

(No Model.)

W. LE B. HAWES.
DASH FOR VEHICLES.

No. 474,634.

Patented May 10, 1892.

Fig. 1.

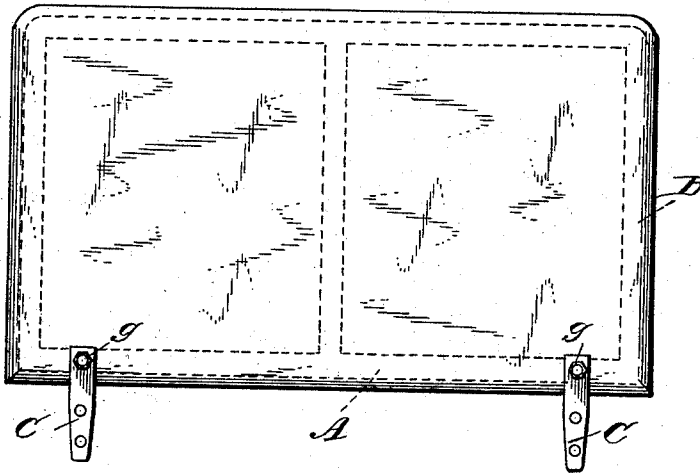


Fig. 2.

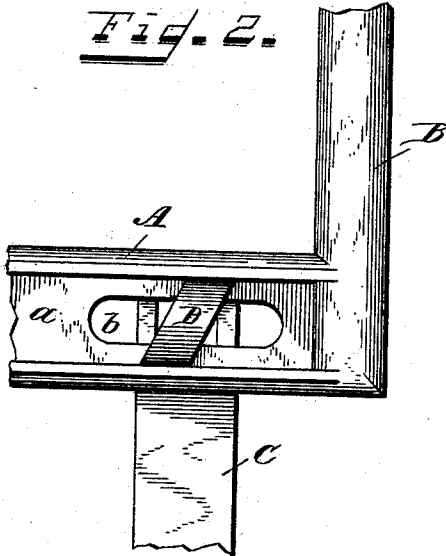
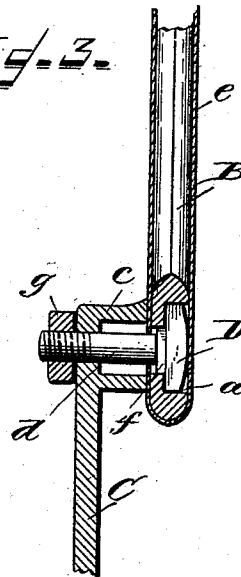


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM LE B. HAWES, OF CINCINNATI, OHIO, ASSIGNOR TO THE DASH
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DASH FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 474,634, dated May 10, 1892.

Application filed December 4, 1891. Serial No. 413,984. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM LE B. HAWES, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Dashes for Vehicles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates more particularly to a device for securing a dash to the body of the vehicle; and it consists of a novel construction and arrangement of the lower rail of the dash-frame, dash-foot, and bolt by which the dash is secured to the foot. Buggy and carriage dashes have long been made adapted to be adjusted to different widths and shapes of vehicle-bodies in which the dash-feet were detachable and channeled slots were cut in the lower rail-frame and bolts provided with oblong heads to engage in the channels and to secure the dash-frame to the dash-feet by nuts. In these older constructions the lower dash-rail is usually made of channel-iron, and oblong slots are cut in each end of the frame, through which the dash may be connected to the vehicle-body, and a bolt is provided with an oblong head, of which the width is narrow enough to pass through the slot in the lower rail of the dash, and the length of the head is short enough to fit between the sides of the channel in the rail when the bolt is turned, so as to bring its head to bear on the sides of the channel or groove in the bottom rail, and by means of this bolt the dash is secured to its foot. The dash-frame before it is attached to the vehicle is covered with leather or other suitable material, and the object of this construction is to enable the covered dash to be secured without pressing outward or otherwise marring the leather which covers the channel-iron in the bottom rail. In these older constructions, however, the oblong head is set at right angles to the lower dash-rail, and the ends of the head of the bolt are arranged to fit snugly against the sides of the channel in the lower rail. The slots in this rail must be narrow, in order that the rail may not be unnecessarily weakened, so that the heads of the retaining-bolts must also

be narrow, in order to pass through the slots. It results from this that in order to get the bolts to place and turn it around properly the bolt-head must be pushed against the leather covering and beyond the surface of the lower rail, thus loosening and to some extent, at least, injuring the leather covering, and at the same time the narrow bolt-heads are hardly sufficient to support the strain on the dash when in use. It is to overcome these two objections that my invention is directed; and it consists principally in supplying the retaining-bolt with a rhomboidal head, as will be hereinafter more particularly described and claimed.

In the drawings, Figure 1 is an outside front elevation of a dash with dash-feet attached. Fig. 2 is a front elevation of one lower corner of a dash-frame, showing the method of attaching same to the dash-foot. Fig. 3 is a longitudinal section through the dash-foot of Fig. 2.

A is the lower rail of a dash; B, one of the side rails; C C, the dash-feet, by means of which the dash is attached to the vehicle-body. The lower rail is provided with a channel *a*, and at each end oblong slots *b* are cut therein.

c is the head of the dash-foot, provided with suitable opening for the reception of the retaining-bolt *d*. D is the head of this bolt, rhomboidal in shape, as shown in Fig. 2.

The dash-frame is covered with leather *e*, so as to completely cover the frame-work of the dash. Openings are then cut in the leather at the back to allow for the insertion of the head of the bolts D. The bolts are turned so as to pass through the slots *b* in the rail, and then turned back so that the ends of the bolt-heads will fit snugly against the sides of the channel *a* therein. Directly underneath the head of these bolts the bolt is square at *f*, in order to prevent the bolt from turning back after it has once been fitted to place, the sides of the portion *f* fitting snugly within the sides of the slots *b*. Nuts *g* then firmly secure the bolts in place and the dash is secured to the vehicle. It will be seen from this construction that it is not necessary to push the head of the bolt against the leather *e*, in order to turn it with its ends bearing

against the sides of the channel; but the bolt can be turned within the channel. If the head were attached so as to be at right angles to the channel it would then be necessary to
5 push the head beyond the sides of the channel in order to turn it, as in older constructions, and in this way the attachment of the dash to the vehicle would loosen and somewhat mar the leather covering surrounding
10 the lower rail. In addition to this it will be seen that the rhomboidal shape of the bolt-heads gives practically the same grasping strain on the dash that rectangular bolts of twice the width would give. If the bolt-heads,
15 however, were rectangular it would be necessary to have them narrower, in order to pass through the slots in the channel-rail. Two things are therefore accomplished by my improvement over older constructions. The

dash can be attached to the feet much more readily and securely and there is no danger of loosening or marring the leather covering of the lower rail in making the attachment.

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

The combination, with a dash having its lower rail channeled and provided with slots at each end, of retaining-bolts having rhomboidal heads D, arranged to be inserted
30 through said slots and turned across the channels at an acute angle to the lower dash-rail and secured to the dash-feet by nuts, substantially as shown and described.

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Witnesses:

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