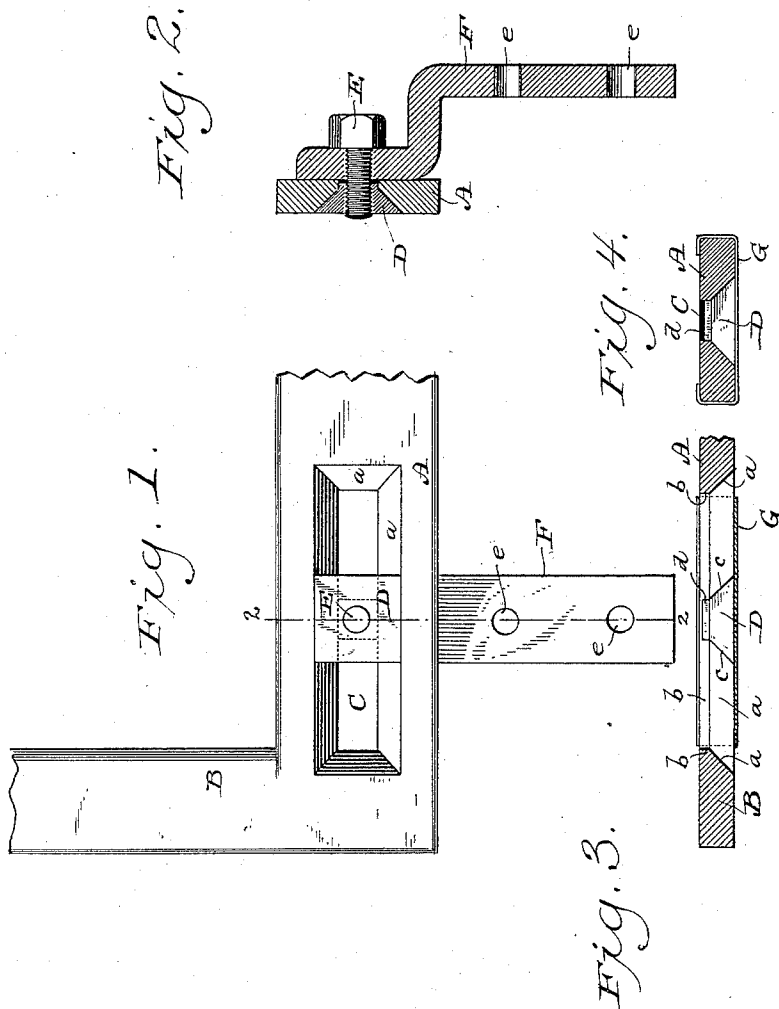


(No Model.)

A. LOBDELL.
VEHICLE DASH.

No. 468,569.

Patented Feb. 9, 1892.



Witnesses
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UNITED STATES PATENT OFFICE.

ALONZO LOBDELL, OF RACINE, WISCONSIN.

VEHICLE-DASH.

SPECIFICATION forming part of Letters Patent No. 468,569, dated February 9, 1892.

Application filed January 29, 1890. Serial No. 338,531. (No model.)

To all whom it may concern:

Be it known that I, ALONZO LOBDELL, of Racine, in the county of Racine, and in the State of Wisconsin, have invented certain new and useful Improvements in Vehicle-Dashes; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to vehicle-dashes; and it consists in certain peculiarities of construction, as will be fully set forth hereinafter, and subsequently claimed.

In the drawings, Figure 1 is a front elevation of a portion of the metallic frame of a vehicle-dash, showing my present means of attachment of the feet thereto. Fig. 2 is a vertical transverse section thereof on the line 2 2 of Fig. 1. Figs. 3 and 4 are detail sectional views at right angles to each other, showing the preferred means of keeping the nut in place during shipment or storage, as well as subsequently.

My present invention is in part an improvement on the devices shown in my prior patent, No. 241,147, dated May 10, 1881, and, like the frame shown in that patent, is designed to be similarly covered with a leather dash-cover; but the construction of the dash-frame and the means of securing the same to a vehicle are different and constitute my present improvement, and hence I have only illustrated so much of my present invention as is new.

In my present dash-frame the lower dash-bar A is preferably formed solid or rigid with the end uprights B, all being preferably made of malleable iron. The top dash-bar (not shown) may be made separate from the bottom bar and end uprights and secured to the latter in any preferred manner to complete the skeleton dash-frame, this forming no part of my present invention. Near each end of the said lower dash-bar A, I cut an oblong slot C, the walls of which are beveled on the front side, as shown at *a a*, and mitered at the corners, while on the rear side the walls of said slot are straight, as shown at *b b*.

D D represent my improved nuts, one designed to be used within each slot C. These nuts are made with a flat front face and on the rear side are formed with four beveled mitered faces *c c*, corresponding to the beveled walls *a a* of the slot C and terminating

in a short squared shank *d*, whose edges just fit within and correspond to the straight portions *b* of the walls of the said slot C, and when the nut is in place within the slot it may be moved to either end thereof or to any point between, the squared shank *d*, keeping the nut true, the face of the nut being preferably flush with the outer surface of the lower dash-bar A. The nut is provided with a central screw-threaded bore to receive a screw-bolt E passing through a foot F, which latter may be of any shape or form preferred and is provided with holes *e e* or other means of attachment to the front portion of a vehicle.

My goods are preferably made and sold to the trade without the described feet F, which every vehicle-maker would have of a pattern to conform to his different styles of wagons, carriages, buggies, and other vehicles, and hence in shipping the goods and storing them the nuts would be very apt to drop away from the slots and become lost, and, further, in fitting the leather dash-covers to the frames the latter are usually in a vertical position, or nearly so, and the nuts liable to drop out in the operation. To overcome these objections, I preferably employ the nut-guard G, (shown in Figs. 3 and 4,) consisting of a piece of thin sheet metal—such as tin-plate—of a length corresponding to that of the slot C and bent around the lower dash-bars A, as shown, there being, of course, a guard-plate G to each nut and slot. When the cover is to be applied to the frame, the nut is readily moved to the desired point by means of an awl or like tool inserted in the bore of said nut through the slot from the rear, and the frictional contact of the nut-guard against the face of the nut will hold the latter in the desired position and will prevent the nut from ever becoming lost or slipping out of place, even if the screw-bolt E should fall out at any time. The nut is of slightly-smaller diameter than that of the corresponding space between the beveled walls of the slot C, so as to move easily in said slot, and transversely the nut is of less depth than the thickness of the lower bar A of the dash-frame, so that the said nut can be drawn tight by the screw-bolt E in attaching the said frame to the feet F on the vehicle. When the leather dash-cover is applied to

the frame, the nuts and slots described are entirely covered and hidden from view.

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

1. The combination, with a dash-frame having an elongated slot near one end of its lower bar, said slot having inwardly-beveled outer margins and flat horizontal inner margins or rear walls, and a dasher-foot having an eye in its upper end, of a bolt inserted rearwardly through the eye of the foot and extending into the slot, a squared tapering nut screwed upon the stem of the bolt and lying within the outer side of the slot, said nut having beveled rear faces and a squared shank on its rear fitting closely between the rear flat walls of the slot, its end being within the slot, and a guard bent around the front of the

frame over the nut, substantially as and for the purpose described.

2. In a vehicle-dash, the combination, with the dash-frame provided with oblong slots, of movable nuts fitted in said slots and guard-plates bent around the front of the frame for preventing the falling out of said nuts and retaining them by frictional contact at any point to which they may have been moved, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Racine, in the county of Racine and State of Wisconsin, in the presence of two witnesses.

ALONZO LOBDELL.

Witnesses:

ERASTUS C. PECK,

ALBERT L. ANDERSON.