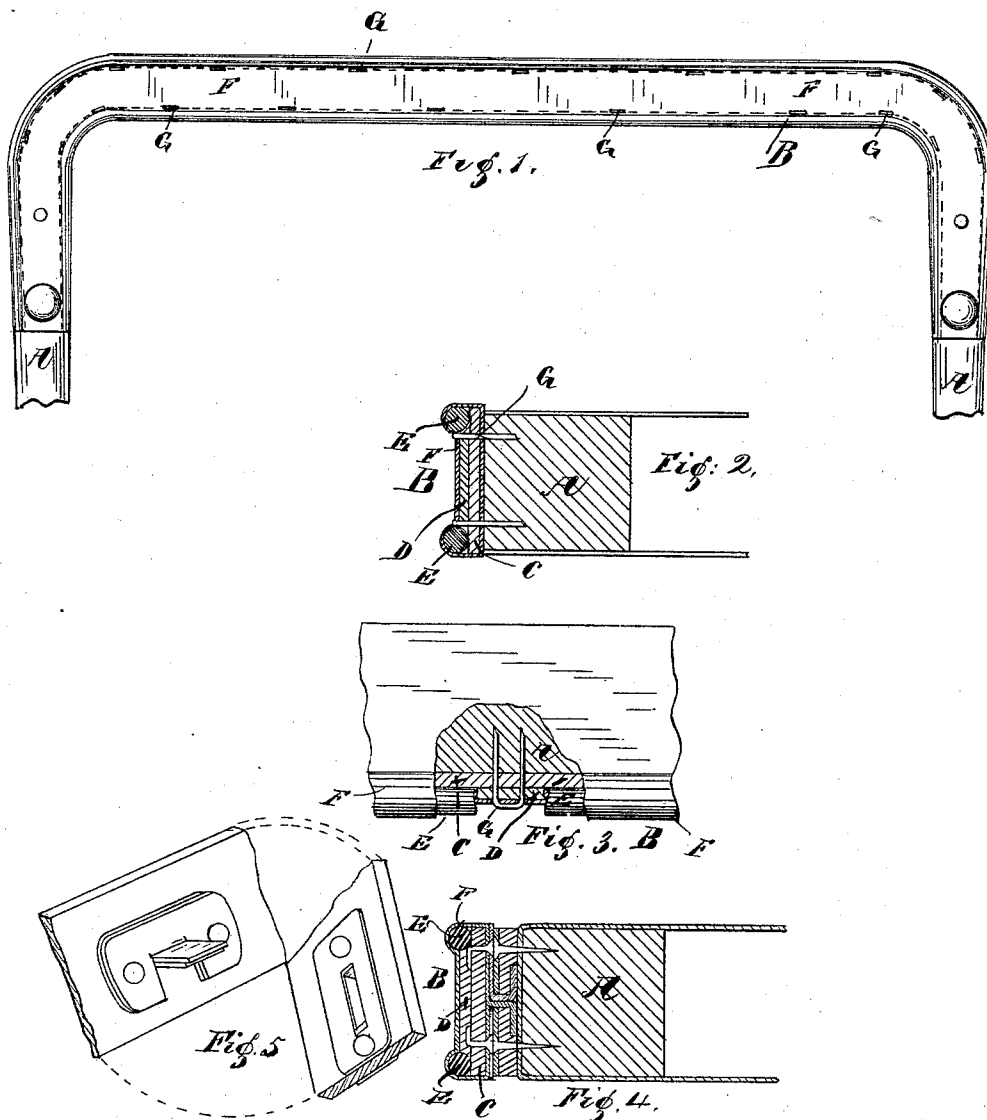


(No Model.)

T. H. PARRY & C. C. HULL.
VALANCE FOR VEHICLE TOPS.

No. 474,457.

Patented May 10, 1892.



Witnesses;
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UNITED STATES PATENT OFFICE.

THOMAS H. PARRY AND CHARLES C. HULL, OF INDIANAPOLIS, INDIANA,
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PLACE.

VALANCE FOR VEHICLE-TOPS.

SPECIFICATION forming part of Letters Patent No. 474,457, dated May 10, 1892.

Application filed February 20, 1892. Serial No. 422,244. (No model.)

To all whom it may concern:

Be it known that we, THOMAS H. PARRY and CHARLES C. HULL, citizens of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Valances for Vehicle-Tops; and we do hereby 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.

This invention relates to improvements in vehicle-tops, and more particularly to that class of tops which are commonly covered with leather and supported by bows pivotally secured to the body of the vehicle, so as to fold when desired, and has special reference to the finish or trimming of the front and back bows, commonly known as the "valance."

The objects of the invention are, first, to provide a valance with a strong and rigid central or body portion and with raised or beaded ornamental edges, which also assist in stiffening and strengthening the construction; second, to provide a valance that may be made of separate strips united to form the body, and thus enabling thinner and consequently cheaper material to be used and also allowing the material to be cut with less waste; third, to provide a valance in which wires are used to give shape to the beaded edges and so constructed with relation to the body portion that they will be maintained in an equidistant position and will be provided with back supports to prevent longitudinal disalignment; fourth, to provide means for fastening the valance to the bow of the top in such a manner that the fastenings will be either out of sight or less conspicuous than with tacks as commonly employed.

The objects of the invention are accomplished by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a detail in front elevation of a vehicle-top and shows the improved valance in position on the top. Fig. 2 is a view in transverse section of the bow and valance and shows the staples by which the valance is secured to the bow. Fig. 3 is a detail in top view of the front bow and valance and shows the top parts broken away to illustrate the

position of the staple by which the valance is secured to the bow. Fig. 4 is a detail in transverse section of the bow and valance and shows a modification of the attachment of the valance to the bow. Fig. 5 are details in perspective of the modified attachment shown in Fig. 4. The two parts of the fastening are disconnected to better illustrate the construction.

Similar letters refer to like parts of the drawings throughout the several views.

Referring to the drawings, A represents the bow, of usual construction and material, and B is the valance. In the construction of the valance a strip C of leather, pasteboard, or othersuitable material is first provided. This strip will conform in outline to that of the bow with which it is to be used and will be of the maximum width of the intended valance. A correspondingly-shaped but narrower strip D is formed and placed with its sides contacting with the sides of the strips C and centrally situated with relation to the transverse dimensions, so as to form an abrupt shoulder or offset around both inner and outer edges of the combination.

E are wires or other suitable material of a diameter greater than the thickness of the strip D. They are bent to conform to the outline of the strip D and are placed in the offset or shoulder above referred to.

F is a covering of any suitable material, preferably leather, or possibly oil-cloth, to correspond with the material with which the vehicle-top is covered. The covering F will be bound around the wires and both strips C and D, as shown in Fig. 2, and the meeting edges on the back of the strip C, secured by stitching or otherwise, if it is found desirable to fasten them at all. To finish the valance and hold the parts securely together, a row of stitches will be made along the inner side of each border-wire. This stitching forces the leather covering down upon the front face of the strip D and leaves a neat raised edge along the top and bottom of the valance. The valance as above constructed will be fastened to the front face of the bow by means of the staples G. These staples are of the commercial pattern and are driven through the valance into the bow along the lines of stitching

at each edge, the widest dimensions of the staple being in longitudinal alignment with the valance and in line with the stitches, so as to conform in general appearance therewith and be as inconspicuous as possible.

In the modification shown in Figs. 4 and 5 a double metal tongue attached to the valance is projected through a slot in a metal plate fastened to the bow, and by coming in contact with the bow or with a second plate of metal covering the bow at that point the tongues will be bent out at right angles, so as to form a hooked fastening, as shown.

We claim—

1. In a valance for vehicle-tops, the back strip C, against which the other parts are placed, the intermediate and narrower strip D, forming recessed corners when placed against the wider strip C, the edgings E, greater in diameter than the thickness of the intermediate strip D and adjusted in the notched corners, the covering F, and stitches around the raised edge border to connect the several parts and hold the covering in against the intermediate strip, substantially as described.

2. In a valance for vehicle-tops, the back

strip C, intermediate and narrower strip D, forming notched or recessed edges with the strip C, the wires E, arranged in said recessed edges and projecting beyond the front face of the strip D, the covering F, and stitches, as described, inserted along the wires and the staples G and bow A, said staples being projected through the valance into the bow in line with and in the same line as the stitches near each edge, for the purposes described.

3. In a valance for vehicle-tops, the back strip C, intermediate and narrower strip D, forming notched or recessed edges when arranged with the strip C, raised edges E, arranged in said recessed edges and projecting beyond the front face of the strip D, the covering F, stitched, as described, along the raised border, and means, substantially as described, for securing the valance to the bow so that the fastenings will be inconspicuous.

In testimony whereof we affix our signatures in presence of two witnesses.

THOMAS H. PARRY.

C. C. HULL.

Witnesses:

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