

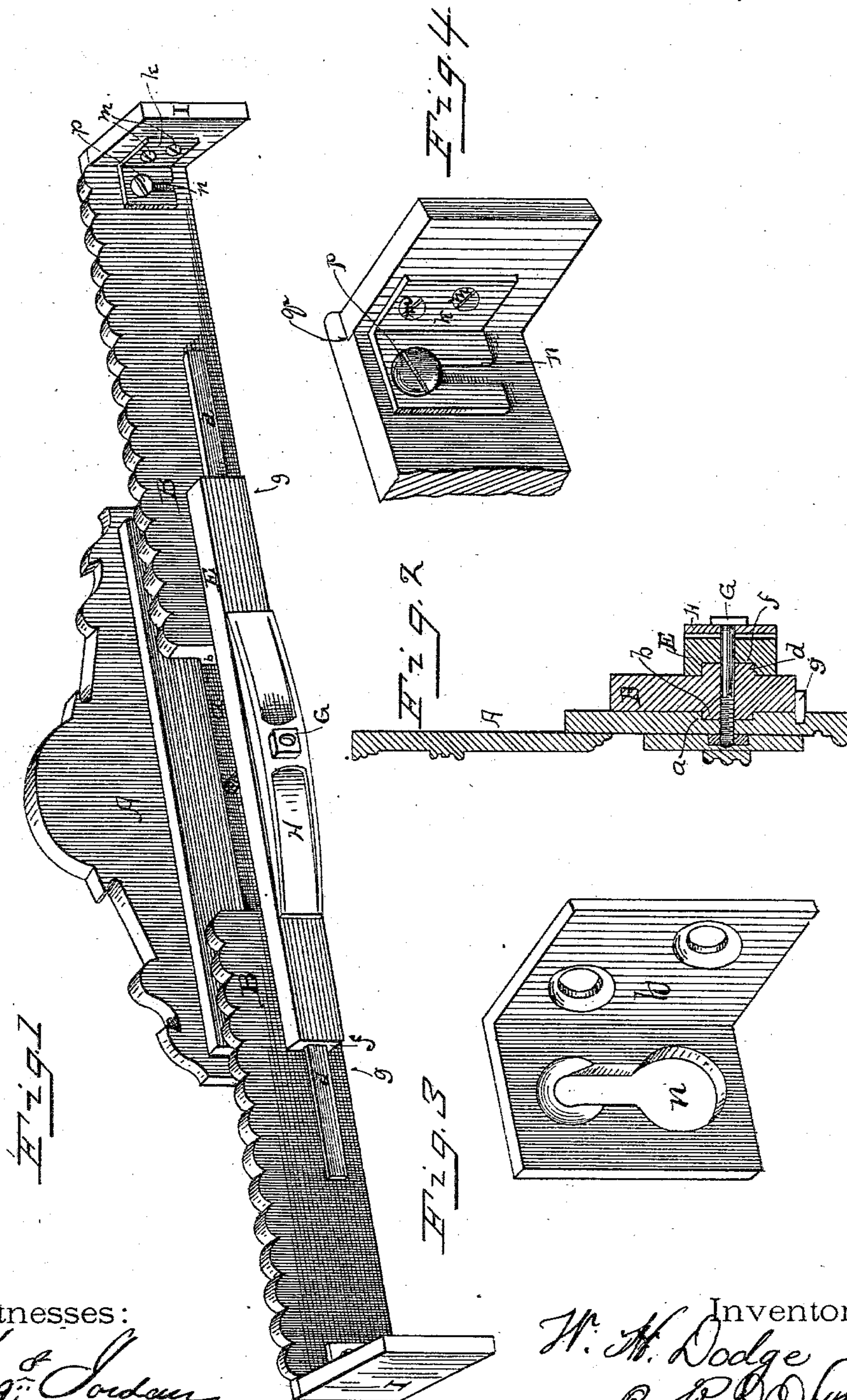
(No Model.)

W. H. DODGE.

CORNICE.

No. 296,734.

Patented Apr. 15, 1884.



Witnesses:

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UNITED STATES PATENT OFFICE.

WALLACE H. DODGE, OF MISHAWAKA, INDIANA.

CORNICE.

SPECIFICATION forming part of Letters Patent No. 296,734, dated April 15, 1884.

Application filed April 16, 1883. (No model.)

To all whom it may concern:

Be it known that I, WALLACE H. DODGE, of Mishawaka, St. Joseph county, in the State of Indiana, have invented a new and useful
5 Improvement in Extensible Cornices for Windows or other Purposes; and I do hereby declare that the following is a full and accurate description of the same.

An extensible cornice for a window is essentially composed of three parts—the ornamental center-piece and two wing or end pieces, which are made separate from the center-piece, and made to slide behind it, so as to present a
10 greater or less lateral extension, as may be desired. There is also provided a means for clamping the end pieces and holding them in the center-piece rigidly in place at the desired point of adjustment. This clamping has been effected by the use of a fourth piece placed
15 behind the wing-pieces, and provided with a clamping-screw, which extends through said fourth or clamp piece between the ends of the wing-pieces, and into a nut set in the center-piece. Various forms of guides have been em-
20 ployed to keep the parts in line. When the wing-pieces are extended to their utmost, there is usually a space of twelve inches between their ends, where the clamping-piece is unsupported, and the clamping-screw passes
25 through the center of this space. It therefore happens that the pressure of said screw bends the clamping-strip; and the wing-pieces are not firmly clamped. The first part of my invention rectifies this defect by providing a
30 long metallic washer or plate to be placed outside the clamping-piece, and constructed to prevent any center sag of said strip, to attain a firm clamp of the wing-pieces at any point of adjustment. The cornice is always mounted
35 upon the window-frame, about eight inches in front of the same, upon hooks inserted in the head of the window-frame for the purpose, and to secure a properly-finished appearance a return-piece is attached at each end of the cor-
40 nice, extending therefrom back to the wall. In packing these cornices for transportation, these return-pieces increase by three or four fold the space which would otherwise be required, and correspondingly increase the cost of packing
45 and transportation.

I am aware that a cornice has been made with a removable return-piece attached by

means of a slip-joint and secured by means of a wedge. I therefore do not claim a remova-
ble return-piece, but only the method and de- 55
vice whereby I make it removable, but positively secure it in position when attached to the wing.

Having now set forth the nature of my improvement, I will more particularly describe 60
it, having reference to the accompanying drawings, wherein—

Figure 1 is a perspective of the back of my cornice. Fig. 2 is a transverse section of the same. Figs. 3 and 4 represent the corner- 65
iron.

A is the center-piece, and B B are the wing or end pieces, fitted to slide between the center-piece, so as to admit of a lateral extension to a variable distance, to make the cornice fit 70
properly windows of different widths.

Along the back of the center-piece A, but not extending to the ends thereof, I make a longitudinal groove, *a*, and near the end of each wing-piece B, I provide a suitable project- 75
ing stud or block, *b*, adapted to slide in said groove. This serves as a guide for the inner ends of the wing-piece B, to keep it in proper position as to the center-piece A; but it also serves as a stop to limit the outward extension 80
of the wing. The dowels *g g*, which project backward from the front piece, A, co-operate with the slides *b* to guide and keep said front piece and the wings B B properly in line.

Along the back of the wing I place a longi- 85
tudinal rib, *d*, and in the clamp-piece E, I make a corresponding groove, *f*, so that when the parts A B B E are attached together and secured by the clamping-bolt G they may be all held in proper line and be capable of adjust- 90
ment as to each other in a longitudinal direction, so as to secure the extension required to fit any given window.

As before stated, the parts are ordinarily made to provide for variations of length up to 95
twelve inches, and therefore when fully extended there is a space of twelve inches between the inner ends of the strips B B, and over this space the strip E has no support, and pressure of the clamping-bolt will cause said 100
strip to sag or bend inward, so that its pressure upon the ring-pieces will only be at their extreme inner ends, instead of being at the extreme outer ends of the clamping-piece E. To

obviate the disadvantage of this insecure clamp, I propose to employ a metallic plate, H, over the clamping-piece E, and make the same sufficiently long to extend over the interval between the ends of the wing-pieces B B. The under side of the plate H will also be made slightly concave, so that the clamping pressure upon and through the ends of the strip E will always be flat upon the surface of the wing B, and be distributed over a considerable area. The parts will thereby be firmly clamped and held.

At the end of each ring-piece B B there is a return-piece, I, which, for reasons before explained, I wish to make detachable from the wing. I therefore provide an angle-plate, *k*, of cast-iron, with holes *m m* in one end for screws, whereby it may be permanently attached to the return-piece. In the other end of said plate there is a key-hole-shaped orifice, *n*, the larger end of which is capable of admitting the head of the screw *p*, and the smaller end is slightly countersunk to fit the head of said screw. The wing B is rabbeted transversely across the end at the back, as at *q*, to furnish a square guide-shoulder for the end of the return-piece, and the action of the key-hole *n* and screw *p*, in engagement, will draw said return-piece firmly against said shoulder, and thereby not only hold it more firmly than heretofore, but also more truly square with the wing. Before shipment these parts are placed

together and the screw *p* is inserted at the proper point. When being screwed home, the countersunk part of the hole *n* causes the plate *k* to be positively locked and held in place, while a partial revolution of said screw will release it, so that the return-piece and its plate *k* can be removed.

Having thus described my invention, what I claim as new is—

1. The center-piece A, wings B B, clamping-piece E, and screw G, combined with the plate H, substantially as and for the purposes set forth.

2. The center-piece A, provided with the groove *a*, the wings B B, provided with piece *b* and ribs *d*, combined with clamping-piece E, provided with groove *f*, the plate H, as described, and the bolt G, substantially as set forth.

3. The wing-piece B, provided with rabbet *q*, and the detached return-piece I, combined with the angle-plate *k*, provided at one end with means for permanent attachment with said return-piece, and at the other end with the slot *n*, adapted to slip over and fit the screws *p* and hold said return-piece against the shoulder of said rabbet, as set forth.

WALLACE H. DODGE.

In presence of—

R. D. O. SMITH,
J. C. TURNER.