

No. 814,195.

PATENTED MAR. 6, 1906.

C. W. FISHER.
VALANCE FOR BUGGIES.
APPLICATION FILED MAR. 24, 1905.

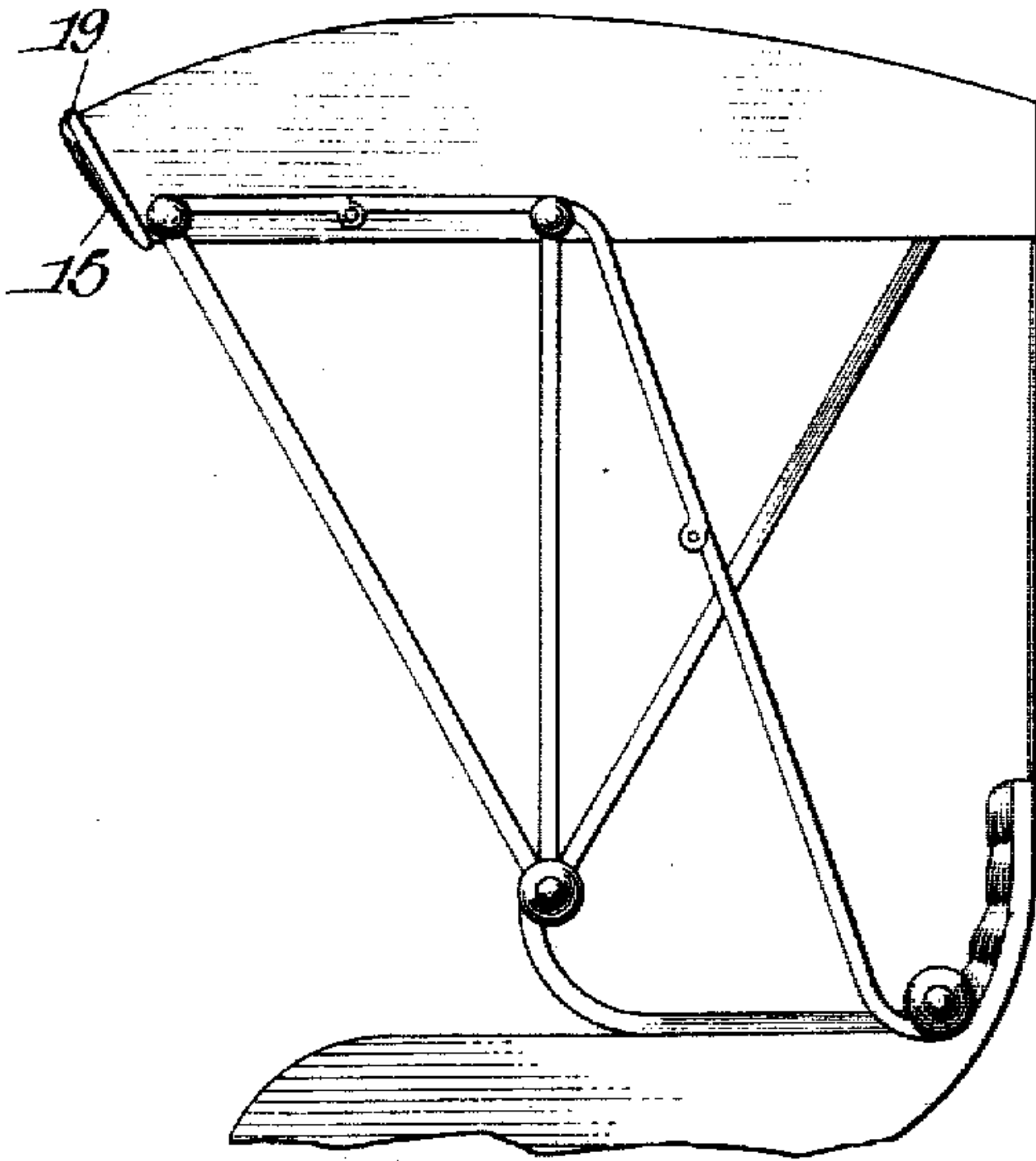


Fig. 1.

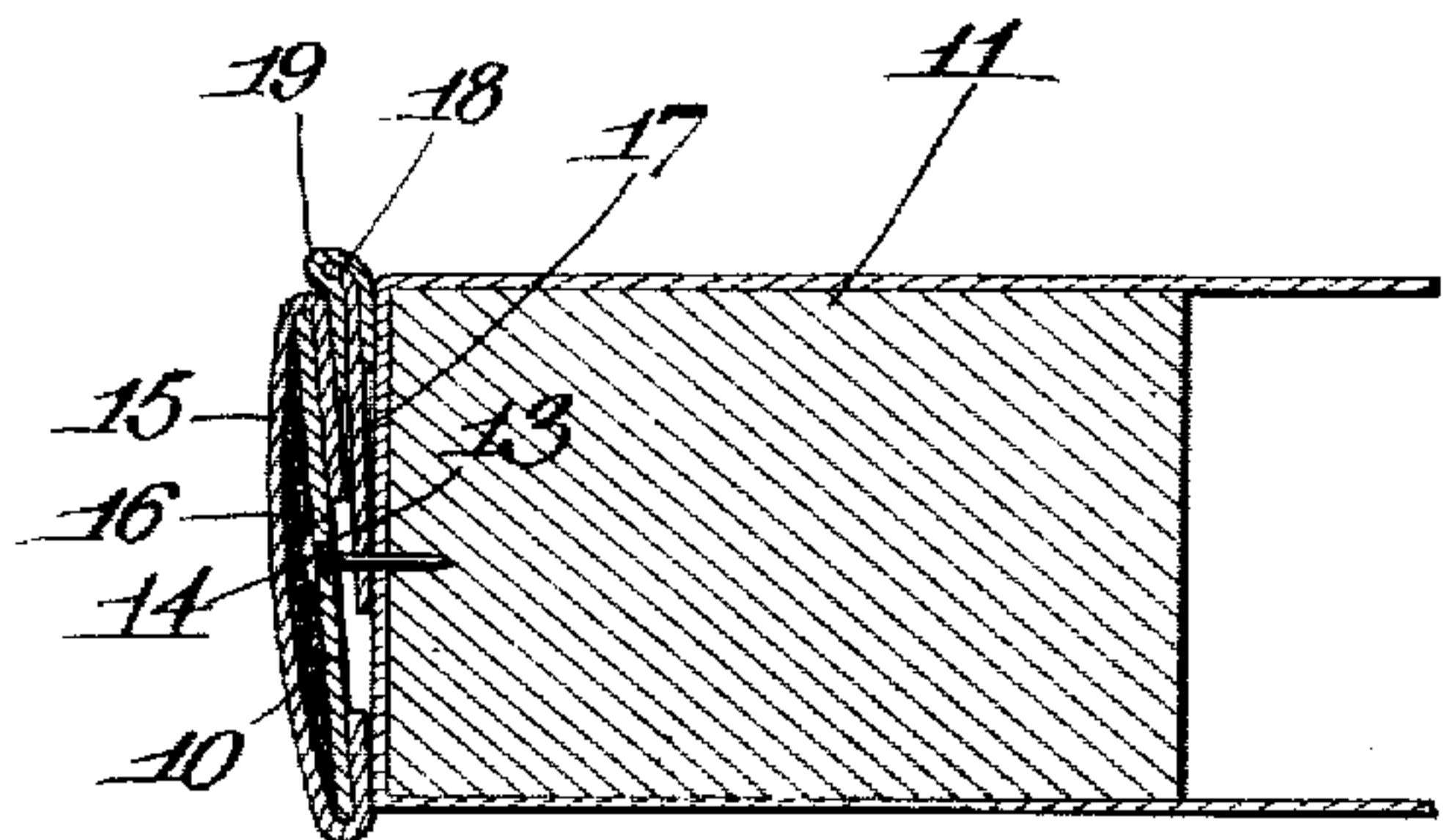


Fig. 2.

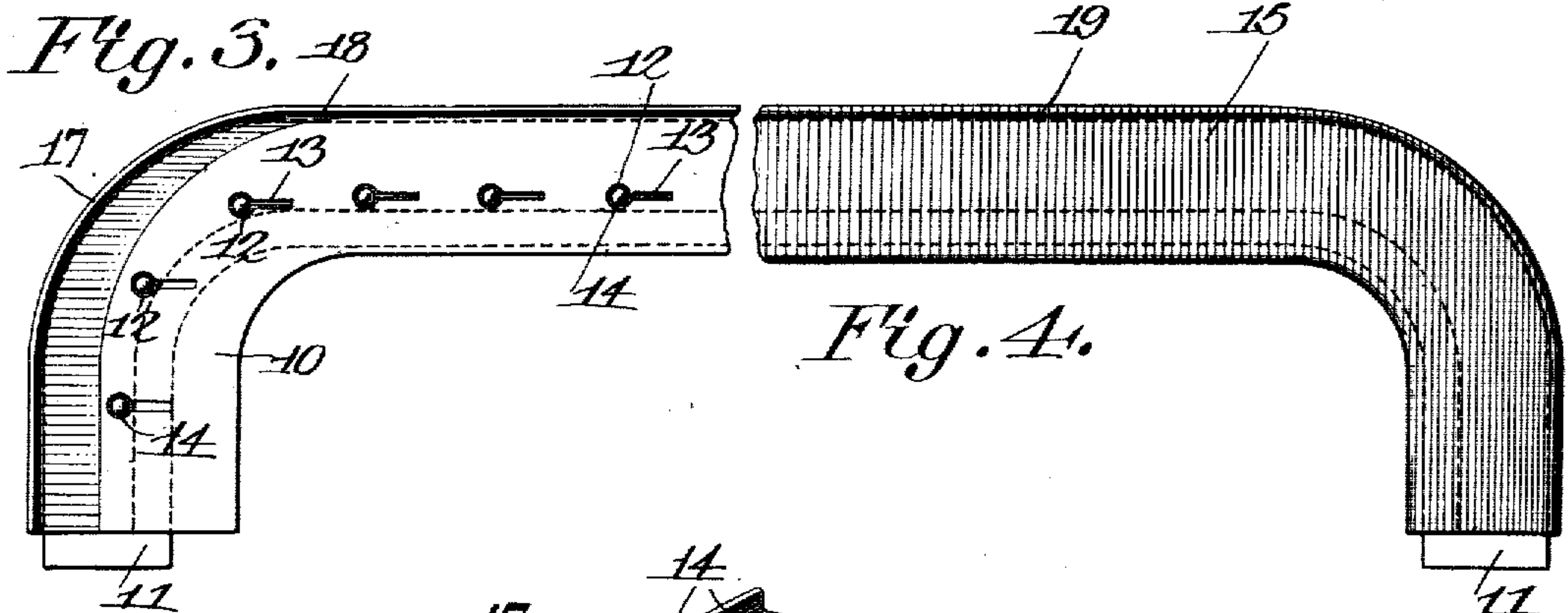


Fig. 3.

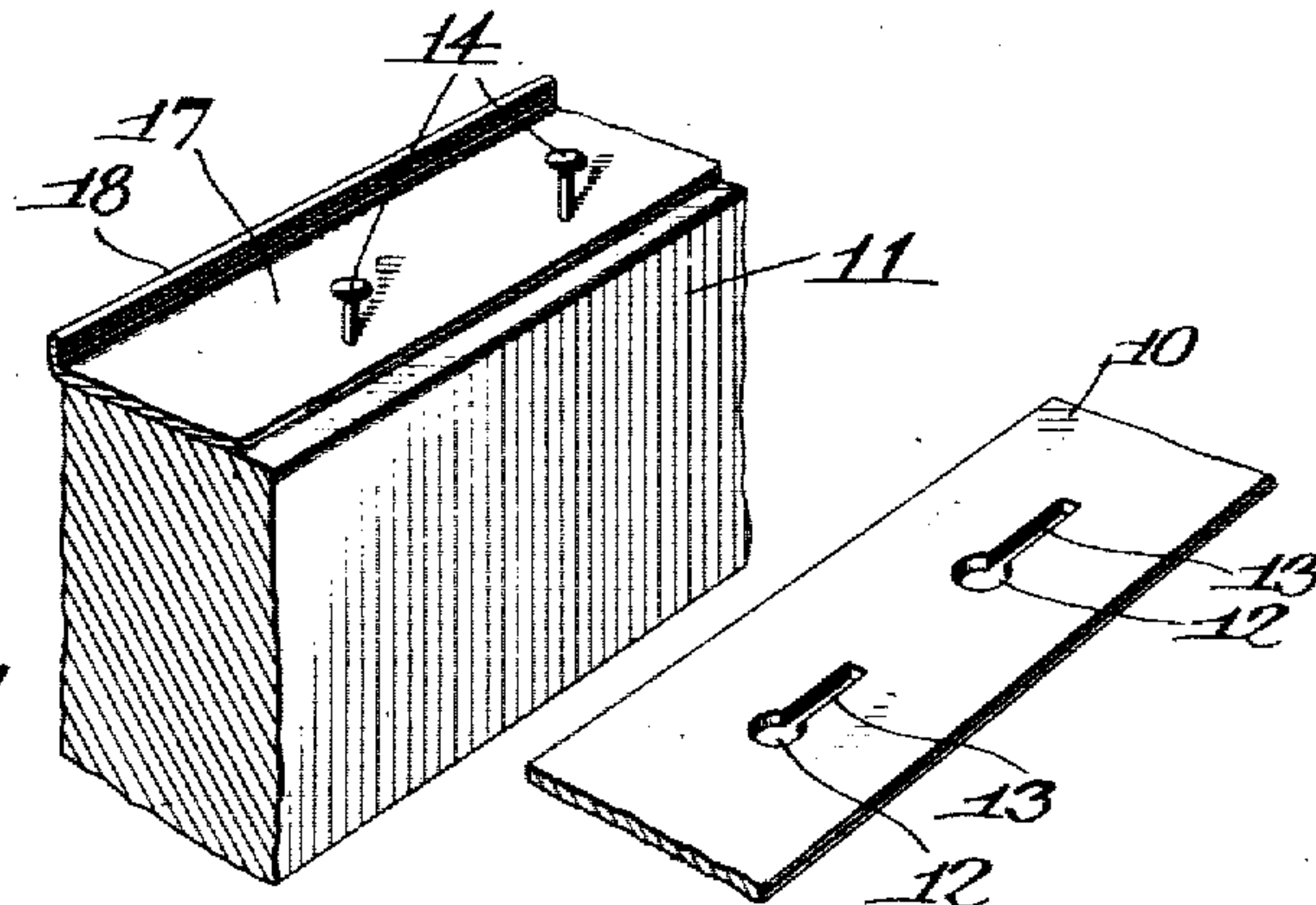


Fig. 4.

Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES W. FISHER, OF COLUMBIA CITY, INDIANA.

VALANCE FOR BUGGIES.

No. 814,195.

Specification of Letters Patent.

Patented March 6, 1906.

Application filed March 24, 1905. Serial No. 251,916.

To all whom it may concern:

Be it known that I, CHARLES W. FISHER, a citizen of the United States, residing at Columbia City, in the county of Whitley and State of Indiana, have invented a new and useful Valance for Buggies, of which the following is a specification.

This invention relates to the "valances" of buggy and carriage tops, and has for its object to improve and simplify the construction and decrease the expense of manufacture and increase the durability and the ornamental appearance of the same.

With these and other objects in view, which will appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of embodiment of the invention capable of carrying the same into practical operation, it being understood that the invention is not necessarily limited thereto, as various changes in the shape, proportions, and general assemblage of the parts may be resorted to without departing from the principle of the invention or sacrificing any of its advantages.

In the drawings, Figure 1 is a side elevation of a buggy-top with the improvement applied. Fig. 2 is a transverse section, enlarged, of the front "bow" and the improved valance attached. Fig. 3 is a front elevation, enlarged, of a portion of the forward bow with portions of the improved construction thereon. Fig. 4 is a front elevation of a portion of the forward bow with the completed valance thereon. Fig. 5 shows perspective details illustrating the construction.

The improved device comprises a metal plate 10, conforming in shape substantially with the forward face of the forward bow of the buggy-top (represented at 11) and provided with spaced apertures 12, each aperture having a lateral extension 13 of less width than the aperture from which it leads.

A plurality of tacks or similar devices 14, having enlarged heads, are driven or otherwise disposed into the bow 11, and over these tacks the apertures 12 are placed and then the strips 10 moved longitudinally of the bow to engage the contracted extensions 13 with the shanks of the tacks beneath the enlarged

heads, and thus lock the strip in position upon the bow.

The strip 10 is to be covered with the same quality of fabric as that employed upon the remainder of the buggy-top and represented at 15, and when thus supplied the strip placed upon the bow with the tacks 14 protruding through the apertures 12 and the strip moved longitudinally of the bow until the contracted extensions 13 pass over the shanks of the tacks. The driving of the tacks is then completed by a suitable implement operating upon the exterior of the cover 15, the fabric covering being necessarily protected by a suitable padding 16 between the strip 10 and the fabric covering. By this simple means a cheaply-constructed and easily-applied "finish" is provided for the front face of the forward bow, which presents the same appearance as the usual sewed valance and is fully as durable and much less expensive than the sewed valance.

To form a more complete finish to the valance, an inner strip 17, having an offset edge 18, is interposed between the bow 11 and the plate 10 and held in position by the same tacks 14 which pass through the inner plate into the bow, as shown. The offset edge of the inner plate is covered with a strip of the fabric, as at 19, and projects above the upper line of the bow and forms a "bead," as shown in Figs. 2 and 3, between the bow 11 and the fabric-covered strip 10. The extensions 13 of the apertures 12, it will be noted, are formed in parallel lines, so that all parts of the strip, including the curved ends, move in parallel lines with the main central portion of the bow 11 when being positioned thereon, as will be obvious.

The device is simple in construction and can be readily adapted to all sizes and forms of buggy or carriage bows.

Having thus described the invention, what is claimed is—

1. In a carriage-valance, the front bow having a plurality of studs having enlarged heads and inserted therein at uniform distances apart, a metal strip having spaced apertures for receiving the heads of said studs and with contracted extensions for receiving the shanks of the same when the strip is moved longitudinally of the bow, and a fabric covering for said strip, the insertion of the headed studs being completed after the metal strip having the covering fabric has

been moved into position with the aperture extensions engaging the shanks of the headed studs.

5 2. In a carriage-valance, an inner metal strip having a plurality of spaced apertures and with one edge offset, a plurality of studs having enlarged heads and inserted partially into the front bow through said apertures, an
10 outer metal strip having spaced apertures for receiving the enlarged heads of said studs and with contracted extensions for receiving the shanks of the same, a fabric covering for

said inner metal strip, and a fabric covering for said outer metal strip, the insertion of the headed studs being completed after the outer 15 metal strip having the fabric covering thereon has been moved into position.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHARLES W. FISHER.

Witnesses:

DAVID V. WHITELEATH,
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