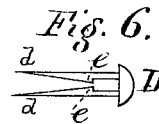
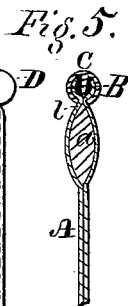
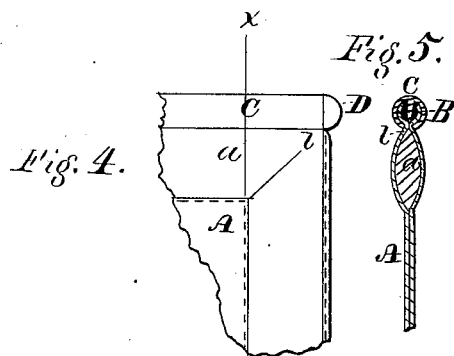
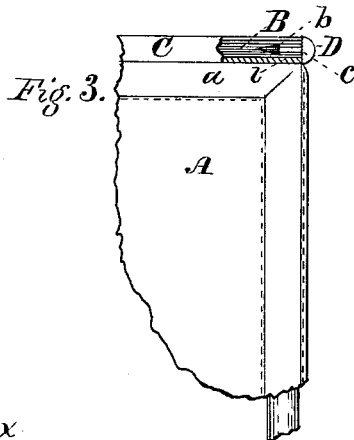
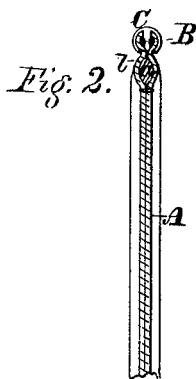
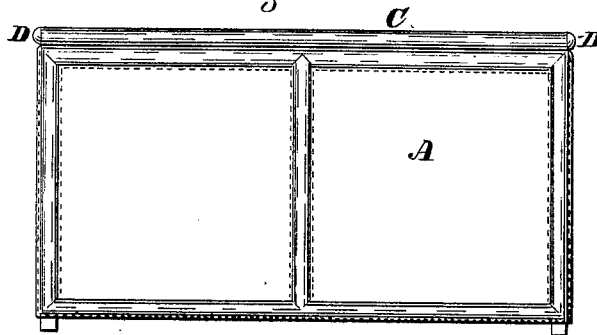


**E. C. CONVERSE.**  
**VEHICLE DASH-RAILS.**

No. 195,802.

Patented Oct. 2, 1877.

*Fig. 1.*



*Attest.*  
*E. C. Converse*  
*No. No. Converse*

*Inventor.*  
*Bolivar C. Converse*

# UNITED STATES PATENT OFFICE.

BOLIVAR C. CONVERSE, OF SPRINGFIELD, OHIO, ASSIGNOR OF ONE-HALF HIS RIGHT TO PHILIP B. MARTIN, OF SAME PLACE.

## IMPROVEMENT IN VEHICLE DASH-RAILS.

Specification forming part of Letters Patent No. **195,802**, dated October 2, 1877; application filed July 30, 1877.

*To all whom it may concern:*

Be it known that I, BOLIVAR C. CONVERSE, of the city of Springfield, in the county of Clarke and State of Ohio, have invented certain Improvements in Dash-Rails, which improvements are fully set forth in the annexed specification and accompanying drawings, in which—

Figure 1 is a side elevation of a dash-board with my improvement applied thereto. Fig. 2 is a cross-section of the same. Fig. 3 is a sectional view of the right upper corner, with a portion of the tube broken away to show the central rib B. Fig. 4 is also a view of a section of the same corner part with the tube end intact. Fig. 5 is a cross-section of the piece shown in Fig. 4, through line *x*. Fig. 6 is a view of the double-tanged nail D, used for finishing the ends of the rail.

The object of my invention is to furnish a dash-board with a rail stronger and more durable than the open tubing at present in use, which is applied more readily, and which is more secure when attached, it being formed with a central rib extending nearly across the inside, its free edge dividing the two edges of the leather, and clamping them firmly between it and the edges of the slot or opening of the tube, so as to dispense entirely with any rows of stitching or other device to secure it in place.

A deep indentation is made in the rib, on each side, near the ends, to receive the barbs of a double-tanged nail, with which the ends are finished, a slight groove cut out from this to the end guiding the tangs, which straddle the end of the rib when inserted. The barbs of the nail-tangs project inwardly toward each other, and are forced into the notches or indentations in the rib when the nail is driven into its place in the end of the tube, securing it firmly therein, preventing its withdrawal, and giving an ornamental finish to the rail.

A is the dash-board, which is covered with leather and stitched in the usual manner, with the exception of the edges, which extend above the top rail A. These are left entirely without stitches or other fastenings, simply being brought together and trimmed to the proper height above the top rail to enter the

opening in tube C, on each side of the rib B, freely.

The rib parting the edges of the leather, and its lower edge pressing it on either side against the edges of the tube, acts, in combination with the latter, like a three-jawed clamp, securing the rail to the dash-board firmly, besides adding greater strength to the rail, which will bear a powerful blow without being indented or broken.

In the cross-section, Fig. 2, and also in Fig. 5, the position of the rail and its rib B with relation to the edges *l* of the leather entering the tube C can be distinctly seen.

In Fig. 3 a section of the end of the tube is cut away, and also the edge *l* of the leather which extended into it, in order to show the rib B, its notch *b*, and the guiding-groove *c*, which leads into it for the insertion of the tangs *d* of the pin D, (see Fig. 6,) until the barbs *e* reach the notch *b* and are forced to a seat therein.

The tang of nail D is not shown in Fig. 3, but its position can be readily understood by reference to the other figures.

I do not claim here a slotted tube provided with a rib, as this forms the subject of a separate application for a patent; but

I claim as my invention—

1. The combination, in a dash-board, of the facing-leathers and a slotted tube, between the edges of which the leathers are clamped against the opposite sides of an intermediate flat rib, substantially as described.

2. A tube, C, having a rib, B, in combination with the leather *l* of a dash-board, A, as and for the purpose set forth.

3. In combination with the ribbed open tube C, provided with a notch, *b*, and groove *c* in its rib B, the two-tanged nail D, for finishing the ends of the same, when applied for the purpose set forth.

4. The finishing-nail D, with double-barbed tangs, constructed substantially as shown and described, for the purpose set forth.

B. C. CONVERSE.

Attest:

A. BRADFORD,  
IRVING BRADFORD.