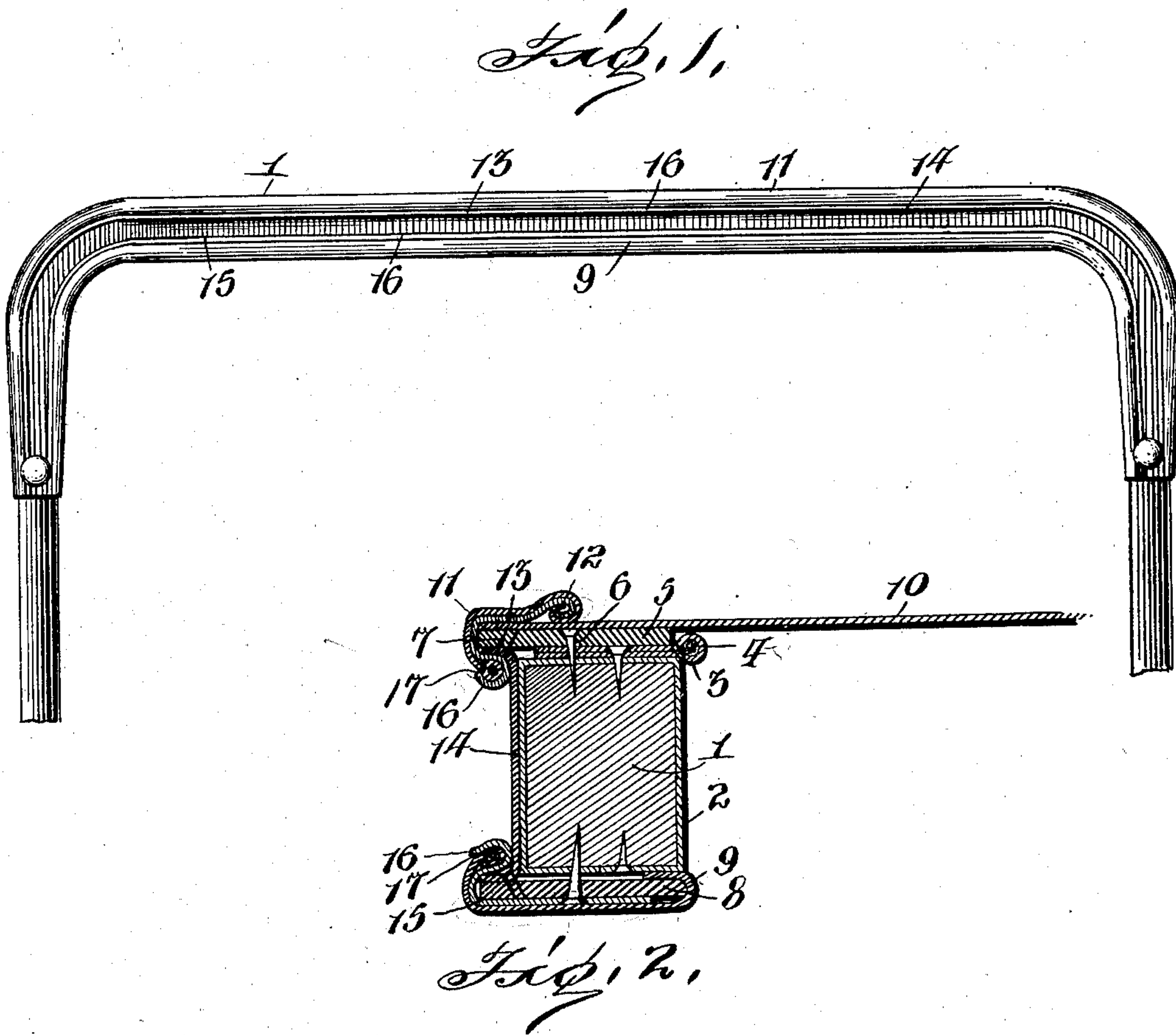


No. 750,564.

PATENTED JAN. 26, 1904.

C. S. APPLAS.  
VALANCE FOR VEHICLE TOPS.  
APPLICATION FILED NOV. 25, 1903.

NO MODEL.



Witnesses

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# UNITED STATES PATENT OFFICE.

CLARENCE S. APPLAS, OF CELINA, OHIO.

## VALANCE FOR VEHICLE-TOPS.

SPECIFICATION forming part of Letters Patent No. 750,564, dated January 26, 1904.

Application filed November 25, 1903. Serial No. 182,641. (No model.)

*To all whom it may concern:*

Be it known that I, CLARENCE S. APPLAS, a citizen of the United States, residing at Celina, in the State of Ohio, have invented certain new and useful Improvements in Valances for Vehicle-Tops; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention is an improved valance for vehicle-tops; and it consists in the construction and combination of devices hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a detail in front elevation of a vehicle-top, showing my improved valance in position. Fig. 2 is a transverse sectional view through the bow and valance.

In the drawings the vehicle-bow 1, which is of the usual construction, is provided with the usual cover 2. At the upper edge of the bow on its inner side is a bead-piece 3, which incloses a cord 4 to form a bead-roll that projects in rear of the bow. The overlapping portions of the bead-piece are secured on the bow by a flange-strip 5 and tacks or other suitable devices, as at 6, which are employed to secure the flange-strip on the bow. This flange-strip may be made of leather or any other suitable material, and its front or outer edge projects beyond the front or outer side of the bow to form a flange 7. A similar flange-strip 8 is secured to the under side of the bow, and a facing-piece 9, which may be of patent-leather or any other suitable facing material, has its inner edge inserted between the flange-strip 8 and the under side of the bow and is thereby secured in place.

The vehicle-top cover 10, which may be made of leather, oil-cloth, or other suitable material, bears on the flange-strip 6. A facing-piece 11, of patent-leather or other suitable facing material, has its inner edge folded and clamped within the folding inner edge 12 of a clamping-strip 13, which may be of iron, steel, or other suitable sheet metal. The cover 14, forming a part of the valance and applied to the front or rear bow, as the case may be, has its edges bent outwardly and caused to lie

against the projecting flange portions of the flange-strips 5 8.

A clamping-strip 15, which is also made of sheet metal and is similar to the clamping-strip 13, is secured on the under side of the flange-strip 8 by tacks or other suitable devices which extend through the said flange-strip and into the wood of the bow.

The outer portions of the clamping-strips are bent around the projecting flange portions of the flange-strips and are caused to bear against the edge portions of the cover 14 to secure the latter in place, and the outer edges of the clamping-strips are then bent outwardly reversely, as at 16, to form grooves 17. The facing-pieces are then drawn tightly around the outer sides of the clamping-strips and have their outer edges disposed in the grooves 17, the reversely-bent outer edges 16 of the clamping-strips being then clamped firmly against the outer sides of the said edges of the facing-pieces, so as to secure them firmly in place. It will be understood that the clamping-strips cover the edges of the valance-cover 14 to completely conceal the same and that the facing-strips cover all portions of the clamping-strips excepting the reversely-bent outer edge portions 16 thereof, which are very inconspicuous and which in the manufacture of the clamping-strips may be stamped or embossed to represent stitching or any other desired form of ornamentation.

It will be understood that my improved valance is adapted for use both on the front bow and rear bow of a vehicle-top.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

1. In a valance for vehicle-tops, the combination of a flange-piece, a clamping-strip

around the same, and a facing-piece over the clamping-strip forming a facing for the flange and having its edge secured by the clamping-strip, substantially as described.

5 2. In a valance for vehicle-tops, the combination with a vehicle-top bow, of a flange-strip attached thereto and having one edge projecting therefrom, a clamping-strip around the said projecting edge and a facing-piece over  
10 the clamping-strip having a facing for the flange, and having its edge secured by the clamping-strip, substantially as described.

15 3. In a valance for vehicle-tops, the combination of a vehicle-top bow, a flange-strip secured thereto and having one edge projecting therefrom, a facing-cover lying against the bow and having one edge outturned and bearing against the inner side of the projecting

portion of the flange-strip, a clamping-strip around the flange of the flange-strip, and 20 clamping the edge of the facing-cover thereto, and a facing-piece over the clamping-strip, forming a facing for the flange and having its edge secured by the clamping-strip.

4. A metallic clamping-strip for vehicle-top 25 valances, having its outer edge reversely turned to form a groove or gutter for the reception of the outer edge of the facing-piece.

In testimony whereof I have hereunto set my hand in presence of two subscribing wit- 30 nesses.

CLARENCE S. APPLAS.

Witnesses:

ELMER BRANDON,  
BENJ. NICKEL.