2 Sheets—Sheet 1.

J. E. WHITE.

Apparatus for Manufacture of Dashes.

No. 207,785. Patented Sept. 3. 1878.

Fig. 1.

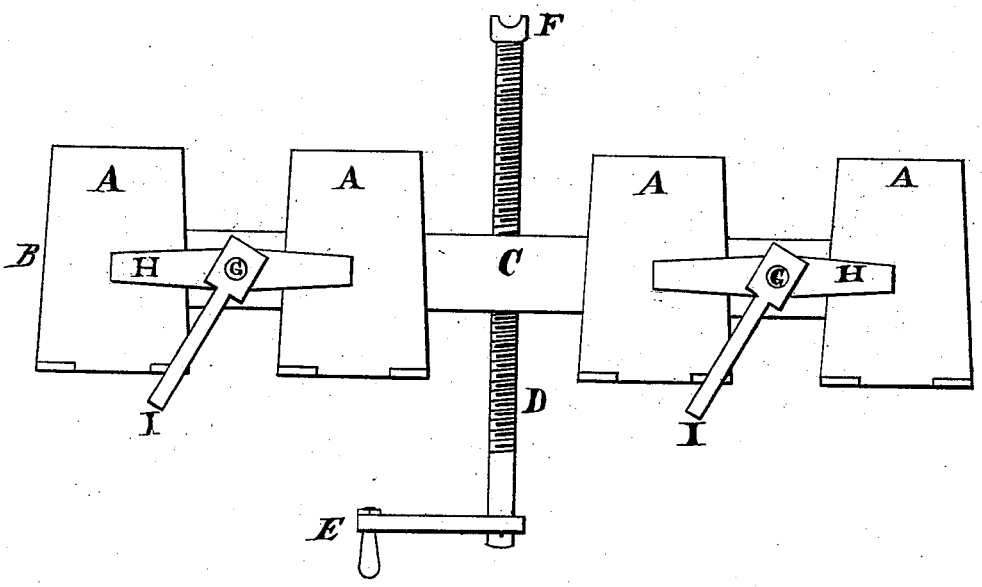
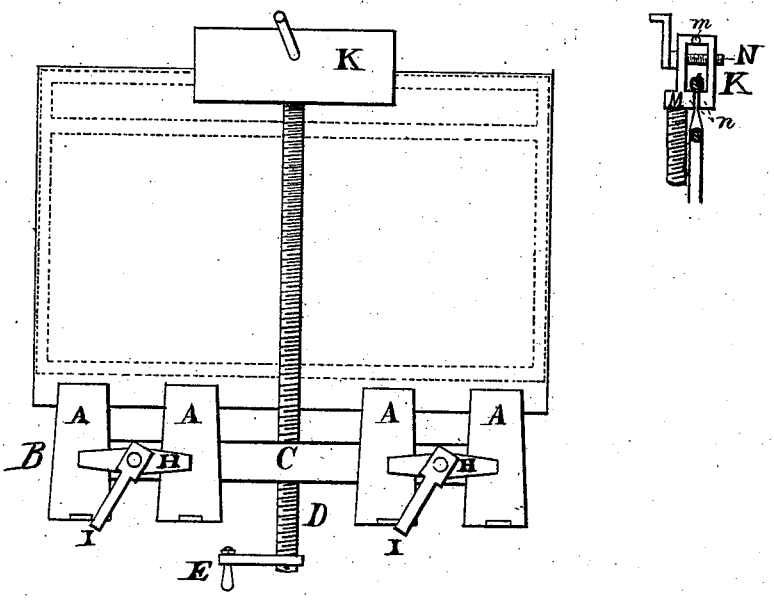


Fig. 2.



Attest:
Walter S. Christopher
C. Walton Jr.

Inventor:
John E. White per
Wm. Hubbell Fisher
Atty.

J. E. WHITE.

Apparatus for Manufacture of Dashes.

No. 207,785. Patented Sept. 3, 1878.

Fig. 3.

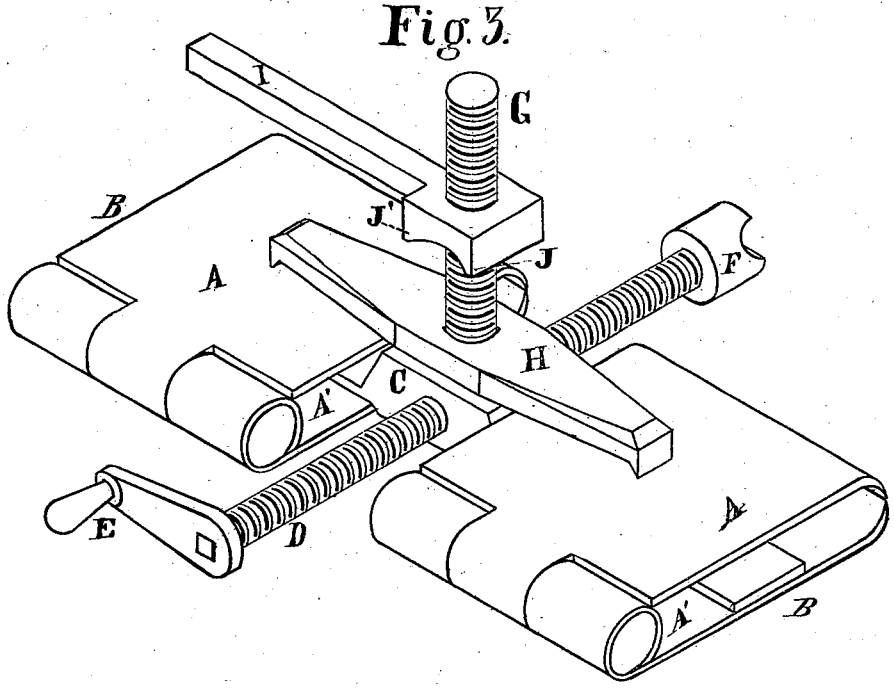
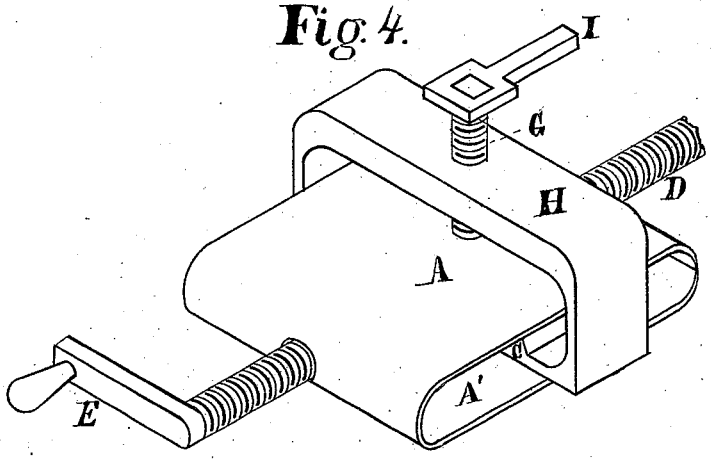


Fig. 4.



Attest:
Walter S. Christopher
C. Walton Jr.

Inventor:
John E. White, per
Wm. Hubbell Fisher,
Atty

UNITED STATES PATENT OFFICE.

JOHN E. WHITE, OF COLUMBUS, OHIO, ASSIGNOR TO PETERS LEATHER DASH COMPANY, OF SAME PLACE.

IMPROVEMENT IN APPARATUS FOR MANUFACTURE OF DASHES.

Specification forming part of Letters Patent No. **207,785**, dated September 3, 1878; application filed August 3, 1877.

To all whom it may concern:

Be it known that I, JOHN E. WHITE, of the city of Columbus, county of Franklin, and State of Ohio, have invented new and useful Improvements in Machines for the Manufacture of Dashes, of which the following is a specification:

My improvements relate to that class of dashes which consists of a frame covered with leather, cloth, or other flexible material.

In the manufacture of such dashes it is customary to form the material for the cover into a bag closed on three edges, and then to insert the dash-frame within said cover, and then to close the opening through which the frame was admitted by sewing up the same.

Heretofore great difficulty has been experienced in retaining the frame against that closed edge of the bag or cover opposite to that wherein the said frame is inserted, and also keeping the sides of the cover sufficiently taut during the operation of stitching or fastening them together as that when the stitching is finished they shall present a smooth and stiff surface and the frame shall be tightly secured in position.

My invention consists of a device which pinches together the two lips or edges of the cover between which the frame has been inserted, and at the same time presses the frame home against that closed edge of the cover opposite to which it (said frame) has entered, and tightly stretches the sides of the cover, thereby obviating the difficulty aforementioned, and also enabling the open lips of the edge of the dash-cover to be conveniently closed by sewing or other means, thereby greatly facilitating the manufacture of dashes and cheapening the cost of producing them.

In the accompanying drawings, Figure 1 is a plan view of the most common form of my invention, and Figs. 2, 3, and 4 are modifications of the device shown in Fig. 1.

A represents one of the jaws of the clamp B, and A′ (see Fig. 3) the other jaw. These jaws are hinged or jointed together at the back, although they may be made of one continuous piece of spring metal. One or more of these clamps may be employed in the same device. The number of clamps to be employed is governed by the size of the dash to be operated on.

For operating on a short dash two clamps are preferred, while in operating on a long dash four clamps are preferred, although one clamp can be made to do the work.

The clamps are united together by a connecting brace or rod, which is secured either to their top or bottom jaws. Where but one pair of clamps are employed they are usually arranged as shown in Fig. 3, Sheet 2.

There is a suitable space left between the clamps where that portion of the brace C (which extends between them) is thick enough to receive a female screw, which engages the thread of a rod, D, provided at its rear end with a crank, E, or other suitable device, for rotating it, and at its front end with a swiveled nut, F, whose front end is hollowed out sufficiently to fit and overlap the edge of the frame.

In the upper side of brace C is stationed, in a perpendicular position, the screw G. Fitting loosely thereon, so as not to engage the teeth of said screw G, is the clamp-brace H. The latter is sufficiently long to allow its ends each to reach near or at the middle of its respective jaw A. Preferably the ends of this clamp-brace H are turned down and beveled to an edge, so as to enable them to be pressed firmly upon the jaws without danger of slipping thereon.

A female screw in the end of tightening-lever I engages the screw G above clamp-brace H, the rest of the length of lever I being employed as a hand-lever to operate it. This lever is preferably provided on each side of the screw G with a boss or inclined stud or enlargement, J.

Where two pairs of clamps are employed, (see Fig. 1,) I preferably extend the rod C, and attach the upper or lower jaws of each clamp thereto in substantially the same manner as heretofore described.

The mechanism for closing the jaws of each pair of clamps is preferably the same as that already described. The rod D, however, preferably engages a female screw in brace C at a point midway between the pairs of clamps, as illustrated in Fig. 1.

The mode in which my invention operates is as follows, viz: The dash-cover is fastened or closed together at that edge which is opposite to that wherein the frame is inserted, and the right and left hand edges are also preferably closed where this can conveniently be done. The dash-frame is inserted between the sides of the cover and pressed into place until its edge has passed about an inch within the open lips or unsewed edges of the side of the cover. These lips of the cover are then passed between the jaws A A′ of each clamp. The brace H is then placed as shown, and the lever I screwed down on upright G until its bosses come into contact with brace H, when it will tighten the clamps upon the edges of the cover. It is to be rotated till the clamps pinch the edges of the cover tightly enough so as not to slip while the frame is pressed home and the cover stretched.

The rod D, which has previously been screwed back far enough to not interfere with the previous operation of clamping the jaws on the cover, is now screwed forward and the swivel-nut F adjusted against the adjacent edge of the frame. The rod D is again screwed forward, and then presses the frame firmly and completely home against the opposing seam or closed edge of the cover, and also thoroughly stretches the sides of the cover. While the clamps are still attached the lips of the unfastened edge of the cover are fastened together, usually by stitching, my device holding every portion thereof in perfect shape for the stitching or fastening to be best performed. After the edges have been fastened, my device is instantly disconnected from the cover by turning the lever I one-quarter of a revolution, thus compelling the bosses J to slip off from clamp-brace H and allowing the jaws to separate. When it is desirable to press the frame home and stretch the cover by a method other than by bringing the pressure of the screw to bear against the edge of the frame adjacent to the clamps, a very convenient mode is shown in Fig. 2, where the screw D is lengthened and the female screw in the brace-rod C is so placed that this screw D passes outside of the cover. The forward end of this screw is swiveled in a socket, M, to whose forward end is attached one jaw of clamp K. The other jaw is hinged or united to the first-named jaw at M, both jaws at their inner rear ends being provided with enlargements or bosses N. A screw, N, engaging female screws in both jaws beyond where the cover and frame will come, is the preferable mechanism employed to close them together.

In operating this form of my invention I proceed as follows: The dash-frame having been arranged and placed together in the same manner as if the form of my invention shown in Figs. 1 or 3 were to be used, I place the closed edge of the cover between the jaws of clamp K, taking care that the bosses N shall fall just inside the edge or rail of the dash. I then thoroughly tighten the clamp by means of screw N. Screw D is then rotated so as to bring between the jaws of clamps B lips of the open edge of the cover adjacent to them. The clamps B are then tightened, as aforementioned. The screw D is now advanced, thereby pressing the frame home and stretching the cover, as aforementioned, in readiness for stitching it, as before specified.

Of course, the number of clamps employed in the foregoing devices may be changed without altering the principles of their operation. Where single clamps are employed a convenient modification of the same is shown.

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

1. In combination with the screw D, a clamp consisting of one or more pairs of jaws, the line of meeting of whose grasping-edges is in substantially the same plane with the axis of said screw.

2. A clamp consisting of a single pair of jaws A A′, provided with a device for tightening them, in combination with rod D, passing between them at and in the line of their connection and the line of the meeting of their grasping edges.

3. The clamping device consisting of a central screw, D, brace C, and the two pairs of jaws A A′, screw G, clamp-brace H, and lever I, substantially as and for the purposes set forth.

4. A device for tightening the clamps, consisting of brace C, screw G, clamp-brace H, and lever I, substantially as and for the purposes set forth.

5. The clamping device consisting of the central screw, D, and brace C, provided on either side with a clamp consisting of two pairs of jaws, A A′, screw G, clamp-brace H, and lever I, substantially as and for the purposes set forth.

6. The combination of lever I, screw G, and clamp-brace H, substantially as and for the purposes specified.

7. The lever I, provided with bosses J, substantially as and for the purposes specified.

JOHN E. WHITE.

Witnesses:
O. G. PETERS,
F. P. JENKINS.