

J. DERRIG.  
DASH BOARDS.

No. 179,532.

Patented July 4, 1876.

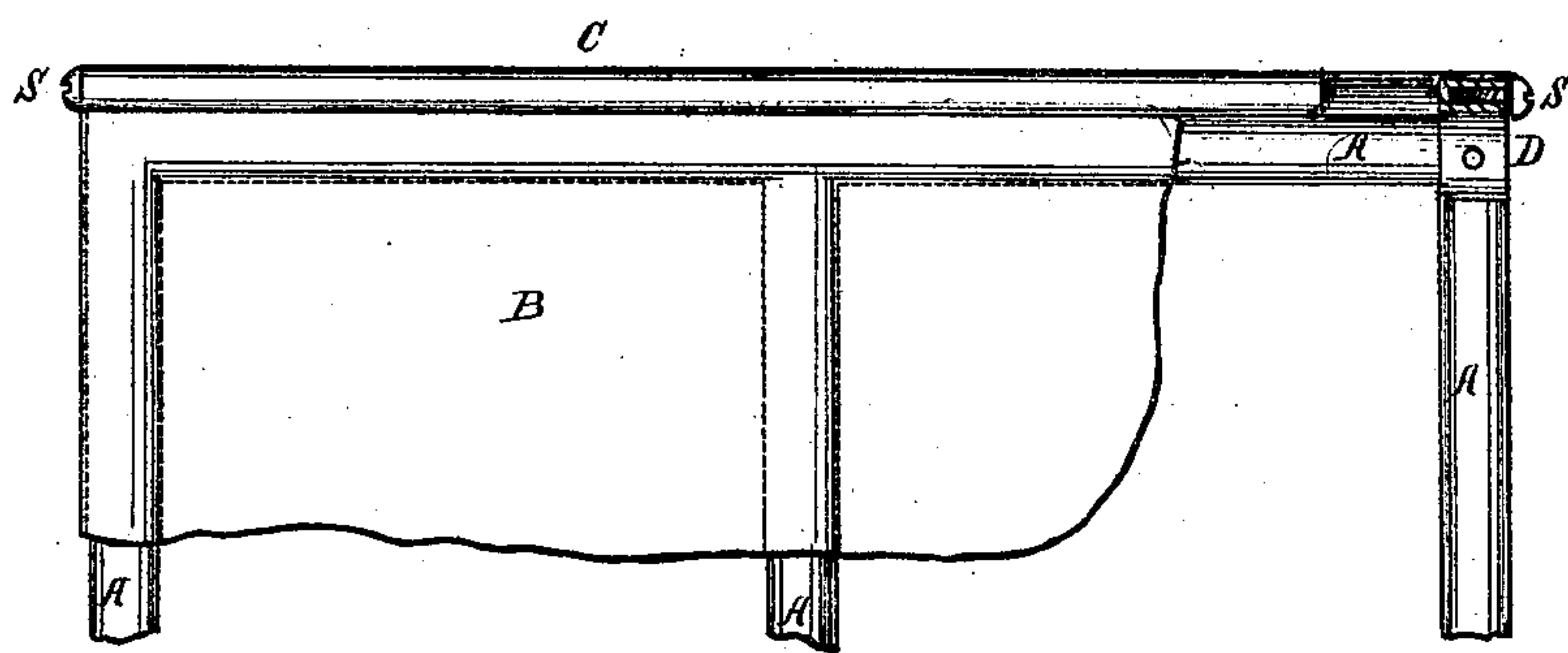


Fig. 1.



Fig. 3.



Fig. 2.



Fig. 4.

Witnesses:

John H. Campbell  
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Inventor:

James Derrig  
by Humphrey & Stuart  
his Attorneys.

# UNITED STATES PATENT OFFICE.

JAMES DERRIG, OF AKRON, OHIO.

## IMPROVEMENT IN DASH-BOARDS.

Specification forming part of Letters Patent No. **179,532**, dated July 4, 1876; application filed April 22, 1876.

*To all whom it may concern:*

Be it known that I, JAMES DERRIG, of the city of Akron, in the county of Summit and State of Ohio, have invented an Improvement in Buggy-Dash-Top Rods, of which the following is a specification, reference being had to the accompanying drawings.

Figure 1 represents part of a buggy-dash, constructed, in the ordinary manner, of an iron frame, A A, and leather covering B, stitched thereon, and surmounted with the dash-rod C. This rod C, technically termed a "molding," is a strip of sheet metal turned nearly into a tube, but leaving a narrow slit along one side between the edges, as shown in cross-section in Fig. 2. This molding is attached to the dash by means of three or more metallic caps, D D, an enlarged elevation whereof is shown in Fig. 3, and a cross-section of the same at the line *x x* in Fig. 3.

The lower part of this cap clasps and is riveted to the top of the dash-frame. The top part is a cylinder of such size as to fit the inside of the molding, and the intermediate part narrow enough to slide in the slit in the molding. When attached to the frame, these caps are, excepting the top, covered by the

dash-leather B. The molding is then slipped on from one end upon the cylindrical tops of these caps D D, and thereby held firmly on the top of the dash, with the edges of the slit pressing upon the leather covering thereof, and forming a beautiful finish therefor. To prevent the molding from sliding off, the screws S S are screwed into the caps D D.

I am aware that the molding C is not new, as it is already shown in two or more patents; but in every case it is connected with the dash by the dash-leather passing through the longitudinal slit. This is objectionable, because it is not firm, but constantly bends under any pressure, gradually grows weaker, and finally breaks. My object is to prevent this.

Having thus described my invention, I claim—

The combination of the caps D, frame A, molding C, and screws S, substantially as and for the purpose hereinbefore set forth.

JAMES DERRIG.

Signed in presence of—

C. P. HUMPHREY,  
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