J. CURTIS.

Dash-Board for Carriages.

No. 163,052. Patented May 11, 1875.

FIG. 1.

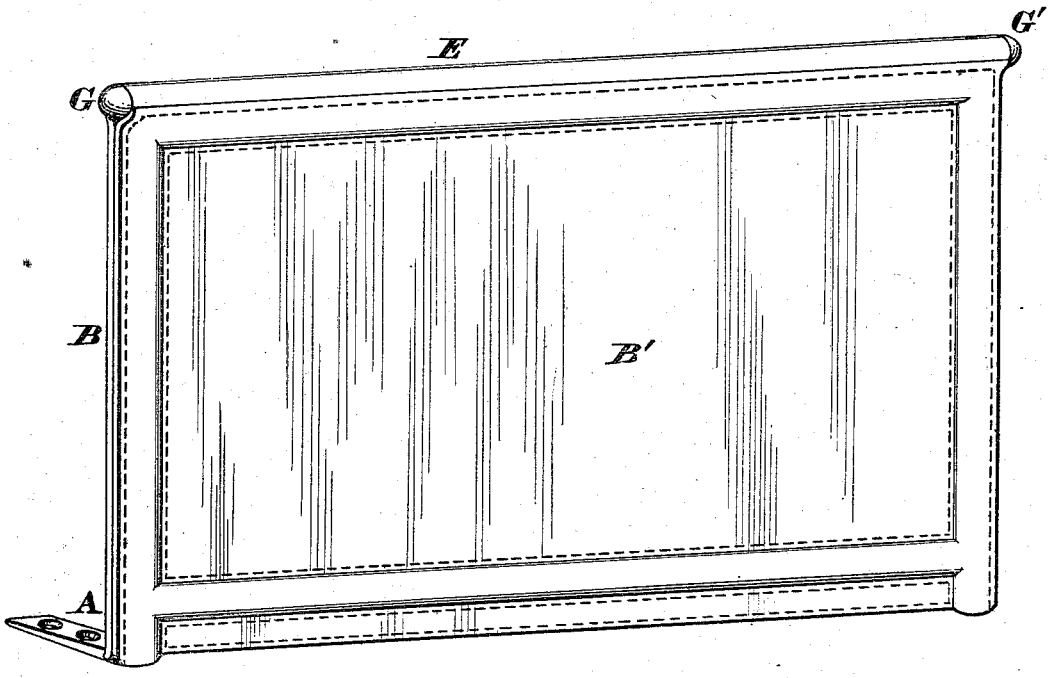


FIG. 2.

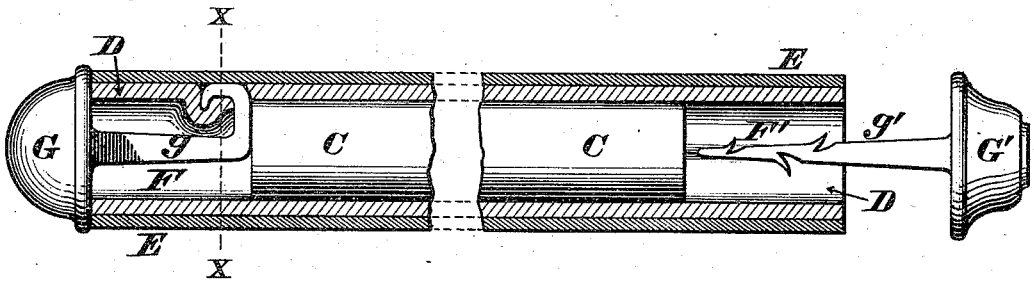
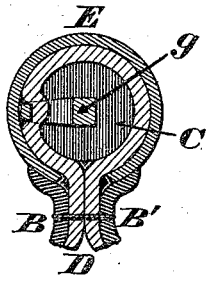


FIG. 3.



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UNITED STATES PATENT OFFICE.

JOHN CURTIS, OF CINCINNATI, OHIO.

IMPROVEMENT IN DASH-BOARDS FOR CARRIAGES.

Specification forming part of Letters Patent No. **163,052**, dated May 11, 1875; application filed October 26, 1874.

To all whom it may concern:

Be it known that I, JOHN CURTIS, of Cincinnati, Hamilton county, Ohio, have invented a new and useful Improvement in Dash-Boards for Carriages, of which the following is a specification:

This invention relates to that class of dash-boards for which Letters Patent were issued to me January 23, 1872; and my present improvement consists in a cheap, simple, secure, and durable method of finishing the ends of the top bead or molding, as hereinafter fully described.

In the accompanying drawing, Figure 1 is a perspective view of a dash-board for carriages, embodying my improvements. Fig. 2 is a horizontal section through the bead or molding of the dash-board, and Fig. 3 is a vertical section through said molding at the line X X.

The frame A, together with its leather coverings B B′, metallic core or wire C, binding D, and sheet-metal molding or bead E, being precisely the same as described in the patent previously alluded to, need no further explanation in this specification.

The metallic core C, instead of extending completely across the top of the dash-board, as heretofore, stops short of the ends of the molding E, so as to leave vacant spaces or intervals F F′, as represented in Fig. 2. These intervals are designed for the reception of shanks *g g′*, of knobs, rivets, or other terminals, G G′, which latter may be composed of any suitable material, and made either perfectly plain or ornamental, as desired. The aforesaid intervals are not as long as the shanks of the terminals. The reason for this arrangement will presently appear.

In constructing this improved form of dash-board the molding or finish E is secured to the core C and frame A B B′ in substantially the same manner as described in my said patent. After this has been accomplished the rivet G is inserted within the axial aperture F of binding D, and a few light blows upon the head of the rivet causes its shank *g* to be deflected outward by impinging against the end of metallic core C. This lateral deflection of the shank continues until it strikes against the inner side of molding E, which causes the point of said shank to be recurved or bent toward the center of the core. The result of this combined bending of the shank is to clinch or anchor it firmly within the leather binding D, and being thus embedded it cannot be accidentally detached from the dash-board by any usual vibration or shaking, but will yield only to the application of some positive force at the head of the rivet. After the first rivet or terminal has been secured, the one G′ at the opposite end of the molding is attached in precisely the same way. While one rivet is being secured, a bar may be inserted in the opposite end of the molding, so as to prevent the core being displaced during the formation of the clinch upon the rivet-shank. If preferred, the rivet-shank may be provided with spurs or barbs, as shown at *g′*, so as to insure it being more firmly embedded in the binding D.

It is evident that the rivets or other terminals may be screwed into the binding, but this would be a very inferior arrangement, as the shrinking of the leather would soon loosen the screw, besides which the unsightly slot or nick in the head of the same would be exposed at one of the most prominent portions of the dash-board.

Owing to the simplicity of my mode of securing the terminals they can be applied by any country wagon-maker, or even by the driver of the vehicle, and, as no mitering of joints is necessary there will be no occasion for the use of solder, cement, or other retaining devices or agents.

An inferior modification may consist of a rattan or wooden core with a metallic disk at each end of the same for the purpose of insuring the proper clinching of the rivet-shanks.

I claim as my invention—

The mode of securing the terminal G to the molding or bead E of a dash-board by the shank *g* of said terminal or rivet, clinched against the end of core C and anchored in the binding D, for the purpose stated.

In testimony of which invention I hereunto set my hand.

JOHN CURTIS.

Attest:
GEO. H. KNIGHT,
O. P. CAYLOR.