

J. MORRISON.  
Dash-Boards for Vehicles.

No. 151,147.

Patented May 19, 1874.

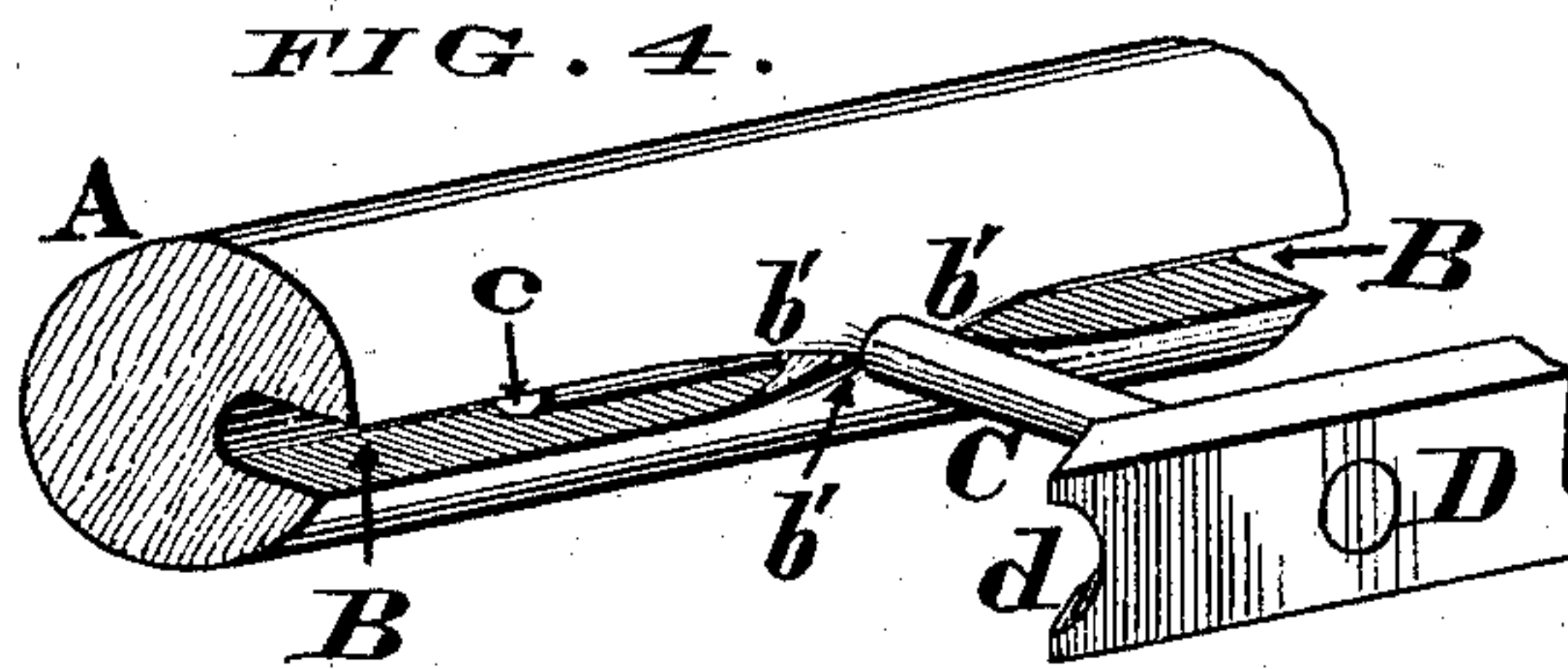
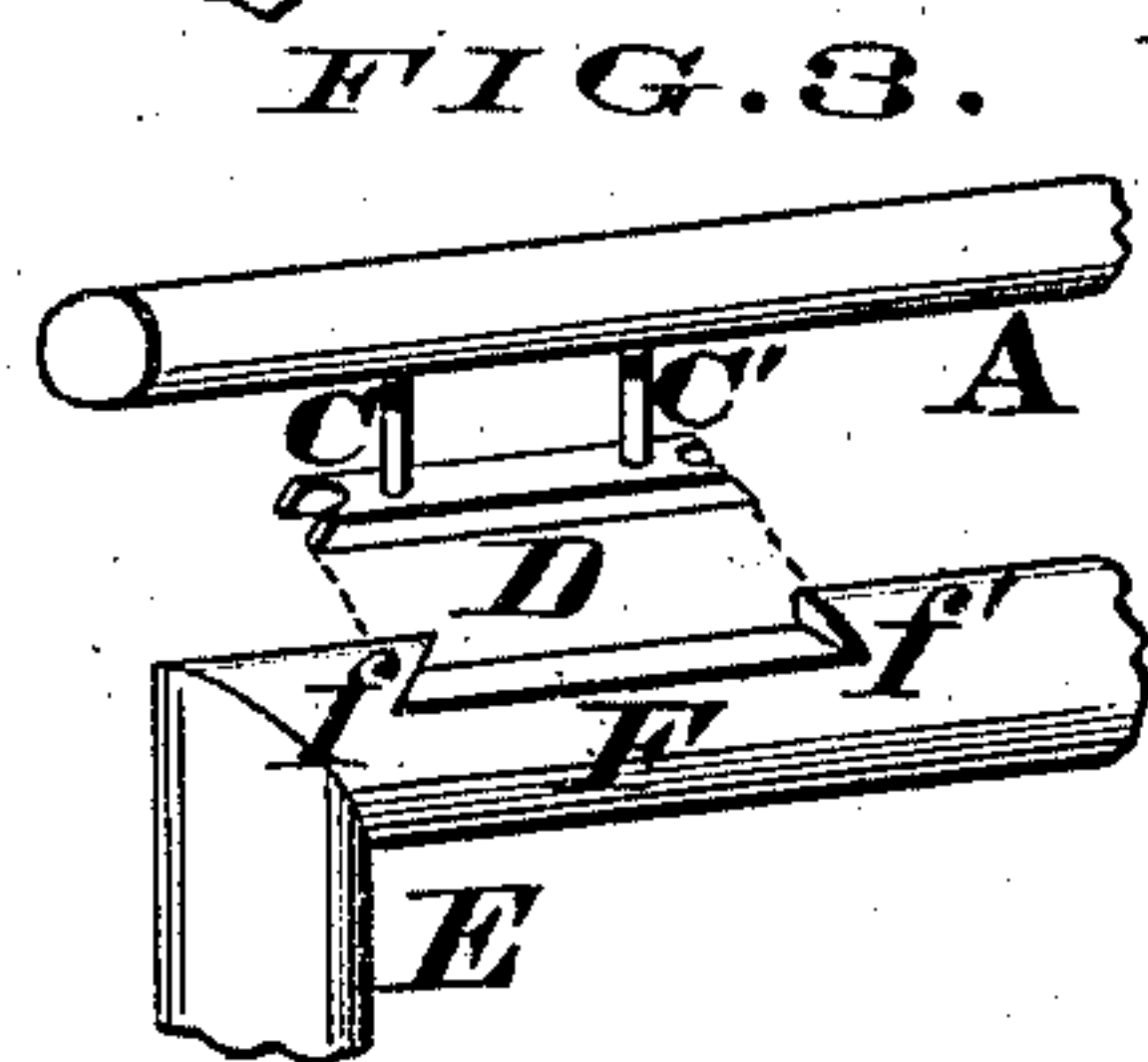
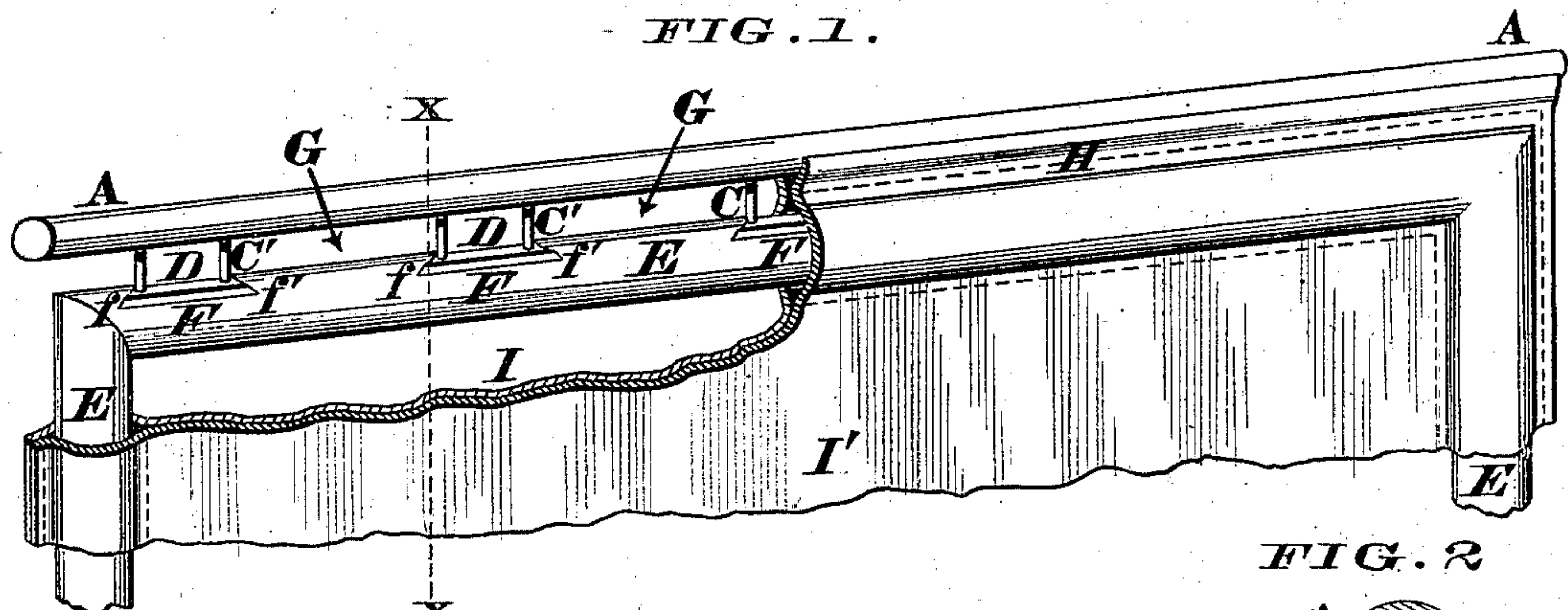


FIG. 2.

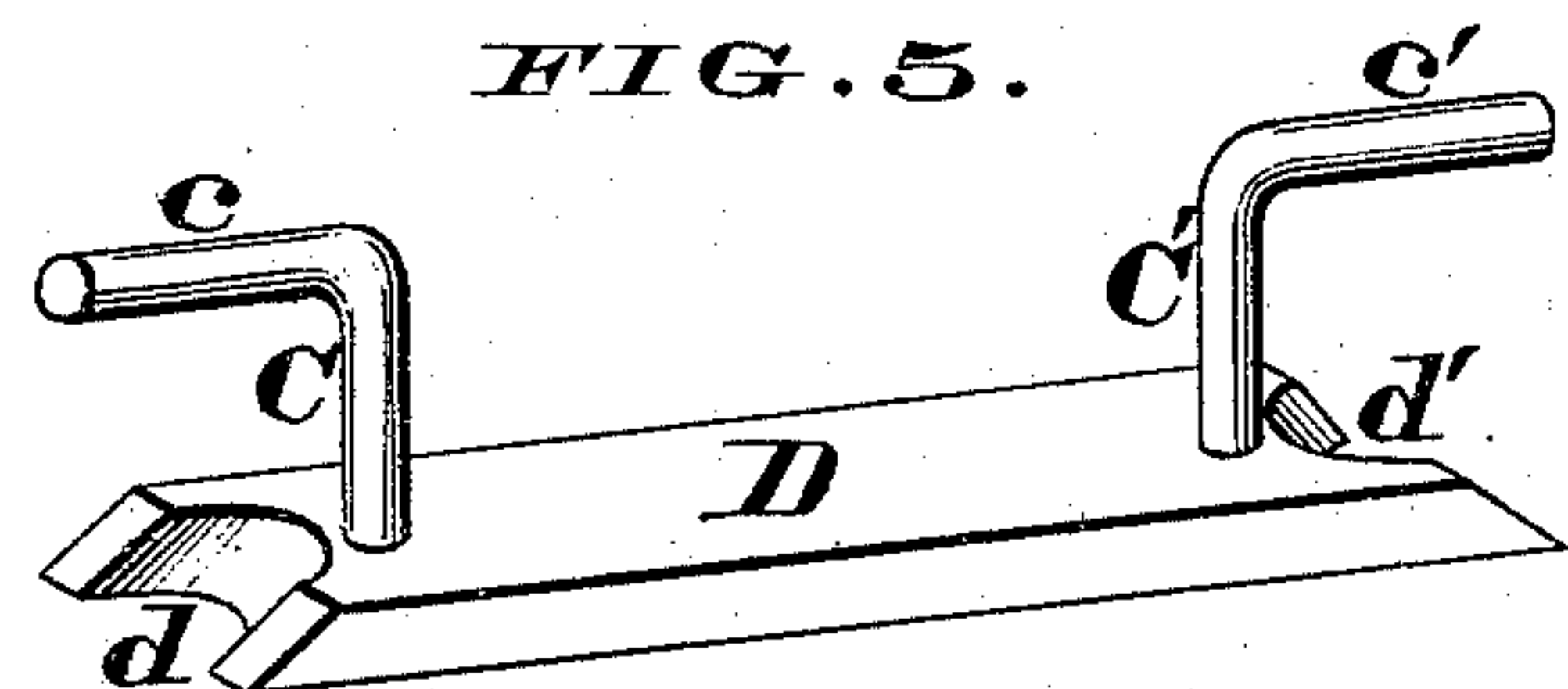
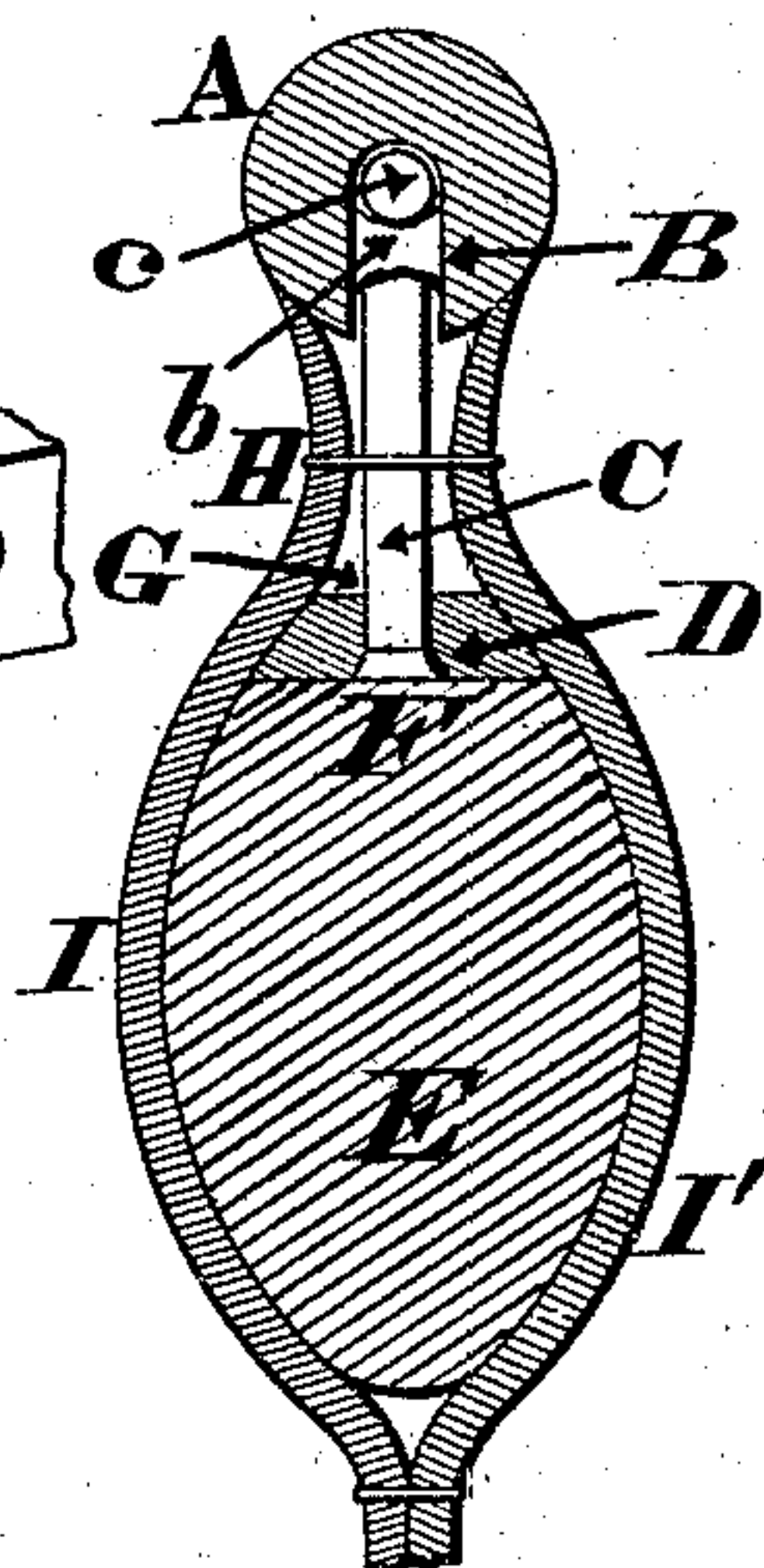


FIG. 6.

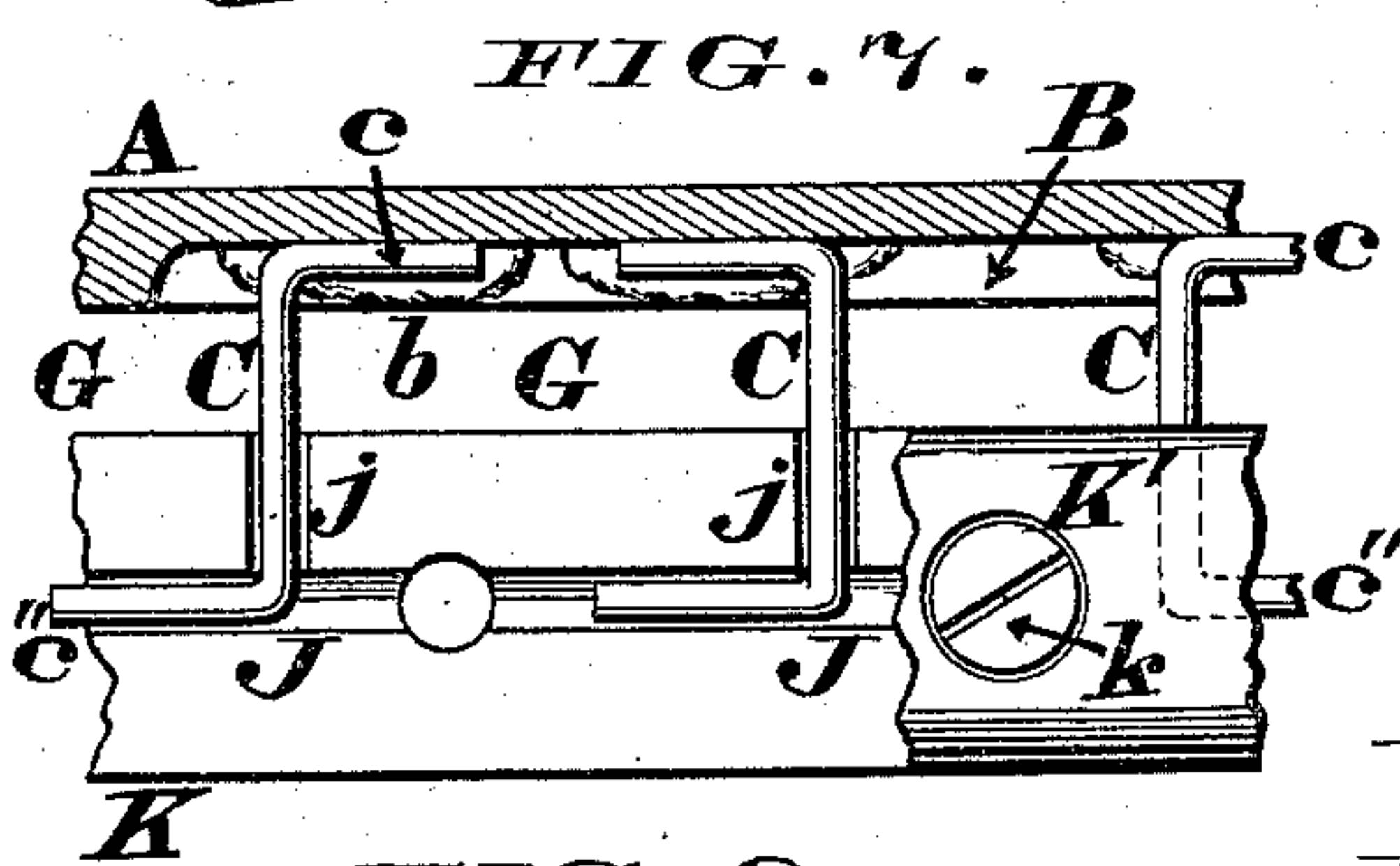
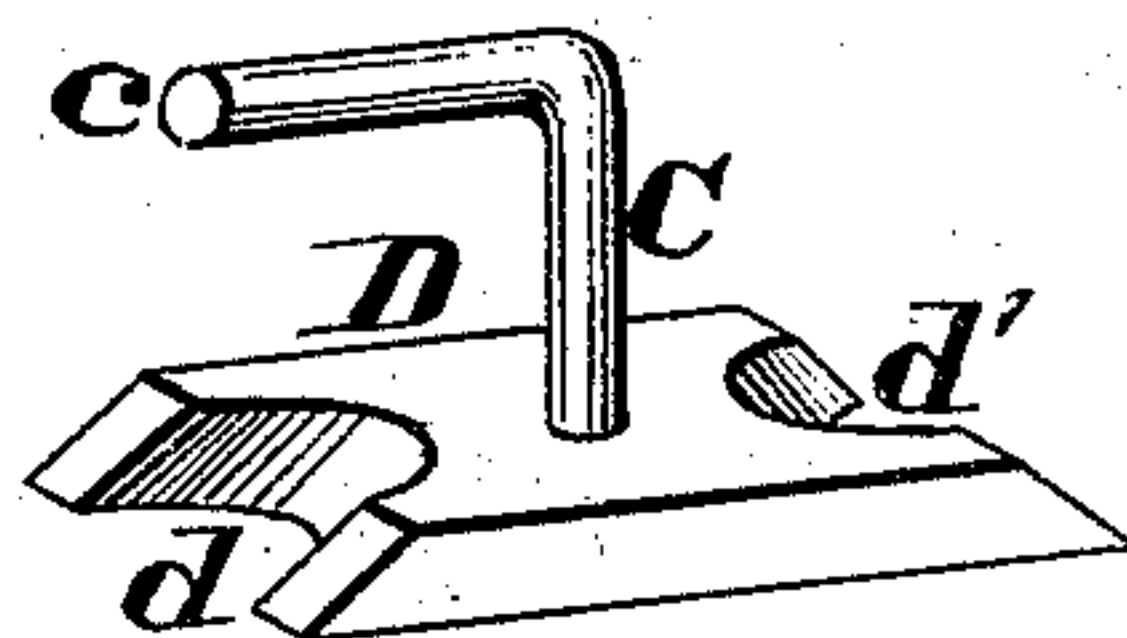


FIG. 8.

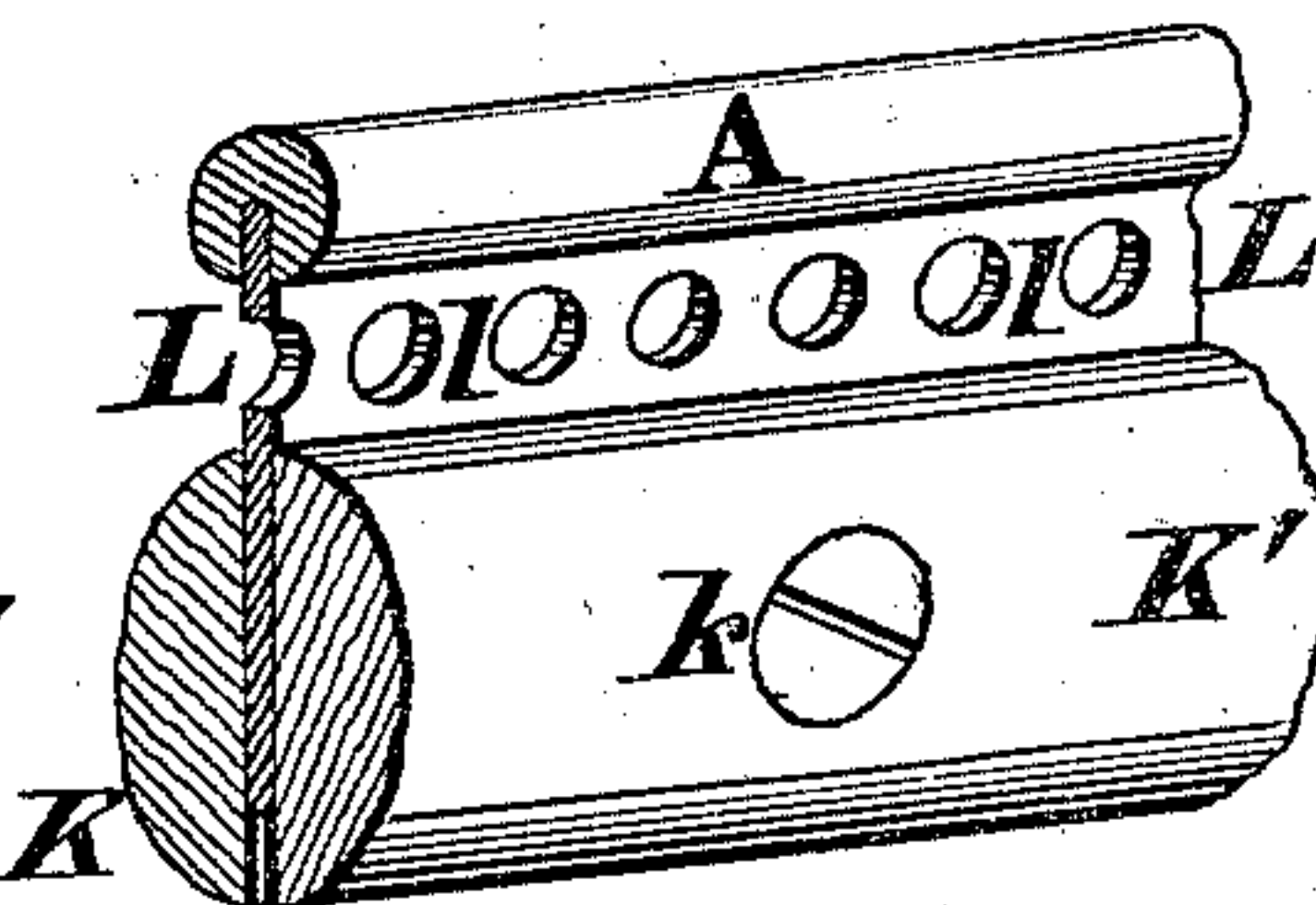


FIG. 10.

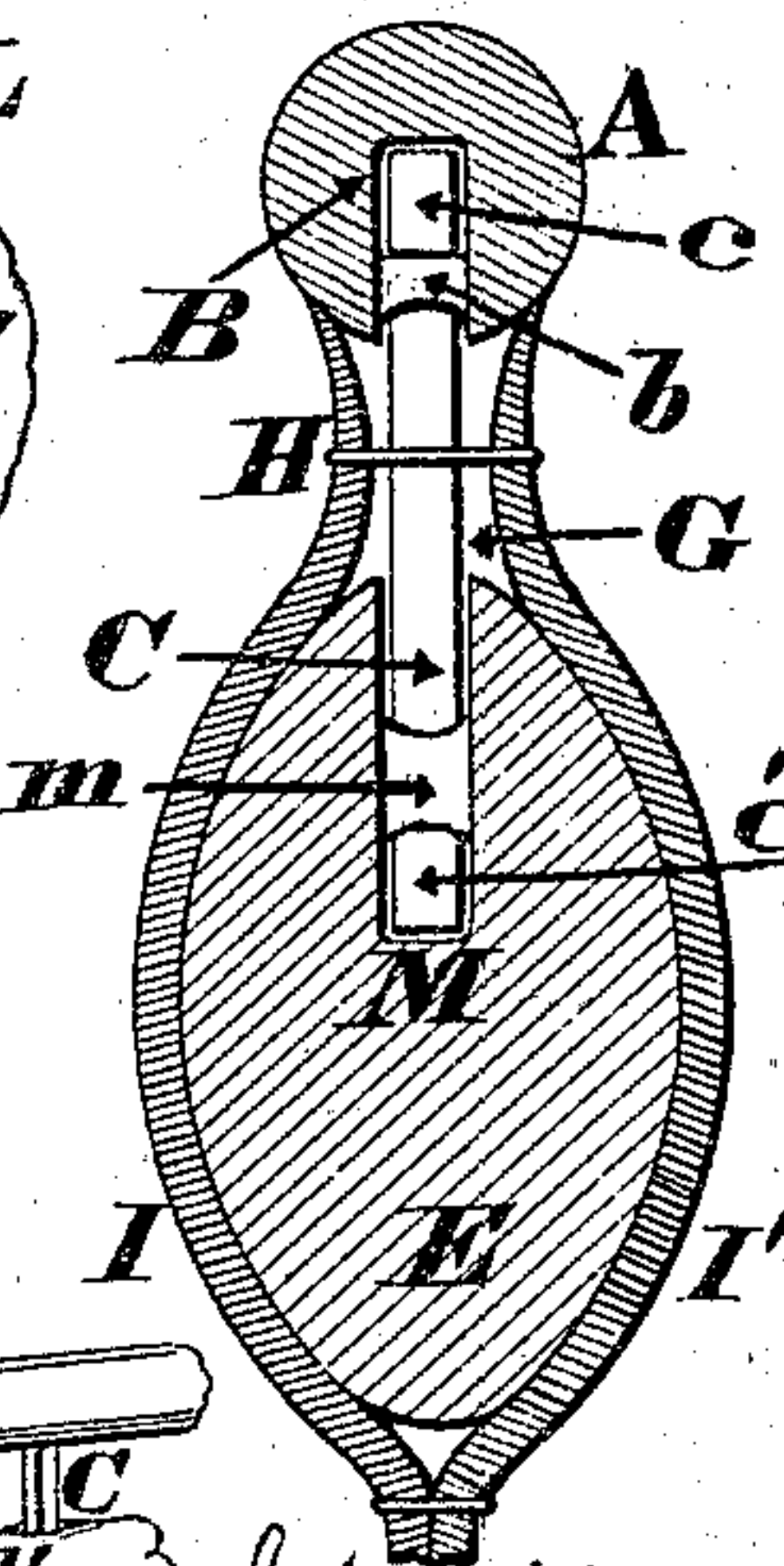


FIG. 9.

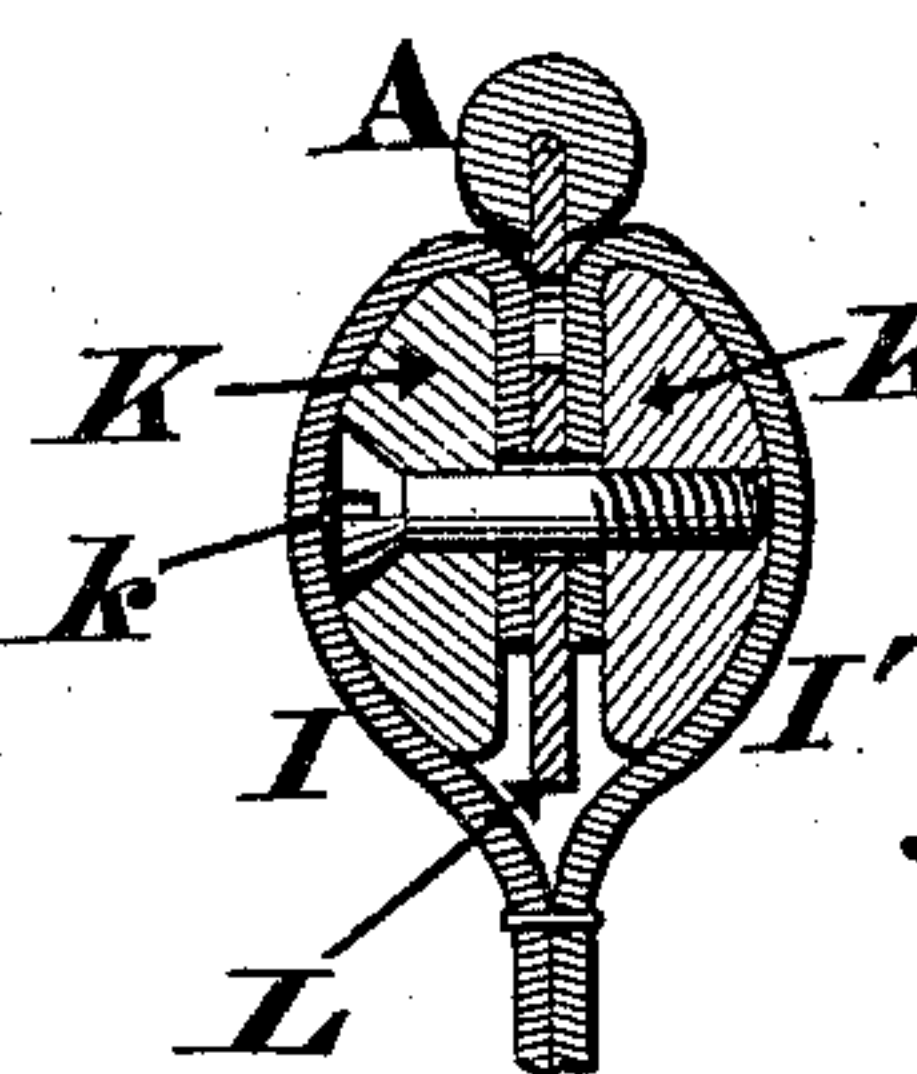
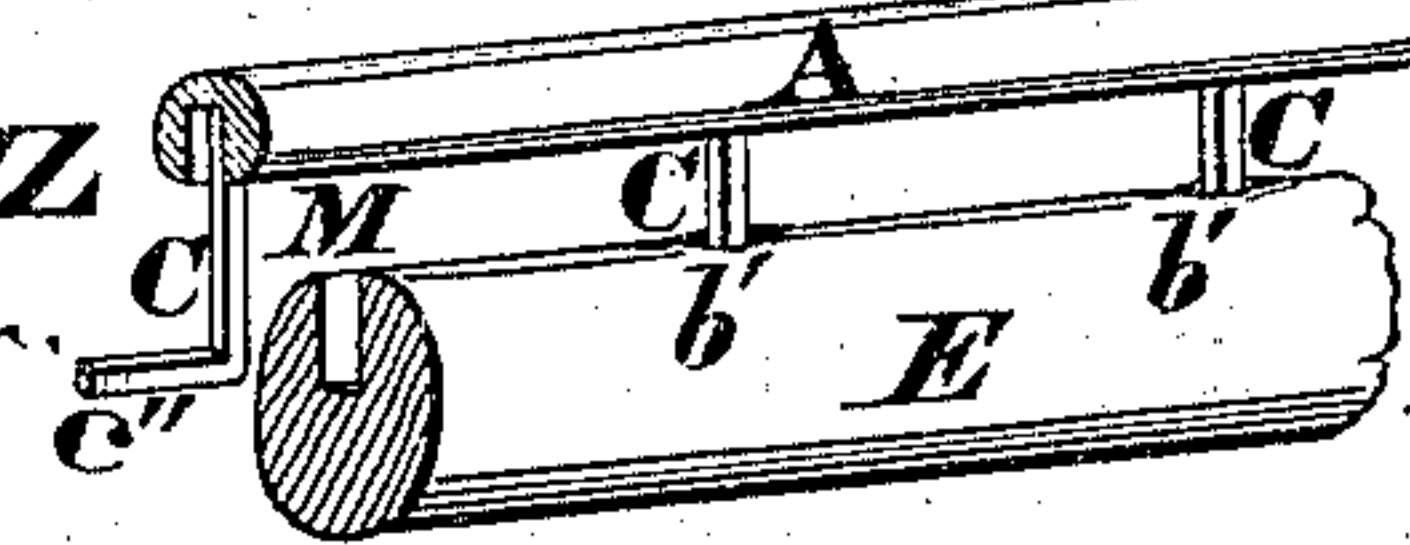
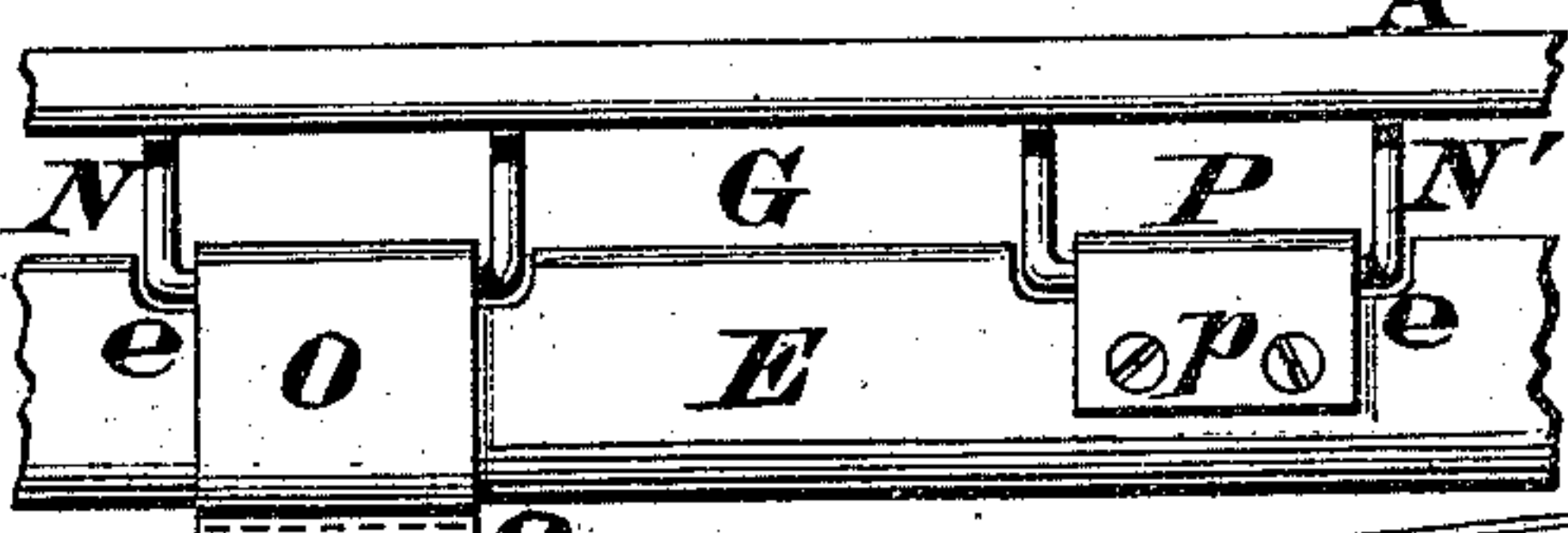


FIG. 11.



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# UNITED STATES PATENT OFFICE.

JOSEPH MORRISON, OF CINCINNATI, OHIO.

## IMPROVEMENT IN DASH-BOARDS FOR VEHICLES.

Specification forming part of Letters Patent No. 151,147, dated May 19, 1874; application filed April 2, 1874.

*To all whom it may concern:*

Be it known that I, JOSEPH MORRISON, of Cincinnati, Hamilton county, Ohio, have invented a new and useful Dash-Rail for Vehicles, of which the following is a specification:

This invention relates to that class of dashes to which a neat, elegant, and durable finish is imparted by the application to the margin of the same of a metallic rim or rail. My improvement consists in securing said rail to the dash-frame in such a manner as to leave an open space or interval between the two members, this interval being provided for the purpose of facilitating the stitching wherewith the customary leathers or other coverings are applied to the dash-frame, the details and advantages of this arrangement being hereinafter fully described.

In the accompanying drawings, Figure 1 is a perspective view of the upper part of a dash with a rail applied thereto, a portion of the leather coverings of the same being removed. Fig. 2 is a vertical section, at the line *x x*, on an enlarged scale. Fig. 3 is a perspective view, showing the rail and one of its attached anchoring devices removed from the dash-frame. Fig. 4 is a perspective view of a portion of the rail and a part of one of its attached anchoring devices. Fig. 5 is a perspective view, on an enlarged scale, of one of the anchoring devices separated both from the rail and dash-frame. Fig. 6 is a perspective view of a modification form of anchoring device. Figs. 7, 8, 9, 10, and 11 represent other modifications of the anchoring devices and their accessories.

A represents the marginal rails, which may be composed of any suitable metal, and have any appropriate shape imparted to it, the usual round-bar form being, however, preferred, as the most convenient to handle and for support of the reins, and at the same imparting an elegant and durable finish to the dash-board. A longitudinal kerf or groove, B, in the under side of, and extending nearly or quite the entire length of, the bar, has secured within it the horizontal portions or shanks *cc'* of tongues or stems C C', whose thickness is less than the length of an ordinary stitch, so as not to mar the uniformity of the line of stitching, which are riveted, screwed, soldered, or oth-

erwise immovably attached to an anchoring plate, D. The shanks *c c'* occupy a position at right angles to the stems C C', as more clearly shown in Fig. 5, and said shanks may be secured in the groove B with solder, as shown at *b* in Figs. 2, 7, and 10, or by upsetting the edges of said kerf or groove, as represented at *b'* in Fig. 4. The lips of the frame being stove down into the notch *d*, secure the rail against lateral deflection, while the dovetails secure it against longitudinal disturbance. The ends of the anchoring-plate D are notched or recessed at *d d'*, for a purpose which will presently appear. The dash-frame E (of the customary or any approved shape) has filed or otherwise made in its upper edge a suitable number of excavations or recesses, F, whose ends are undercut at *f f'*. These excavations are merely large enough to receive the plates D, which are slipped therein sidewise, as indicated in Fig. 3, and secured in position by hammering down the ends of said excavations. This hammering down of the ends *f f'* of the excavations causes the surplus metal of frame E to enter and become embedded in the recesses *d d'* of plate D, and the latter is thereby immovably anchored to the dash-frame. As this operation is performed upon each of the plates D, it will be readily understood that the rail is thus quickly and securely attached to the frame, and in such a manner as to leave an interval or space, G, between these two members, A and E. This space need not be very wide, as all that is necessary is simply room enough to admit the stitching H, wherewith the two customary leather or other coverings I I' are secured to the dash-frame. For the purpose of attaching the marginal rim to the dash-frame, as many anchoring devices may be employed as may be necessary; but it is evident that less than two would not be practicable.

The advantage of the open space or interval G is manifest at a glance; and it will be seen that the needle employed in stitching on the coverings I I' is not compelled to pass through two thicknesses of sheet metal, as is the case where the rail is soldered to metallic strips, bands, or clips, that are connected to the frame; nor is it compelled to a longer stitch where the line of stitches passes the shanks C C' than



elsewhere, because said shanks are of less thickness than the length of a customary stitch.

In addition to the facility afforded for stitching on the coverings, this mode of construction enhances the appearance of the dash, as the rim is not crowded down close to its supporting-frame, but is removed a sufficient distance therefrom to give it individuality, and make it more prominent.

Besides the above-enumerated advantages, the tongues C C' afford a more rigid and secure method of attaching the rail than can be accomplished by soldering it to thin and yielding strips of copper or other sheet metal, as heretofore practised.

The drawing shows the rim applied only to the upper edge of the dash, but it is evident the same mode of attachment may be employed for finishing the sides of the frames, or the edges of fenders, boots, wings, step covers or similar stiffened work of carriages or other vehicles.

The above is a description of the preferred method of forming the interval G between the rim A and frame E, which is the leading feature of my invention, but the same result can be accomplished in various other ways—as, for example, only one shank and tongue or stem may be secured to an anchoring-plate, as seen in Fig. 6. Or the anchoring-plate may be entirely dispensed with, as represented in Fig. 7, in which illustration the tongues C are shown provided with additional shanks C'' that enter longitudinal grooves J in the two-part frame K K', said two members being united by screws k whose heads are countersunk, so as not to cut or deface the leather coverings after the same are applied to the dash-board. The tongues or stems C occupy vertical grooves j in these two members K and K'. The additional shanks c'' may be bent in the same manner as the ones c', or they may project in an opposite direction, both forms thereof being represented in Fig. 7.

In Fig. 8 the rail-molding or bead A is shown as being connected to the two-part frame K K' by a web or plate, L, having perforations l through which the thread is passed that serves to stitch together the two leather coverings of the dash. Should the maker desire to avoid stitching for some purpose, he may sink the webbed rail down, as in Fig. 9, K K' L l, the leather coverings I I' being clamped between the plate L and the inner surfaces of the members K K' constituting the frame of the dash. The various devices K K', L l, and I I' are secured together by screw k, whose

head is countersunk and concealed when the frame is completely covered.

The frame represented in Figs. 7, 8, and 9 may be halved together at the corners. Fig. 10 represents another modification, in which the additional shank c'' of the tongue is secured by solder m in a longitudinal groove, M, of frame E, or by upsetting the lips of the groove upon it. Two other modifications are represented in Fig. 11, in which the anchoring devices are represented as simple staples N and N', whose ends are soldered or stove up within or to the rail, while the horizontal portions of said staples are seated in recesses e, which are cut in frame E. The staple N is shown secured to the frame E by a leather clip, O, which completely surrounds said frame, and has its ends stitched together at o. This clip may, however, be omitted, and the staple may be secured in position by being bound with stout cord or wire. Diagram Z shows the lips of the groove M in the frame, upset over the hooked extremities C'' of the tongues C. The upper ends of said tongues may likewise be secured by upsetting the lips of the rail, as in Fig. 4, so as to wholly dispense with solder if desired. The staple N is secured to the frame E by a short metallic band, P, which may be soldered, screwed, or riveted to said frame at p. If preferred the groove B and shanks c may be entirely omitted, and the rail perforated at suitable intervals for the reception of the tongues C, whose upper ends may be headed down upon the surface of the said rail, or else have an ornamental nut applied to them.

It will be seen that the excavations F, recesses e, and vertical grooves j coact with the leather coverings I I', to prevent longitudinal shifting of the marginal rail.

I claim as my invention—

1. The rail A attached by tongues to the frame E of a dash, so as to leave an interval G to admit the stitching H, whereby the coverings I I' are secured to said frame, all combined as and for the object set forth.

2. The molding A, having groove B, anchoring devices C c D d d', and excavations F f f', wherewith said rail A is secured to frame E in such a manner as to form an interval, G, all combined as and for the purpose set forth.

In testimony of which invention I hereunto set my hand.

JOSEPH MORRISON.

Witnesses:

GEO. H. KNIGHT,  
JOHN ROBERTS.