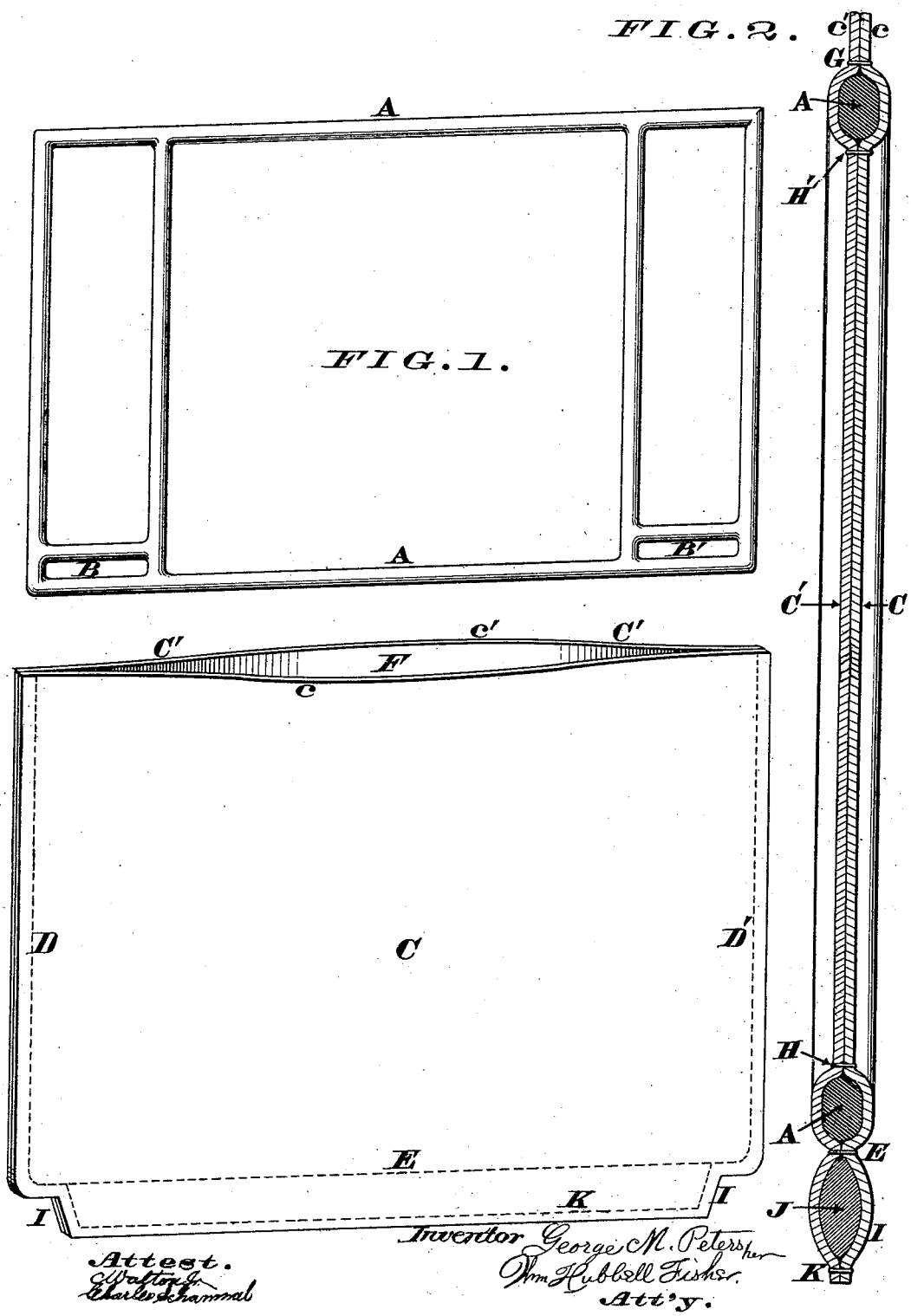
G. M. PETERS.

Dash-Board for Vehicles.

No. 196,475. Patented Oct. 23, 1877.

FIG. 2.



Attest.
Walter G.
Charles Shammah

Inventor George M. Peters per
Wm Hubbell Fisher
Att'y.

UNITED STATES PATENT OFFICE.

GEORGE M. PETERS, OF COLUMBUS, OHIO.

IMPROVEMENT IN DASH-BOARDS FOR VEHICLES.

Specification forming part of Letters Patent No. **196,475**, dated October 23, 1877; application filed April 22, 1876.

To all whom it may concern:

Be it known that I, GEORGE M. PETERS, a resident of the city of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Carriage Dash-Boards, of which the following is a specification:

My invention relates to an improvement in carriage dash-boards, whereby the two leathern coverings are applied to the metallic frame in a much more rapid, economical, and sightly manner than has heretofore been done. The usual way of securing such coverings is to place them upon the frame and then stitch them together by hand, the leather being drawn as taut as possible. This process, however, is a tedious and unsatisfactory one, as it is impossible to stretch the leather sufficiently tight to cause it to maintain a perfectly smooth and unwrinkled surface for any great length of time.

I overcome these difficulties, and at the same time facilitate the manufacture of the dash, by the following manipulations, to wit: I first stitch the two ends and bottom of the coverings together, so as to form a satchel-shaped bag or sack. The bottom end of the bag is slightly shorter than the open opposite end thereof, and the bag is thus slightly tapering. Into the open end or mouth of this bag the frame is inserted, and then forced in by any suitable appliances. The frame is made wedge-shaped for the purpose of stretching the leather in the act of forcing the frame into the bag. The tapering shape of the bag enables the frame to be more readily inserted into the bag, and when so inserted to stretch the leather thereof, and at the same time fit the bag snugly. The mouth of the bag is then closed and stitched together, which act secures the frame within the coverings.

In the accompanying drawings, forming part of this specification, Figure 1 is a perspective view of the frame and its bag-shaped covering, detached from each other; and Fig. 2 represents an enlarged vertical section at the mid-length of the frame, the coverings being shown secured in position.

The metallic frame A is of any suitable size and shape, and it may be composed either of cast or wrought iron. Furthermore, the frame may be provided with bearings B B′, wherewith it may be secured to the vehicle-body by bolts or rivets passing through a supporting-foot or knee-brace.

C C′ represent two pieces of leather of precisely similar shape and size, which are first placed back to back, and then stitched together at D D′ E, thereby forming a satchel or bag having an opening or mouth, F, either at top or end. These three distinct rows of stitching, being plain, straightforward work, can be accomplished with any sewing-machine in a few minutes, care being taken, however, to have the two end rows D D′ approach each other very slightly as they approach the bottom of the bag. These end stitchings D D′ must be so located with reference to each other as not to allow a too capacious mouth for the bag, or otherwise the frame A will slip in too readily. Care must also be taken to have the depth of the bag somewhat greater than the height of said frame. That end or side of the frame which is to be first inserted into the bag is slightly shorter than its corresponding end or side, so that the dash is a little tapering, thereby facilitating its introduction into the bag. These preliminary steps having been taken, the mouth F of the bag is opened, and the upper margin *c c′* of the coverings C C′ are griped by any suitable appliances, after which the bottom of the frame is inserted in said mouth. Power is then applied to the top of frame A, so as to gradually force it down into the bag, which latter is thus stretched to its utmost tension by reason of the tapering nature of the frame. As soon as the frame is brought in contact with the bottom stitching E the pressure is relaxed, and the bag, with its inclosed frame, is then detached from the griping devices. This act having been accomplished, the margins *c c′* are stitched together at G, which may be done roughly by hand, thereby confining frame in the bag, after which the inner rows of stitching H H′ are run up, as seen in Fig. 2.

The dash is now complete, with the exception of the finishing rail or bar at the top, which rail may then be applied in any convenient manner, preferably so as to conceal the stitching. As the bag is first forcibly distended by the application of the frame, and then further stretched by the inner rows of

stitching H H′, it is evident that the surfaces of the coverings C C′ are rendered perfectly smooth and level, and being attached so securely, there is no possibility of their ever becoming wrinkled or buckled.

As a result of this mode of manufacture, the dashes are much more sightly and more desirable than the old style, and not so liable to crack.

Any convenient appliance may be employed for holding the bag and forcing the frame into the same; but I prefer to use a specialmachine for such a purpose, which machine will be made the subject of a separate application for patent.

If preferred, the bag C C′ may terminate at bottom with a skirt, I, formed over a suitable filling, J, and secured by stitching K.

I do not here lay any claim to the slotted bearing heretofore described, as the said bearing forms the subject of a previous application.

What I claim as new, and desire to secure by Letters Patent, is—

A leather dash the frame of which is made tapering, substantially as specified, for the purpose of stretching the cover in the act of inserting the frame.

GEORGE M. PETERS.

Attest:

D. P. KENNEDY,

CHARLES SCHAMNOL.