

N. B. STONE.
VEHICLE DASH BRACE.
APPLICATION FILED JULY 28, 1903.

NO MODEL.

Fig. 1.

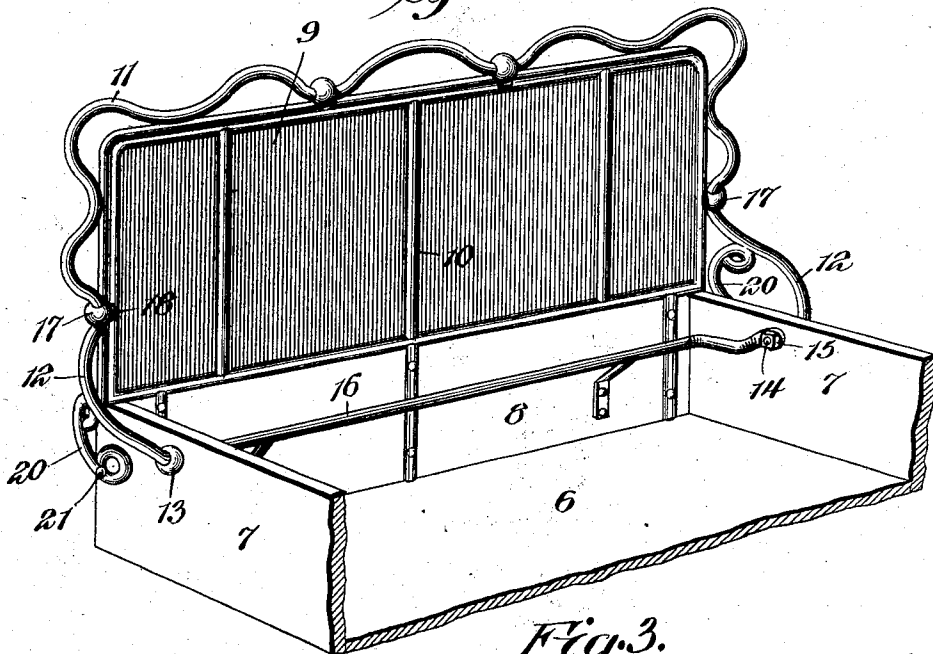


Fig. 3.

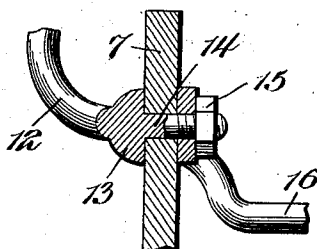


Fig. 5.

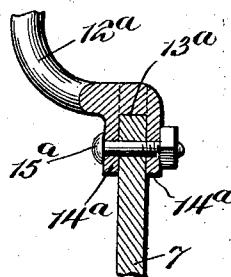


Fig. 2.

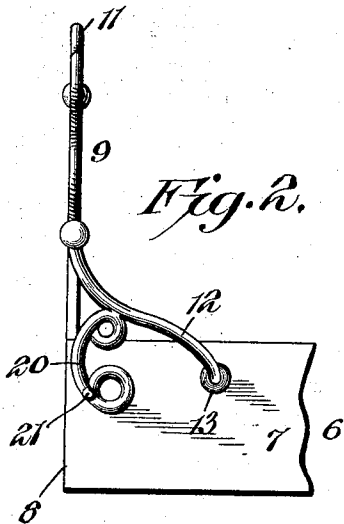
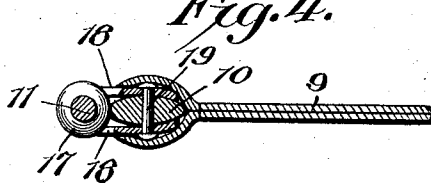


Fig. 4.



Nathaniel B. Stone, Inventor,

By

E. J. Siggers

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Witnesses

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UNITED STATES PATENT OFFICE.

NATHANIEL B. STONE, OF OUTLOOK, WASHINGTON.

VEHICLE-DASH BRACE.

SPECIFICATION forming part of Letters Patent No. 746,192, dated December 8, 1903.

Application filed July 28, 1903. Serial No. 167,340. (No model.)

To all whom it may concern:

Be it known that I, NATHANIEL B. STONE, a citizen of the United States, residing at Outlook, in the county of Yakima and State of Washington, have invented a new and useful Vehicle-Dash Brace, of which the following is a specification.

The invention relates more particularly to means for bracing the dashboards of vehicles; and the object is to provide means which will effectively stiffen the dashboard and at the same time provide a brace for the rail, besides giving a much neater and more finished appearance to the vehicle.

The preferred form of construction is illustrated in the accompanying drawings, wherein—

Figure 1 is a perspective view of the front portion of a vehicle-body, showing the improvement applied thereto. Fig. 2 is a side elevation of the same. Fig. 3 is a detail sectional view showing the fastening for the brace and foot-rest. Fig. 4 is a detail sectional view illustrating the connection between the rail, the brace, and the adjacent portion of the dash. Fig. 5 is a sectional view showing a slightly-modified form of attachment between the brace and the side wall of the body.

Similar reference-numerals indicate corresponding parts in all the figures of the drawings.

In the embodiment illustrated the portion of the body shown is designated generally by the reference-numeral 6, being provided with the usual side walls or panels 7 and end wall 8. To this end wall is attached the usual dash 9, preferably comprising a frame 10, covered with leather. The dash carries a rail 11, which may be of any suitable form and preferably surrounds the edges of the same. As ordinarily constructed this rail terminates at the end edges of the dashboard; but in the present instance brace portions 12 are provided which extend from the lower ends of the rails proper rearwardly and downwardly to the body, being fastened to the side walls 7 thereof. This fastening may be accomplished in various ways; but preferably the lower ends of the braces are provided with heads 13, carrying shanks 14, that pass through the side wall 7 and have nuts 15

threaded on their inner end. If desired, the usual foot-rest 16 may be secured by this common fastening device, thus simplifying the structure by obviating the necessity of separate bolts for the two elements. The braces 12 are bowed outwardly, so that they will not occupy any space along the edges of the body, and their upper ends are connected with the adjacent portions of the dash by means of clips 17, surrounding the same and having inwardly-extending fingers 18, that embrace and are riveted, as shown at 19, to the adjacent portions of the frame 10. These clips mark the lower ends of the rails and the upper ends of the braces, and thus constitute securing means for both. In order to strengthen the braces 12, other braces 20 may be employed, which are attached in any suitable manner to intermediate portions of the braces 12 and are secured, as shown at 21, to the body beneath the same.

Instead of the fastenings for the lower ends of the braces illustrated in Figs. 1 and 3 a slightly-modified structure may be employed, as illustrated in Fig. 5. The lower end of the brace is designated 12^a and is bifurcated, as shown at 13^a, to form a pair of spaced ears 14^a, which embrace the upper edge of the side wall 7 and are bolted thereto, as shown at 15^a.

With a structure of this sort not only is the dash more rigidly held, but the rail itself is also braced by means of the extensions described.

I am aware that braces between the dash and body are not new; but in all these devices forming the prior art there is no support for the rail, the braces to a great extent are in the way, and the finished appearance to the general structure is wanting.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described invention will be apparent to those skilled in the art without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a vehicle, the combination with a body and a dash, of a rail carried by the dash and having an exposed portion located at one end of the dash and provided with a brace extension extending from the said dash and secured to the body in rear of the dash.
2. In a vehicle, the combination with a body and a dash, of a rail located along the end edge of the dash and having an outwardly, rearwardly, and downwardly extending brace secured to the adjacent side of the body in rear of the dash.
3. In a vehicle, the combination with a body and a dash, of a rail located along the end edge of the dash, a downwardly-extending brace secured at its lower end to the body and extending from the lower portion of the rail, and a connection extending from the lower portion of the rail and the upper portion of the brace to the adjacent portion of the dash.
4. In a vehicle, the combination with a body having an upstanding dash, of a rail surrounding the edges of the dash and having an outwardly-bowed and downwardly-extending brace portion secured to the side walls of the body in rear of the dash.
5. In a vehicle, the combination with a body having a side wall and a dash, of a brace extending from the dash to the side wall, a foot-rest extending to the side wall, and common means for fastening the brace and the rest to the side wall.
6. In a vehicle, the combination with a body having a dash, of a rearwardly - extending brace connecting the dash and body, and another brace attached to an intermediate portion of the first-mentioned brace and secured to the body beneath the same.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

NATHANIEL B. STONE.

Witnesses:

JOHN H. SIGGERS.

ERNEST L. HARKNESS.