M. SEWARD.

VEHICLE DASH-FRAME.

No. 171,434. Patented Dec. 21, 1875.

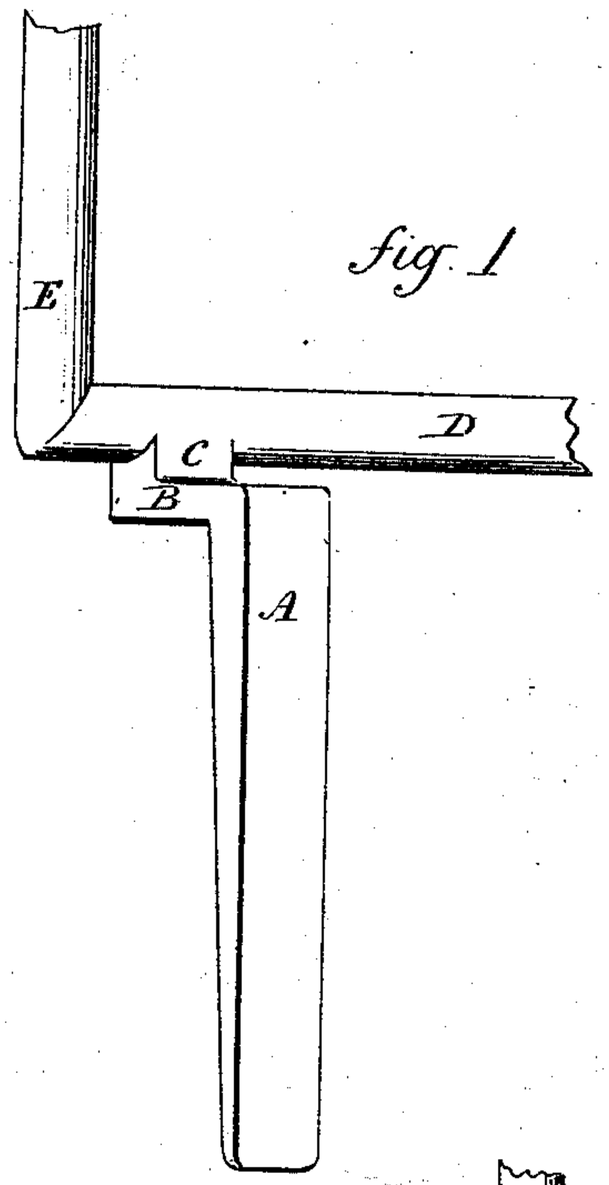
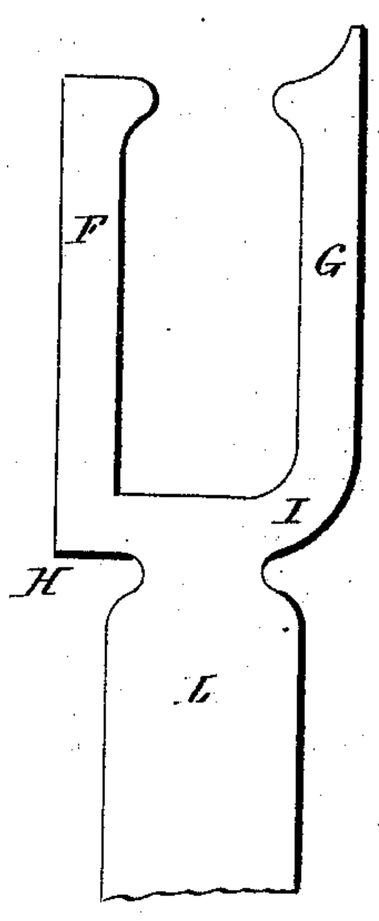


fig. 1

fig. 2



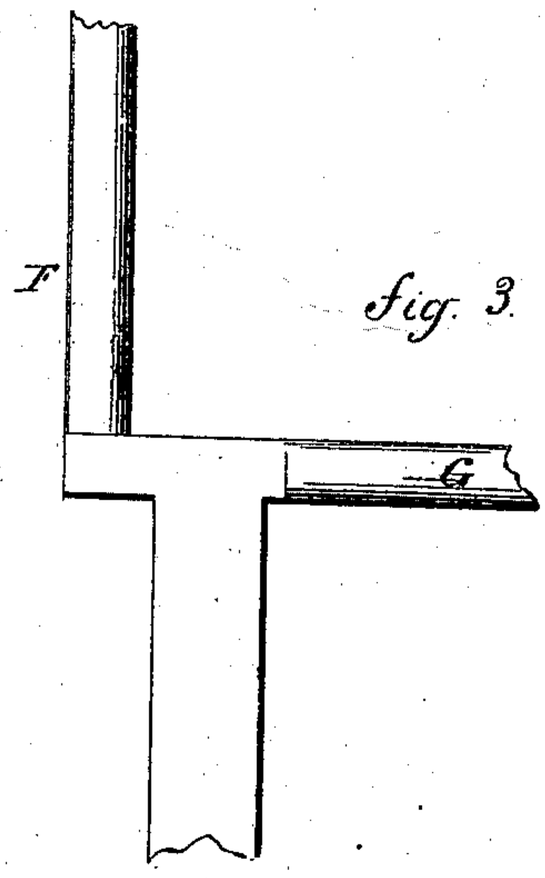


fig. 3.

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UNITED STATES PATENT OFFICE.

MOSES SEWARD, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN VEHICLE DASH-FRAMES.

Specification forming part of Letters Patent No. **171,434**, dated December 21, 1875; application filed November 23, 1875.

To all whom it may concern:

Be it known that I, MOSES SEWARD, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Carriage Dash-Foot; and I do hereby declare the following, when taken in connection with the accompanying drawings, and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, perspective view of the foot complete; Figs. 2 and 3, the method of producing the foot.

This invention relates to the article commonly termed carriage dash-foot—that is to say, the part of the dash-frame by which it is secured to the body. It has been the usual practice of carriage-smiths to forge the dash-frame from iron rods and weld to that frame the feet. The object of this invention is to furnish to the carriage manufacturer the foot and one lower angle ready shaped, and to which the smith has only to add length of bar to complete the dash-frame; and the invention consists in a dash-foot with the angle formed thereon overhanging the body, and with one of the lower angles of the frame formed complete, as an article of manufacture.

A is the strap or part of the foot which lies against the front of the carriage-body, its upper end B turned outward at substantially a right angle, for the purpose of carrying the frame flush with or outside the front surface, its extreme outer end turned up, as at C, to form the shank for the dash-frame. From this shank an arm, D, extends horizontally and parallel with the surface of the strap A, and from the other side of the shank the bar D is continued the distance required, so as to locate the strap relatively to the angle of the frame. Then the arm is turned up at right angles to form the vertical part of the frame E. These arms D and E are of the shape required for the frame, usually elliptical in transverse section. The length of the parts D and E is immaterial, it only being essential to form the angle complete on one side, and to extend a distance from the other side sufficient to be shaped, and also to allow the two ends to be extended by welding rods of like shape thereto. This completes the article as it is furnished to the trade and to carriage-smiths. It will be understood that two such feet are required for each carriage, the relative position of the vertical part E reversed for the second—that is to say, they are made in pairs, one for the right hand and the other for the left hand. The carriage-smith receiving these feet welds to the arms rods to complete the dash-frame, and is thus saved the necessity of making a forging difficult to make with the facilities usually obtainable in carriage-forge shops.

The best method of producing this article without welding is illustrated in Figs. 2 and 3. A bar of iron is placed beneath a press, and a portion cut therefrom, leaving two sides, F G, parallel with each other, and forming the angle H upon one side, and a curve, I, upon the other, and a shank, L. The part F is in the position relatively to the shank required for the vertical arm E, and the angle H also in its proper relative position. The other part, G, is bent down at a right angle from the part F, as seen in Fig. 3; and these two parts F and G are then shaped, one to near the angle and the other to near the shank, as seen in Fig. 3, and the shank L drawn out to the required width. Then this blank, Fig. 3, is placed in dies, and the whole struck and brought to the required shape.

I claim—

As an article of manufacture, the herein-described carriage dash-foot, consisting of the shank or strap A, its upper end turned outward, and forming a shank, C, from which the parts D E of the frame extend, substantially as described.

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Witnesses:

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