(No Model.)

W. C. REYNOLDS & J. SMITH.

PROCESS OF MANUFACTURING VEHICLE DASHERS.

No. 380,134. Patented Mar. 27, 1888.

Fig 1.

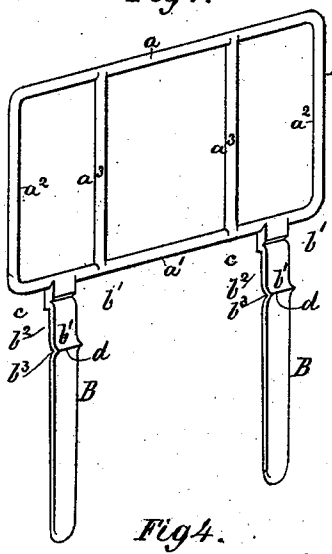


Fig 2.

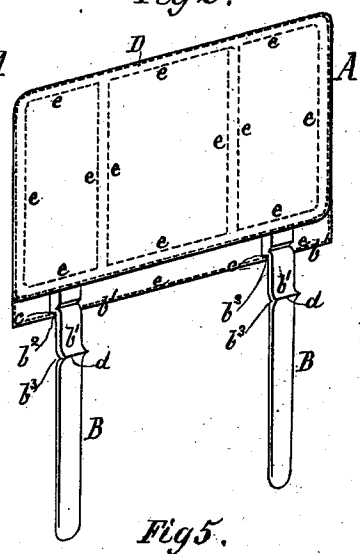


Fig 3.

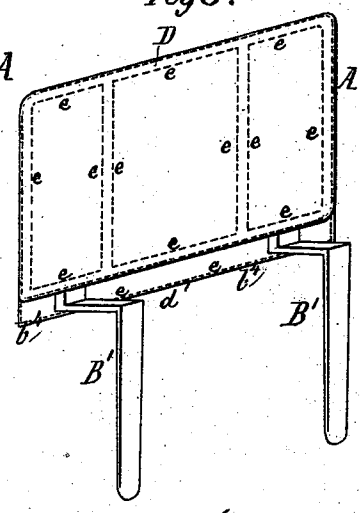


Fig 4.

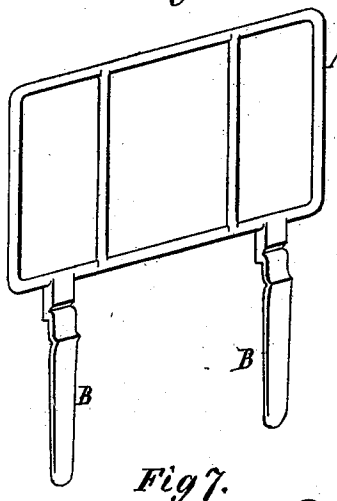


Fig 5.

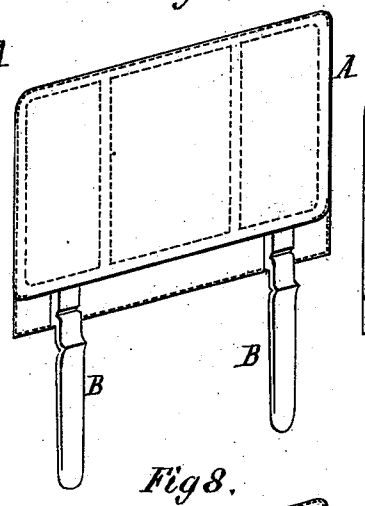


Fig 6.

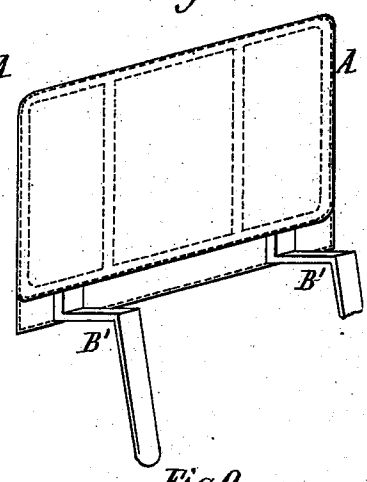


Fig 7.

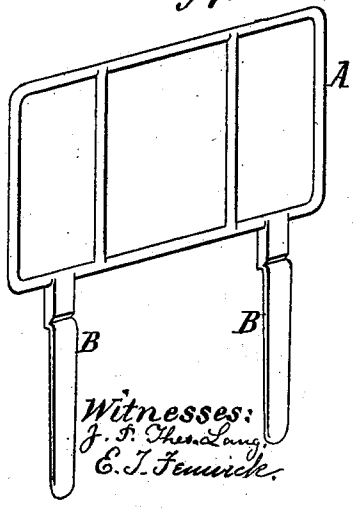


Fig 8.

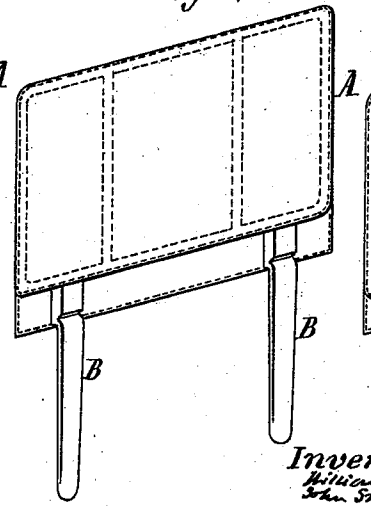
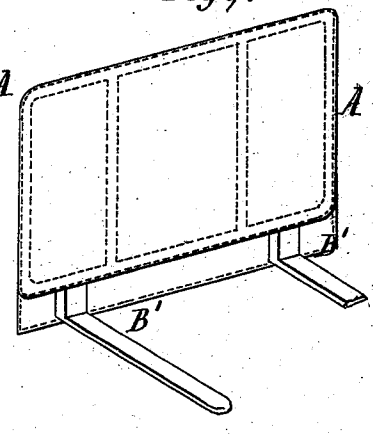


Fig 9.



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Inventors:
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John Smith, by their atty's, Brown, Fennick & Laurence

N. PETERS. Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

WILLIAM CORCORAN REYNOLDS AND JOHN SMITH, OF COLUMBUS, OHIO.

PROCESS OF MANUFACTURING VEHICLE-DASHERS.

SPECIFICATION forming part of Letters Patent No. 380,134, dated March 27, 1888.

Application filed January 7, 1888. Serial No. 260,114. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM CORCORAN REYNOLDS and JOHN SMITH, citizens of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in the Process of Manufacturing Vehicle-Dashers; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention consists in a process of manufacturing "vehicle-dashers," the steps of said process being, first, preparing the metal composing a dash-frame while hot with determined depression-lines of bend in the dash-feet; second, sewing the leather upon the dash-frame before the dash-feet are bent into condition for attachment to a vehicle, and, third, bending the dash-feet after the dash-frame has been covered with leather at the points indicated by the determined impression-lines of bend.

In the drawings, we have represented, in Figures 1, 2, and 3, a group of dash-frames of the style known in the trade as "piano-body," and in the group, Figs. 4, 5, and 6, a style known as "Whitechapel body," and in the group, Figs. 7, 8, and 9, a style known as "bracket-front body."

Fig. 1 shows the body A and feet B B of a dash-frame, wrought or forged of metal into the form shown preparatory to covering the body A with leather, the outer metal frame portions, as a a' a^2 a^2, being formed with spaced vertical transverse bars a^3 a^3, and with the lower longitudinal metal portion, a', connected to the feet B B, as shown, in the act of forging, the whole constituting a connected homogeneous construction of metal forged, with the feet B B and body portion A occupying practically the same plane.

In manufacturing the dash-frame A, (shown in Fig. 1,) the feet B B, while the metal is yet sufficiently hot to properly and easily effect such purpose, are made with impression-lines or lines of indentation on one side of the feet, as at b', across the feet, and on the opposite sides with impression-lines or lines of indentation, as at b^2 and b^3, thus leaving projecting or angular right-line edges on one side of the feet, as at d, and square or right-angled corners upon the opposite side, as at c, and with the entire length of the feet, as shown, extending outwardly from the body A, and practically for the most part flat or straight; and this forms the first step in our process of manufacturing vehicle-dashers. After the metal of the dash-frame thus far formed has sufficiently cooled off, we next apply it on a "dash-stitching machine," on which we are enabled to stitch the entire dash without turning it either upside down or over, thereby saving both time and labor, since if the feet B should be formed into their finished condition, as shown at B' in Figs. 3, 6, and 9, before the stitching is done, as heretofore practiced, such feet would interfere with the attachments of the sewing-machine, thus making it necessary to either turn the dash over, (which would make a bad job,) or to stitch a portion by hand, in order to finish. We thus effect the second step in our process of manufacturing vehicle-dashers, the leather covering D having been applied to the dash-frame A on a sewing-machine for such purpose, as indicated by dotted lines e in Fig. 2, the metal frame A and feet B thereof remaining during such operation practically straight or in the same plane, as signified in Fig. 1. After the dash-frame A has been covered with leather, as indicated in Fig. 2, we now bend or form, by a system of levers or by any suitable appliance or machinery, the iron feet B B into the position or condition which will fit the body of the vehicle to which the same are to be applied, as indicated by the several figures, 3, 6, and 9, at B'; and in this act of bending the feet B B the impression-lines or lines of indentation b', b^2, and b^3 will severally determine or govern the line of bend, and thus allow square and well-defined corners, as at b^4 and d', Fig. 3, to be made in the metal feet corresponding in locality with such impressions or indentations after the feet B B have been fully formed, as at B', and the vehicle-dasher rendered in merchantable condition, as signified in Figs. 3, 6, and 9. It will thus, also, be seen that by providing for the forming of the dash-feet after the dash is covered with leather, we are enabled to stitch the same just as an "adjustable foot-dash" is stitched,

there being no angular iron to interfere with the working of the sewing-machine.

We would state that while the greatest utility of our invention will be secured by bending the feet at any desired angle while cold, the invention of providing the foot portions with determined impression-lines of bend is the same whether the foot portions are bent while cold or after being reheated.

What we claim as our invention is—

1. The process of forming the determined lines of bend in the feet of vehicle-dashers.

2. The process of forming the determined lines of bend in the feet of vehicle-dashers and of sewing the leather covering upon the vehicle-dashers before the feet are bent to the form or condition suitable for their application to vehicle-bodies.

3. The process of first forming the determined lines of bend in the feet of vehicle-dashers, then sewing the leather covering upon the dash-frame before the feet are bent, and, lastly, bending the metal to form the feet after sewing the covering upon the dash-frame, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM CORCORAN REYNOLDS.
JOHN SMITH.

Witnesses:
ETTA STUMP,
C. D. HUNTER.