

(No Model.)

J. B. COTTOM.
CURTAIN FOR VEHICLES.

No. 545,055.

Patented Aug. 27, 1895.

Fig. 1

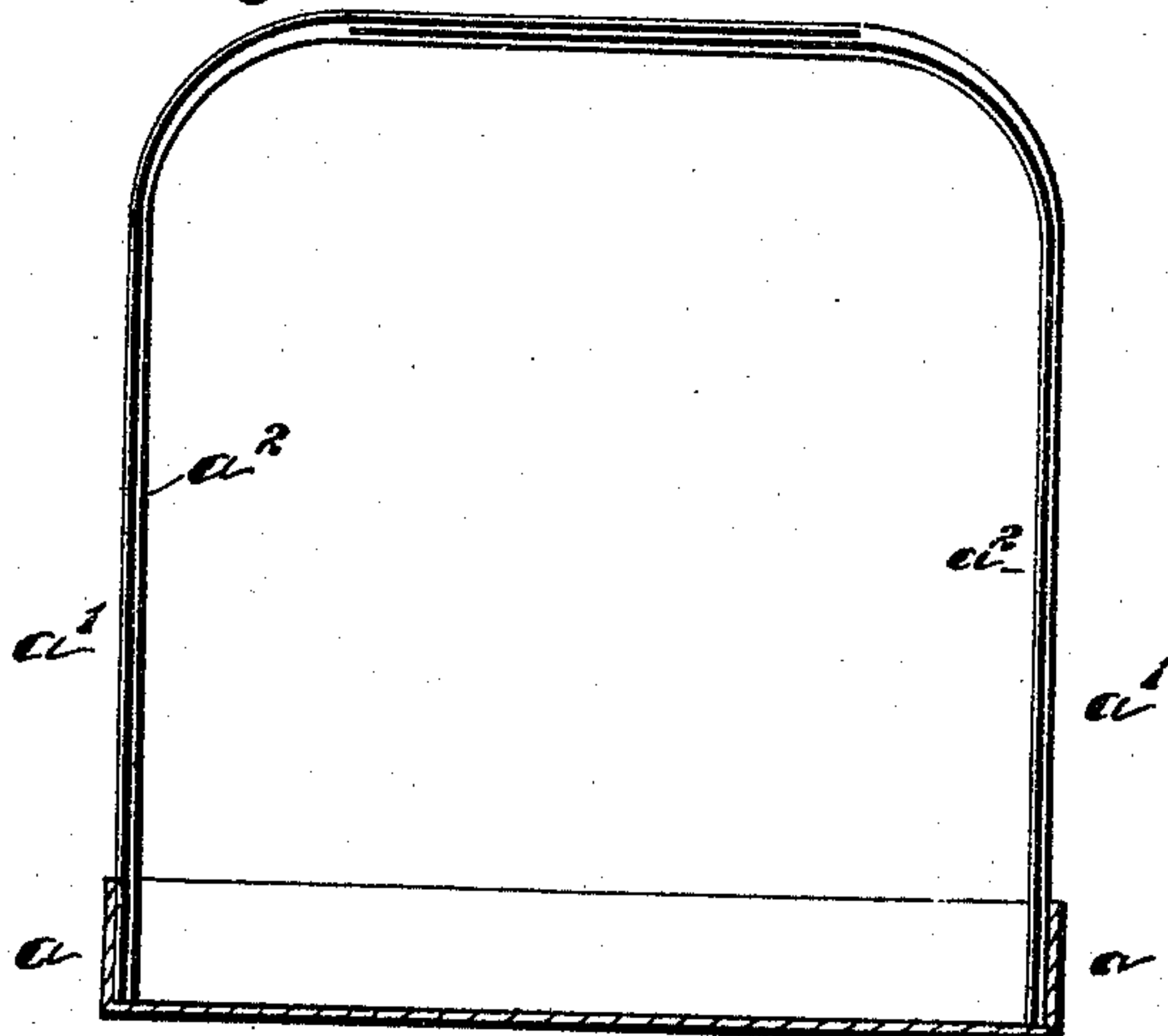


Fig. 2

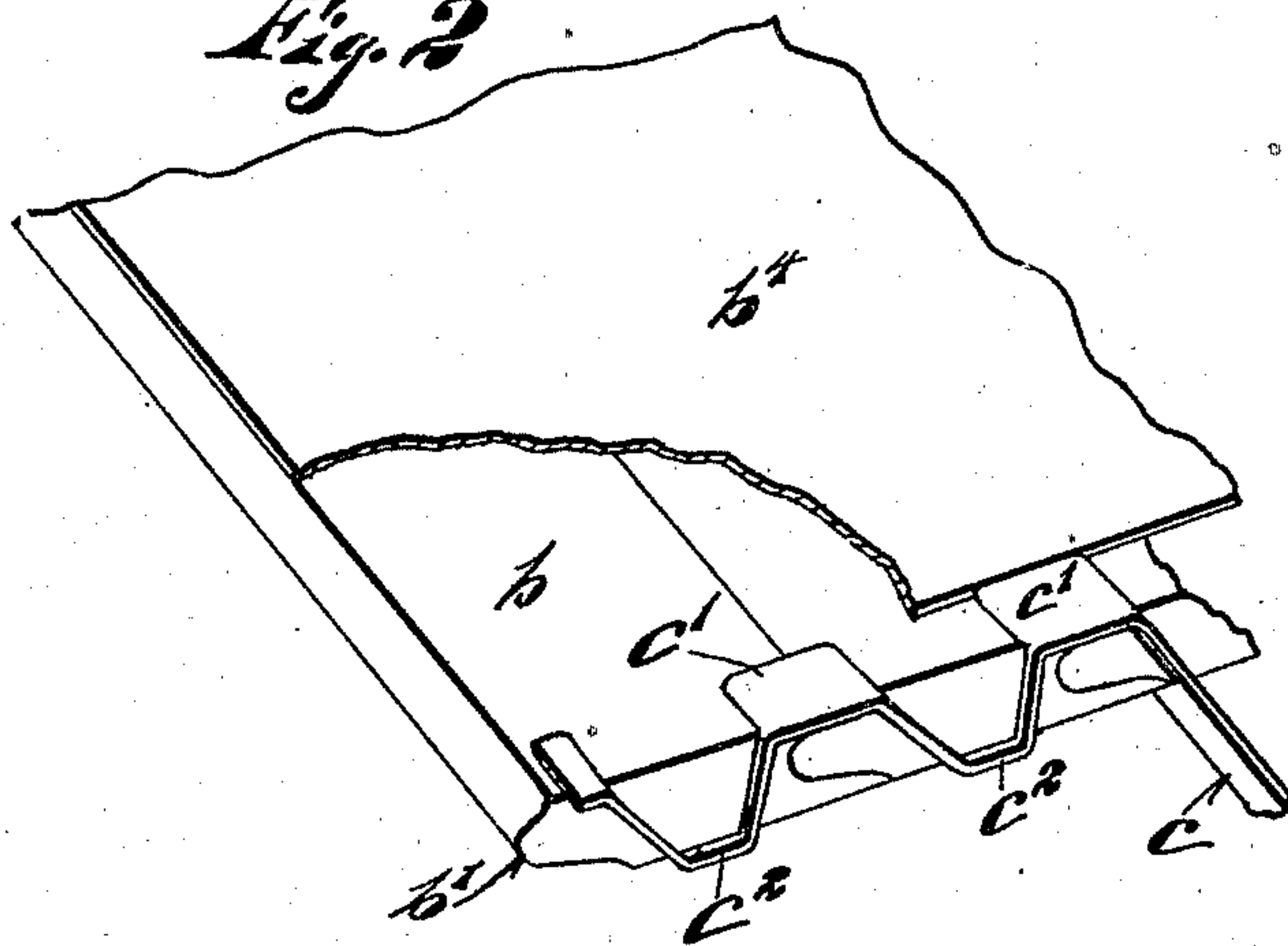


Fig. 3

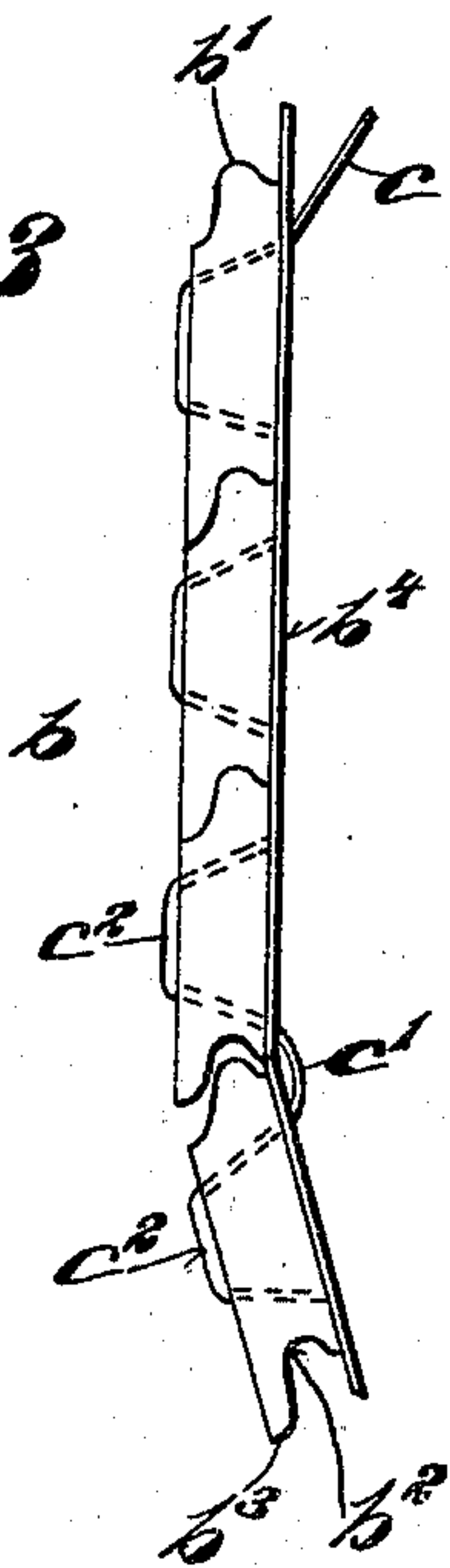
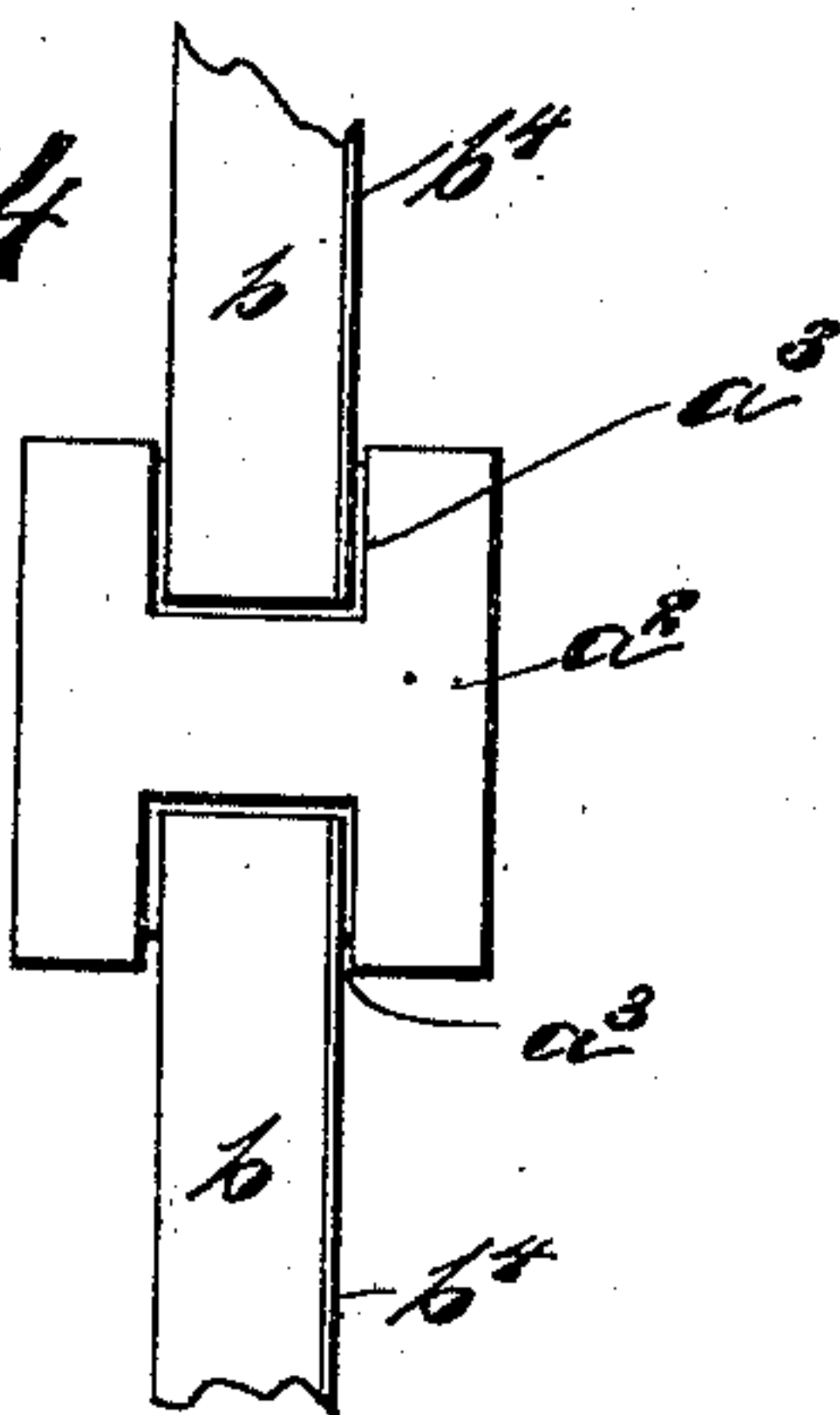


Fig. 4



WITNESSES:

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UNITED STATES PATENT OFFICE.

JAMES B. COTTOM, OF DAYTON, OHIO.

CURTAIN FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 545,055, dated August 27, 1895.

Application filed September 6, 1894. Serial No. 522,293. (No model.)

To all whom it may concern:

Be it known that I, JAMES B. COTTOM, a citizen of the United States, residing at Dayton, in the county of Montgomery and State Ohio, have invented certain new and useful Improvements in Curtains for Vehicles, of which the following is a specification.

My invention relates to improvements in curtains for vehicles.

10 The object of my invention is to provide a curtain especially adapted for closing the sides of vehicles, such as delivery-wagons and other similar kinds, the special object being to provide a curtain or side having a considerable amount of rigidity which at the same time will be capable of being readily turned or moved out of the way to open the vehicle when desired.

20 A further object of my invention is to provide a simple construction of curtain or side for vehicles which will readily adjust itself to the conditions of use and shall be prevented from rattling when in use.

25 I attain these objects by the constructions shown in the accompanying drawings, in which—

30 Figure 1 is a sectional elevation of a vehicle-body to which my curtain has been applied. Fig. 2 is a perspective view of a portion of the curtain in detail. Fig. 3 is a longitudinal sectional view of the same. Fig. 4 is a detail view in section, showing the method of supporting the curtain in use.

35 Like parts are represented by similar letters of reference in the several views.

40 In the said drawings, *a* represent an ordinary vehicle-body having a top or cover *a'*, which is supported in the usual manner by standards or bows *a²*. These standards are preferably formed of wood and are provided with grooves to receive and guide my improved curtain, which consists, essentially, of a series of slats *b*, preferably formed of wood, and each provided at one side with a convex bearing-surface *b'*, and at the opposite side with a similar concave bearing-surface *b²*, and a downwardly-projecting lip or extension *b³*. These slats are placed together so that when

in the normal position of use they make a substantially continuous slide or curtain. 50 The slats are secured together by pasting, gluing, or otherwise securing to the back of said slats a flexible cover *b⁴*, preferably of oil-cloth, rubber, or other similar material. This cover serves the double purpose of holding 55 the parts firmly together and permitting them to fold or turn on the joints formed by the bearings *b' b²*.

To further provide for holding the parts together and to prevent the same from rattling 60 in their supporting-grooves, I form each of the slats *b* at each end with inclined grooves or slots, through which is extended a tape of felt or other suitable material *c* in such a manner that it passes to opposite sides of said 65 slats, so as to embrace the joint between the same on the side to which the covering *b⁴* is attached. This tape *c* preferably extends slightly beyond the ends of the slats, as shown in Fig. 2, and forms on each side of the slats 70 bearing-surfaces *c' c²*, which come in contact with the respective sides of the grooves *a³*, in which the curtain slides, and thus prevents the main body of the slats from coming in contact with the grooves and forming a cushion 75 therefor to prevent rattling when in use.

The grooves *a³*, in which the curtains slide, are preferably extended up and around the top of the vehicle, as shown in Fig. 1, the grooves from the opposite sides overlapping 80 to permit the curtains to be elevated into an out-of-the-way position when not in use.

Having thus described my invention, I claim—

1. In a curtain for vehicles the combination 85 of a flexible sheet *b⁴*, with a series of slats cemented thereto, each slat having its bottom edge provided with a concave groove and its top edge with a convex projection adapted to interlock with the groove of the adjacent slat, 90 and the ends of each slat provided with two convergent slots, a strip of flexible material *c* passed back and forth through each slat in the convergent slots, the edge of the strip of flexible material projecting beyond the end of 95 each slat substantially as described.

2. In a curtain for vehicles the combination
of slats, each having its bottom edge pro-
vided with a concave groove and its top edge
with a convex projection, and the ends of each
5 slat provided with two convergent slots, with
a strip of flexible material *c* passed back and
forth through each slat in the convergent
slots, the edge of the strip of flexible material

projecting beyond the end of each slat sub-
stantially as described.

In testimony whereof I have hereunto set
my hand this 28th day of August, A. D. 1894.
JAMES B. COTTOM.

Witnesses:

JACOB L. LAYMON,
ISAAC SMITH.