B. J. WARDEN.
Carriage-Dash.

No. 210,583. Patented Dec. 3, 1878.

FIG. 1.

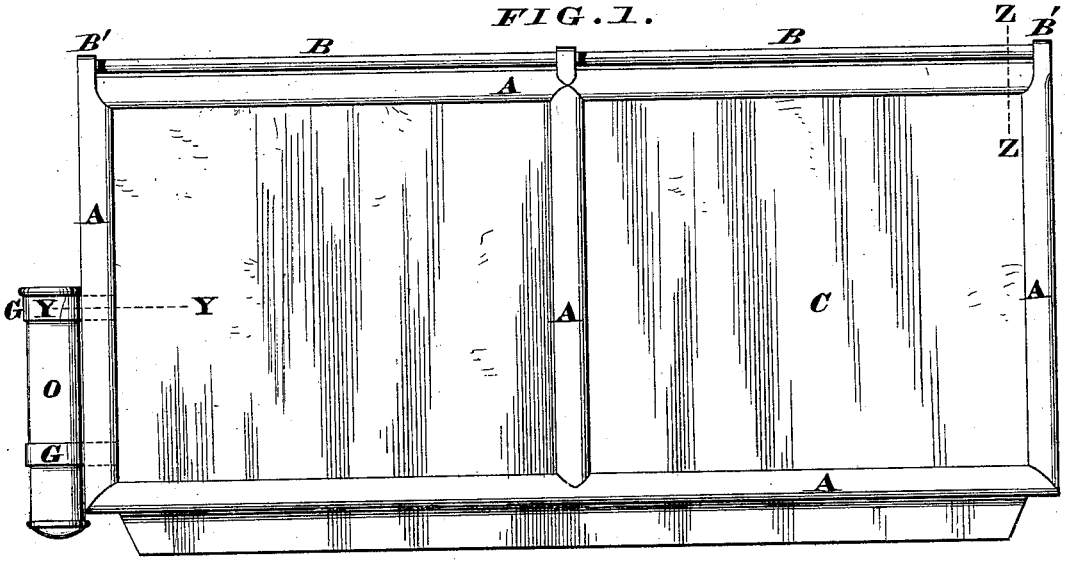


FIG. 2.

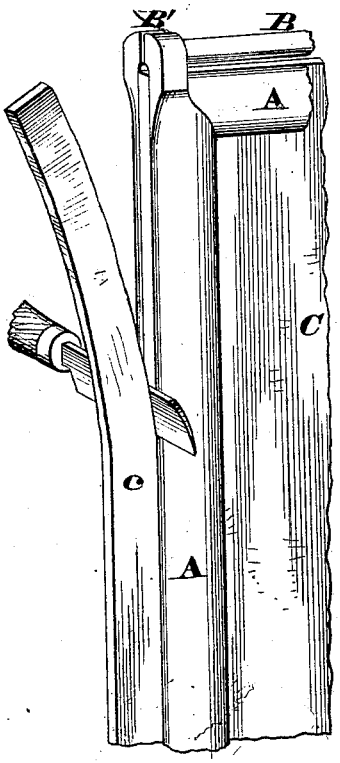


FIG. 3.

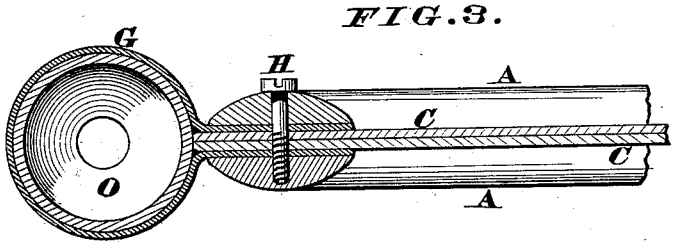


FIG. 4.

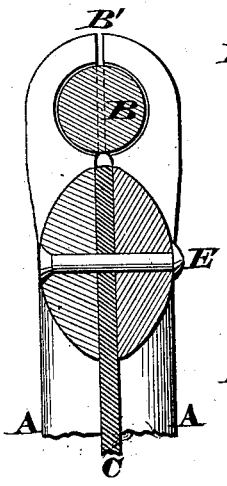


FIG. 5.

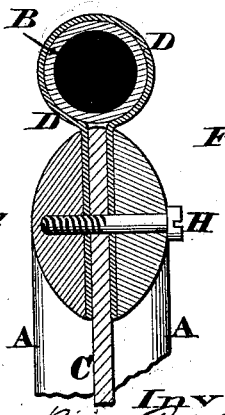
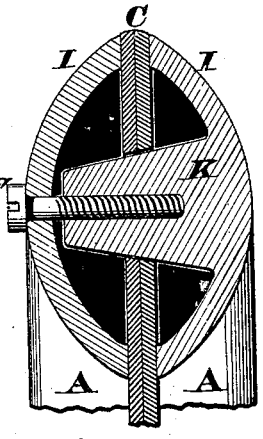


FIG. 6.



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UNITED STATES PATENT OFFICE.

BENJAMIN J. WARDEN, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CARRIAGE-DASHES.

Specification forming part of Letters Patent No. **210,583**, dated December 3, 1878; application filed October 21, 1878.

To all whom it may concern:

Be it known that I, BENJAMIN J. WARDEN, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Dashes for Carriages, of which the following is a specification:

My invention relates to an improvement in carriage-dashes, the object of which is to reduce the cost of the manufacture, and to enable undressed leather, paper fabric, or other suitable material to be used, so as to dispense with the stitching of the material, and at the same time have it drawn taut in the dash-frame, thereby rendering the dash cheaper and more durable, and easy of manufacture.

This invention relates to that class of dash-boards in which the fibrous material is clamped between two metallic frames; and my invention consists in a novel construction of the frames of semi-tubular form; also, in the manner of securing the dash-rail and whip-socket in place.

In the annexed drawings, Figure 1 is a front elevation of my improvement. Fig. 2 is an end section in a partly-finished condition. Fig. 3 is a section on line Y, Y, Fig. 1, showing the means of fastening the whip-socket to the frame. Fig. 4 is a section on line Z Z, Fig. 1. Fig. 5 is a modification of Fig. 4. Fig. 6 is a section showing preferred form of frames.

A A represent a duplex metallic frame, preferably made of malleable iron or steel, but which may be made of wrought metal or of any suitable material.

Figs. 4 and 5 represent a section of the frame made semi-cylindrical, while Fig. 6 shows a section in which the duplex parts are made of a semi-tubular shape, which is the preferred plan, as the edges of the frame make a better clamp to hold the material secured between the parts, the tubular form being relatively stronger. This frame A is made of two parts, each of which is the counterpart of the other, as shown by sections in Figs. 4, 5, and 6. Each of these parts is preferably made in one piece, but may be made in sections and secured together.

C represents leather or fibrous material, forming the panels of the dash. It is a desideratum to have the leather drawn tight on the frame of the dash, to enable it the better to resist strains and to keep it in shape and preserve its appearance. I am enabled to accomplish this result in the most perfect manner by constructing the frame in two parts, and then between these duplex parts stretching the leather taut, and when thus drawn securing the parts firmly together by means of screws or rivets, thus forming a clamp as well as a frame.

The leather C in the operation of stretching is allowed to project out beyond the sides and ends of the frame, as shown in Fig. 2, so that tools or clamps can be used to draw the material taut before the sections of the frame are secured together. After the parts are secured together the surplus material can be trimmed off to form a finished edge, as shown in Fig. 2.

K represents a lug projecting from the concave surfaces of one of the tubular frames A. This lug forms a support for the screw or rivet, above which the leather can be conveniently stretched and held in position between the parts of the frame while the workman is securing them together. B represents the rail on the top of the dash, which is secured in position by means of the clamp-lugs B′ cast on and with the frame A, as shown in Figs. 1, 2, and 4.

Fig. 5 shows the dash-rail B held in position by means of a metal band, D, having straps projecting between the two parts of the frame A, and fastened by screws or rivets.

O represents a whip-socket, which is secured to the frame of the dash by means of metal bands and screws, as shown in Figs. 1 and 3.

By making the dash-frame of duplex parts and drawing the leather taut between them, and then securing these parts and leather together, I am enabled to make a seamless dash of unfinished leather or fibrous material, with the frame outside of and protecting the leather, and then all parts can be japanned or finished together, making a more durable as well as a cheaper and more beautiful article.

When the frames are made of cast-iron it will be better to cast on the lugs B′ for holding the dash-rail in position; but I consider the bands D the mechanical equivalent thereof, as the dash-rail in either case is secured in position by the duplex parts of the frame A

at the same time the leather is clamped between them.

It is obvious that the concave form of the duplex parts shown in Fig. 6 can be varied in degree, and when but slightly concave, the lug or boss K can be omitted; but such a construction would be an immaterial variation of the invention specified in the first clause of claim.

Figs. 3 and 6 show two thicknesses of leather, and the other figures but one piece. Either one or two can be used, as desired.

The seamless feature of my dash effects a very important saving in the cost of manufacture, as well as rendering it more beautiful and durable. When thus constructed all ripping or bursting of the stitches, from shrinkage of the leather or from strains, is avoided, and the dash is much more easily repaired when the leather becomes damaged or destroyed.

I claim—

1. A duplex metallic frame for a carriage-dash, the interior surfaces of which are concave or of semi-tubular form, adapted to clamp and secure the dash-leather in position, substantially as herein set forth.

2. A dash for carriages composed substantially of the duplex metallic frames A, the fibrous material C, and dash-rail B, having its ends secured between upper end projections of the clamping-frames, when constructed and combined in the manner herein set forth.

3. In combination with the duplex metallic carriage dash-frames A and panel C, the whip-socket O, secured by band G, substantially as herein set forth.

In testimony whereof I have hereunto set my hand this 17th day of October, 1878.

BENJAMIN J. WARDEN.

Witnesses:

E. E. WOOD,

W. D. HUNT.