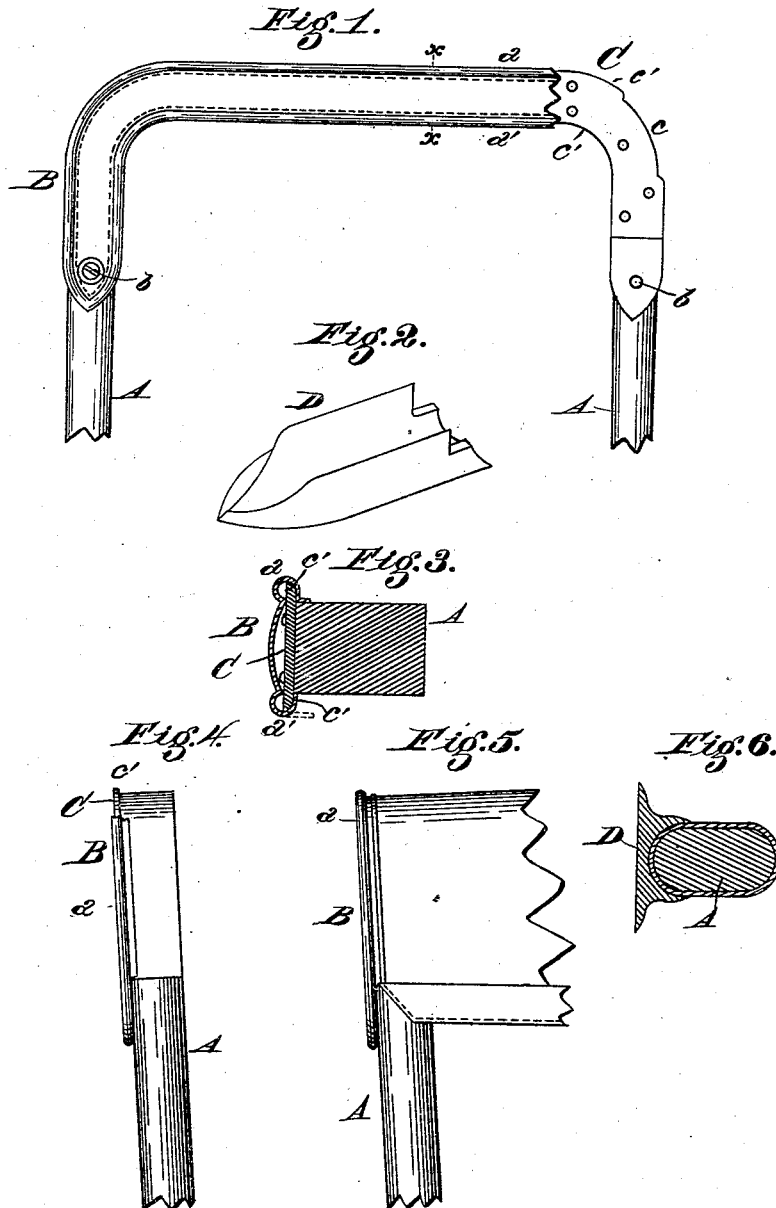


(No Model.)

H. HIGGIN.  
VEHICLE BOW TRIMMING.

No. 265,807.

Patented Oct. 10, 1882.



Attest,  
Jno. E. Miles,  
Adolph Chichowsky

Inventor,  
Henry Higgin  
by Wood & Rorpe  
his Attorneys &c.

# UNITED STATES PATENT OFFICE.

HENRY HIGGIN, OF NEWPORT, KENTUCKY.

## VEHICLE-BOW TRIMMING.

SPECIFICATION forming part of Letters Patent No. 265,807, dated October 10, 1882.

Application filed July 31, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY HIGGIN, a citizen of the United States, and a resident of Newport, in the county of Campbell and State of Kentucky, have invented certain new and useful Improvements in Vehicle-Bow Trimmings, of which the following is a specification.

My invention relates to a metallic valance for ornamenting the front bow of a carriage-top. It is designed as an improvement upon the device shown in former Letters Patent, No. 234,574, granted me November 16, 1880.

My invention consists in forming the valance preferably out of a single piece of metal cut to conform to the shape of the bow, and afterward giving it a suitable ornamental configuration in dies. The edges of the metal are beaded, being formed with a flange on one beaded edge, and having the other beaded edge left open, so that the valance can be sprung upon a suitable filling or molding which is first secured to the face of the bow, which filling extends with a rounded edge beyond the top and bottom faces of the bow, over the upper extension of which the said flanged beaded edge is sprung, and the open beaded edge slides over the lower extension and the metal turned down upon it by any ordinary edging-tool used for the purpose.

My invention further consists in securing the pendent ends of the valance to the bow by metal socket-plates such as are customarily used in securing the arch of the bow to the uprights.

In the accompanying drawings, Figure 1 is a front elevation of a vehicle-bow, showing my improved valance applied thereto, the valance being broken off at one end to show the filling-strip. Fig. 2 is a detail perspective view of the socket-plate used for connecting the lower end of the valance to the bow. Fig. 3 is a cross-section of the bow on line *xx*, Fig. 1, showing the valance applied thereto. Fig. 4 is a side elevation of Fig. 1. Fig. 5 is a side elevation of a finished top, shown broken off. Fig. 6 is a cross-section of one of the upright bows, showing the socket-plate in connection therewith.

A represents the vehicle-bow; B, my improved valance, which is made of thin sheet

metal and ornamented with imitation stitching, to represent, as near as possible, the customary leather-stitched valance.

C is a filling-strip or molding secured by screws or other suitable means to the front face of the bow. It is made to conform to the shape of the bow and valance. The filling C serves as a solid backing for the valance, as well as providing means for securing it to the bow. *c* is a notch made in the outer peripheries of the arched part of the filling. The filling C extends beyond the inner and outer edges of the bow a short distance to form shoulders *c'* *c'*. The valance is made preferably of thin sheet metal first cut into proper shape, then formed in dies in any desired manner, and then finished. I have shown the metal formed with beaded edges *a* *a'*, the outer edge, *a*, being flanged and the lower beaded edge, *a'*, left open in the dies. (Shown in dotted lines, Fig. 3.) In applying the valance to the bow I spring the beaded edge *a* over the rounded extension or outer shoulder *c'* of the filling and pass the open beaded edge over the inner shoulder *c'*, and turn or press it down upon the face of said lower shoulder by a suitable edging-tool, and thereby secure the valance in place. I provide the notches or spaces *c* in the filling C for the contraction of the metal in the curve of the bow.

D represents an ordinary metal socket-plate, which I prefer to use for attaching the lower ends of the valance to the bow by means of screws passed through the eyes *b*, made in the valance, of two or more pieces of metal united together by a close-fitting joint composed of a strip of metal of the same configuration as the metal forming the valance, and soldered or brazed on the back thereof, which is concealed by japanning, so as to make the valance appear as being made of but one piece of metal.

The valance I have herein shown and described is simple, cheap, durable, and neat in appearance, and can be applied without skilled labor and in comparatively short time.

I claim—

1. A valance or trimming for vehicle-bows, formed of a single strip of metal and secured to the bow by its edges overlapping the shouldered extensions of a suitable filling-strip at

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tached to the face of the bow, substantially as herein set forth.

2. The combination, with a vehicle-bow, A, of the metallic valance B, secured by the beaded edges *a a'*, which overlap the should-  
5 dered extensions *c c'* of the filling-strip C, and the socket-plate D, substantially as herein set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

HENRY HIGGIN,

Witnesses:

JNO. E. JONES,

J. A. RUTHERFORD.