup> in the cross-plate G<sup>2</sup>, as shown in Fig. 4.

It will be seen by reference to Fig. 2 that, on account of the peculiar construction of the sockets G, the top of the vehicle projects a short distance beyond the outer edges of the posts H, and as the inner edge of the rail B' and the outer upper part of the casing G' are beveled, considerable space is obtained for rolling the curtains down on the outside of the posts H, the outer edges of the curtains passing through the notches G<sup>3</sup> in the cross-plates G<sup>2</sup> of the sockets G. A roller or slat, I, is attached to the inner frames of the lower rollers, which slat I acts as a guide for the center curtain, which passes down behind the said slat. When spring-rollers are used, I attach an iron rod to the lower end of the curtain, which projects a short distance at each side of the curtain beyond its edge, so that when the curtain is wound upon its roller the lower end of the curtain cannot pass through the notches G<sup>3</sup> in the sockets G. If plain rollers are used, the curtain is buttoned to the side rail, B', to hold it in place when rolled up. It will be seen that by this arrangement the entire vehicle-top, with the curtains, can be made and trimmed up independently of the vehicle-body.

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

1. A vehicle-top, A, provided with the beveled side rails, B', the sockets G, having the notches G<sup>3</sup>, and the posts H, in combination with the curtains E, mounted on the rollers F, attached to the frames F', which are secured to bows of the top A, substantially as shown and described.

2. A vehicle-top, A, provided with the beveled side rails, B', the bows C, the curtains E, the rollers F, the frames F', and the slat I, in combination with the posts H and the socket G, consisting of the casing G', the cross-plate G<sup>2</sup>, having one or two notches, G<sup>3</sup>, and the plate G<sup>4</sup>, substantially as shown and described.

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Witnesses:

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