(No Model.)

F. BUOB.

VEHICLE BOW TRIMMING.

No. 596,803. Patented Jan. 4, 1898.

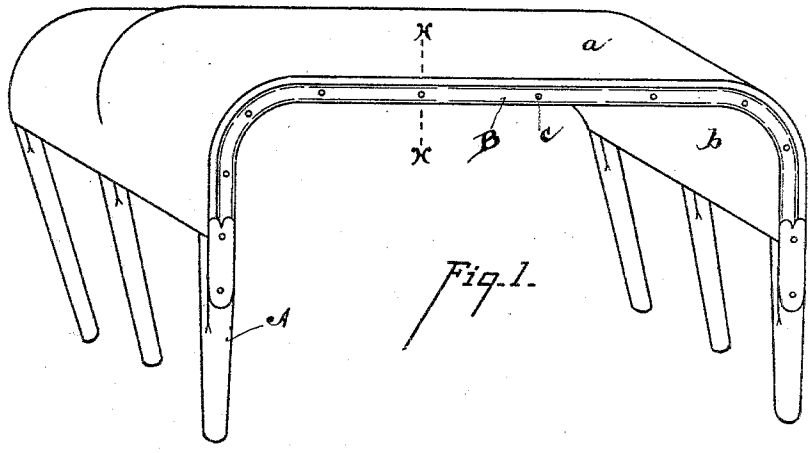


Fig. 1.

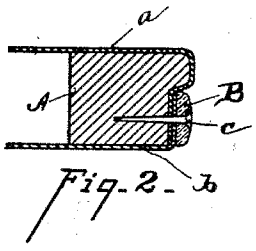


Fig. 2.

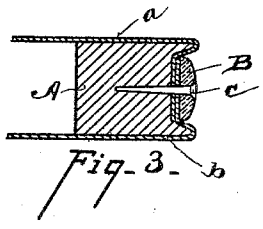


Fig. 3.

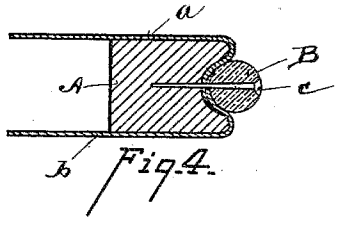


Fig. 4.

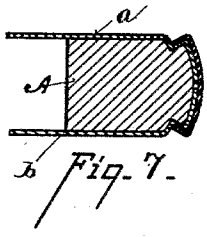


Fig. 7.

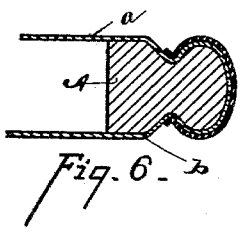


Fig. 6.

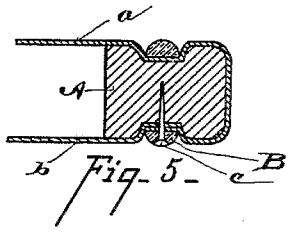


Fig. 5.

Witnesses
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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FRED BUOB, OF CINCINNATI, OHIO.

VEHICLE-BOW TRIMMING.

SPECIFICATION forming part of Letters Patent No. 596,803, dated January 4, 1898.

Application filed July 22, 1897. Serial No. 645,602. (No model.)

To all whom it may concern:

Be it known that I, FRED BUOB, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Vehicle-Bow Trimmings, of which the following is a specification.

My invention relates to the method of finishing carriage-bows.

The object of my invention is to form a valance from the bow of a buggy-top.

By my method I obtain a metal valance finish which can be cheaply and easily applied, being more durable than sheet-metal valances and serving as a thorough protection instead of injuring the cloth and lining, which is apt to occur with sheet-metal valances.

The features of my invention are more fully set forth in the description of the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of a section of a carriage-top finished with my improved valance. Fig. 2 is a cross-section on line *x x*, Fig. 1. Figs. 3 and 4 are modifications of Fig. 2. Figs. 5, 6, and 7 are views of another modification showing the use of valances.

A represents, say, the front carriage-bow. The front piece of this carriage-bow is given the form of a molding by an ordinary frizzing-machine. Any desired configuration may be employed.

Figs. 2, 3, 4, and 5 each represent different configurations of finish.

a represents the covering of the top. *b* represents the lining on the inside of the top. These are attached to the bow A and lap upon each other on the front face of the bow within the groove or depression on the face of the bow, as shown in Figs. 2, 3, and 4, and that at a point to be protected by the valance-bar.

B represents a covering-bar, preferably the front face being round or oval, as shown. Said bar is bent to the required form and then secured in position by nails *c* or clips secured to the bow. This bar not only protects the lapped ends of the lining lying within the groove on the face of the bow, but it forms, with the projections formed upon each side of the groove in the face of the bow, a neat valance finish.

In Figs. 2 and 3 the configuration of the face of the covering-bar is oval, while in Fig. 4 it is cylindrical.

A material advantage is obtained by having the face of the bow shaped to give a valance finish. The depressions or grooves furnish a bed in which the covering-bar rests, and the shoulders of the grooves furnish an abutting surface for the edges of the covering-bars, so that the cloth is gripped, as it were, at the edge of the bar, and the strain on the cloth is resisted by the edges as well as by the flat face of the covering-bar, thus preventing the strain on the cloth and lining from having any tendency to tear at the nail-holes. The clamping of this covering-bar in this manner makes not only a superior holding device, but allows any desired finished appearance to be given to the front bow.

Sheet-metal valances have been employed to hold the covering and lining in position, depending upon binding the metal by pinching down upon the bows. In order to be effective, this pinching has to be so close as to make a bite of the metal on the cloth and lining. When strain is applied to the cloth or lining, they are apt to tear at this biting-point. My improvement overcomes these objections.

I believe I am the first to form a valance of the front face of the bow itself, thus avoiding the necessity of employing a valance-bar made of a separate piece and attached to the bow and obtaining a stronger, neater, and cheaper valance.

Having described my invention, what I claim is—

1. A valance for a carriage-top comprising a bow, a groove formed in the face of the bow, a carriage-top covering and lining wrapped around said bow and having their ends overlapping within said groove, and a covering-bar secured to said bow within said groove and upon said overlapping ends, substantially as specified.

2. A bow for a buggy-top, a depression

formed in the face of said bow, a buggy-top covering and lining wrapped around said bow and having their overlapping ends lying within said depression, a covering-bar extended within said depression and over said overlapping ends, said bar being secured to said bow and forming with the exposed portions of said bow, upon each side of the depression, a valance finish, substantially as specified.

In testimony whereof I have hereunto set my hand.

FRED BUOB.

Witnesses:
OLIVER B. KAISER,
E. E. WOOD.