

J. E. LINES.
WAGON DASHES.

No. 183,580.

Patented Oct. 24, 1876.

Fig. 1.

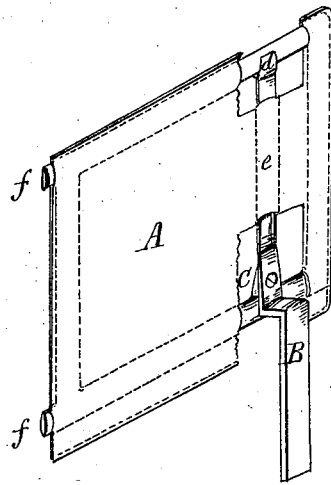


Fig. 2.

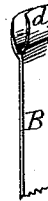
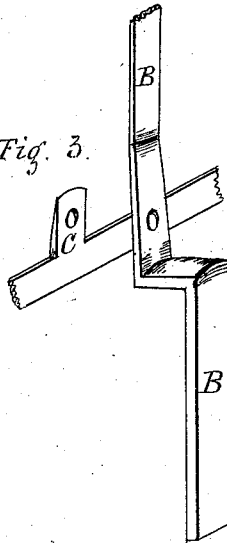


Fig. 3.



Witnesses:

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JAMES E. LINES, OF HOMER, NEW YORK.

IMPROVEMENT IN WAGON-DASHES.

Specification forming part of Letters Patent No. **183,580**, dated October 24, 1876; application filed August 16, 1876.

To all whom it may concern:

Be it known that I, JAMES E. LINES, of Homer, county of Cortland, and State of New York, have invented a new and useful Improvement in Wagon-Dashes, of which the following is a specification, reference being had to the accompanying drawings, of which—

Figure 1 is a view of the dash, the leather being cut away to show the connection of the foot and frame. Fig. 2 is a view of the upper part of the cross-bar or foot-bar extended. Fig. 3 is a view of a portion of the dash-frame and the foot-bar disconnected.

The object of my invention is to provide a dash in which the foot is extended to the top rail in the dash-frame, forming both a foot, and also taking the place of the usual cross-bar at *e*, and in which, being detachable, the frame may be entirely covered and stitched by machine before the foot-bar is attached, making a more perfect finish than can be done by hand-sewing.

ff is the usual iron frame, to be covered by a sheet of leather upon each side stitched through, the stitching being represented by the dotted lines in Fig. 1. *B* is the foot, by which the dash is attached to the wagon, which is continued from the lower to the upper rail of the dash, and terminates in a fork or crotch, *d*, forming a seat for the upper rail. The foot is attached to the lower rail of the frame by screw or bolt directly through such rail, or preferably by putting the screw or bolt through a projection swaged onto the lower rail, as shown at *c*. The latter arrange-

ment allows of the use of a lighter rail, as it is not weakened by any bolt-hole.

In manufacturing my improved dash the leather is first stitched upon the frame *f*, and also the channel *e* is formed between the sheets of leather by the rows of stitching between the bottom and top rails. This may all be done upon a sewing-machine. Then, a slight opening being made in the leather at *C*, the upper end of the foot-bar is inserted into the channel *e*, and pushed up until the fork *d* becomes seated upon the upper rail, when the lower part of the foot is attached to the lower rail at *C*.

I claim and desire to secure by Letters Patent—

1. In a covered dash for wagons, the foot *B*, extended so as to form a cross-bar to the dash, and attached to the rails of the dash-frame, substantially as and for the purpose set forth.

2. The combination of the extended foot *B*, provided with the fork *d*, and the frame *f*, provided with the projection *C*, swaged on the lower rail of said frame, substantially as and for the purpose set forth.

3. A combination of the frame *ff* and the leather cover, provided with the stitched channel *e*, with the extended foot *B*, substantially as and for the purpose set forth.

JAMES E. LINES.

Witnesses:

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