

C. W. FISHER.
VALANCE FOR BUGGIES.

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1,040,180.

Patented Oct. 1, 1912.

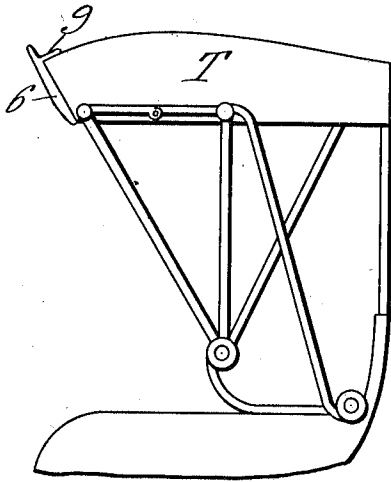


Fig. 1.

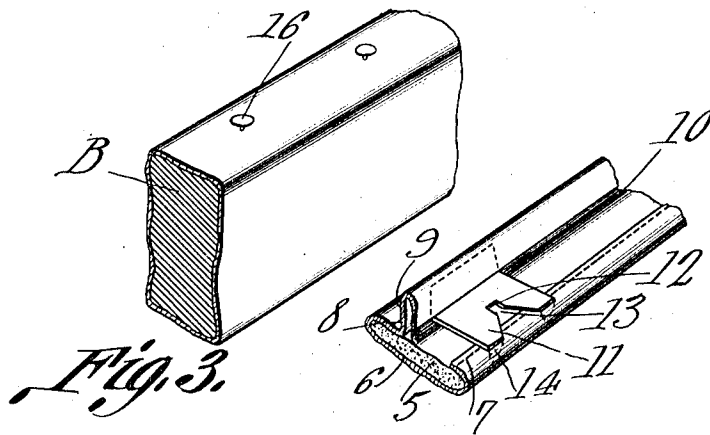
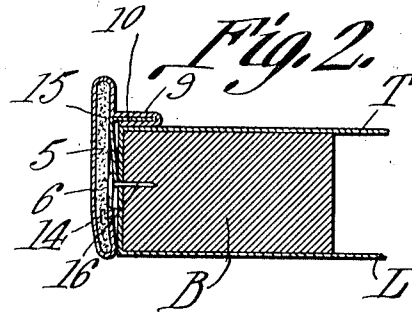


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

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VALANCE FOR BUGGIES.

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Specification of Letters Patent.

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Application filed December 9, 1910, Serial No. 596,524. Renewed February 17, 1912. Serial No. 678,411.

To all whom it may concern:

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

This invention relates to buggies, and more especially to the tops thereof; and the object of the same is to provide an improved valance for finishing the front of the top.

To this end the invention consists in the construction of the valance as hereinafter more fully described and claimed and as shown in the drawings wherein—

Figure 1 is a side elevation of a buggy top with my improved valance attached. Fig. 2 is a section therethrough on an enlarged scale. Fig. 3 is a fragmentary view of a portion of the buggy top and a portion of the valance detached therefrom.

In the drawings, the letter T designates the top of an ordinary buggy and L the lining of said top, both inclosing the bow B as best seen in Fig. 2 and which bow is usually of wood, all these parts needing no further description here. I find that at the juncture between the valance and the top the rain is sometimes admitted, and in order to avoid this, and at the same time to simplify the construction of parts I provide the present invention.

In Fig. 2 the numeral 5 designates a filling or stiffening forming the body of this valance and which may be of any desired material, and this filling is surrounded by the covering which is preferably of leather, numbered 6. This covering extends from the near lower edge of the inner side of the filling as best seen in Fig. 3, where it is stitched as at 7, around the lower edge of the filling and up its front face, over its upper edge and down again where it is stitched at 8, and is then deflected to the rear away from the filling into a bead 9 which of course has no filling itself, the free edge of the leather 10 returning toward the filling 5 as indicated. At points along the rear of the filling 5 I provide plates 11 having notches 12 in their body whose mouths 13 are enlarged so as to produce tangs 14 at their lower ends. The tangs 14 pierce the covering, and in fact may take the place of the stitching 7, if desired, said tangs forming the means for attaching the plates to the valance. The upper ends of these plates are bent to the rear as

at 15, and serve to hold the bead 9 in the position best seen in Fig. 2. Tacks 16 are driven into the front edge of the bow B with their heads not driven down tightly, and the valance is connected therewith in a manner which I will now describe.

It will be understood that this improved valance is made of a size and contour to conform with the front edge of the buggy top T, and it is preferably covered with leather to correspond with the leather of the top so that when the valance is in place its appearance will be consistent. All of the plates 11 are disposed with their slots 12 opening downward, or nearly so, and the tacks or screws 16 occur at sufficiently frequent intervals to hold the valance in place without fear of it becoming displaced.

To attach the valance, it is brought into position with the mouths 13 of the slots 12 above the tacks, and then pressed downward, and the result will be that the bead 9 descends upon the top T of the buggy at the same time that the shanks of the tacks rise into the upper ends 12 of the notches in the plates 11. Thereafter it is quite possible to pound with a hammer upon the front of this valance at points opposite the heads of the tacks, to sink the latter slightly and to insure a close fit of parts.

It is obvious that the valance can be removed by simply lifting it out of place, and if the tacks have been impressed with a hammer as just described, the valance will have to be lifted with force enough to overcome the resistance thus produced.

What is claimed is:

1. A valance for buggy tops comprising a filling conforming with the shape of the bow, a covering therefor attached to its back, passing under its lower edge up its face and over its upper edge, and projecting thence to the rear into a bead to overlie the buggy top, plates secured to the rear of the filling with their upper ends bent to the rear within said bead and their lower ends having notches, and tacks in the front of the bow with which said notches engage.

2. A valance for buggy tops, comprising a filling conforming with the shape of the bow, a covering therefor attached to its back passing under its lower edge, up its face and over its upper edge, and projecting thence to the rear into a bead to overlie the buggy top, plates secured to the rear of the filling with their upper ends bent to the rear

within said bead and their lower ends having notches opening downwardly and their lower extremities formed into tangs taking through the covering into the filling, and
5 tacks in the front of the bow with which said notches engage.

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:

CHAS. A. DAVEY,
CLOYD FUNK.