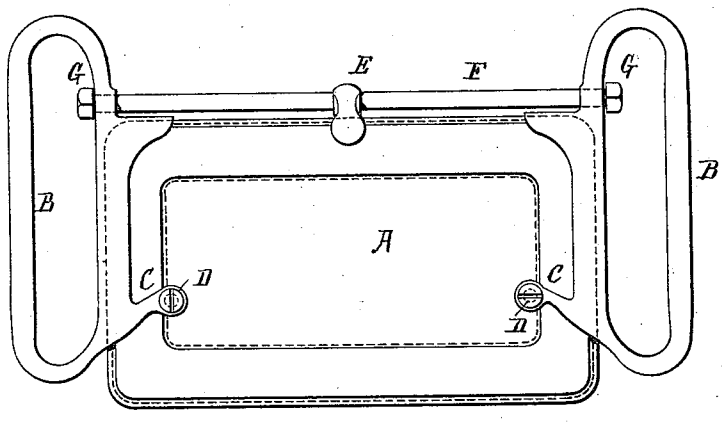
(No Model.)

G. S. CALDWELL.

DASH RAIL FOR VEHICLES.

No. 428,266. Patented May 20, 1890.



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UNITED STATES PATENT OFFICE.

GEORGE S. CALDWELL, OF AUBURN, NEW YORK.

DASH-RAIL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 428,266, dated May 20, 1890.

Application filed March 19, 1890. Serial No. 344,459. (No model.)

To all whom it may concern:

Be it known that I, GEORGE S. CALDWELL, of Auburn, Cayuga county, New York, have invented a new and useful Improvement in Combined Dash-Rails and Side Bars, of which the following is a specification.

My invention relates to a metal rail intended to be applied to the dashes of vehicles; and it consists in the construction of the rail and side bars combined therewith, as hereinafter more particularly set forth.

The principle of the invention resides in the application of the side bars to the vertical edges of the dash, and their connection at their upper portions by the rail, which draws them together, while at their lower portions they are secured to the body of said dash. The rail therefore draws the side bars tightly upon the dash, while at the same time the leverage which it exerts is met by the bolts whereby the side bars are fastened to the dash.

The accompanying drawing is a front elevation of a dash, showing my improved rail in place.

The dash is here shown reduced in size with reference to the rail, so as to exhibit the construction of the latter more plainly.

A represents the dash.

B B are side bars in the form of handles, having in one side a groove or recessed portion which receives the edges of said dash. Extending from the lower portion of said side bar and on each side of the dash are arms C C, through which pass bolts D. These bolts clamp the arms C securely against the dash.

E is an eye which straddles the upper edge of the dash, but is not directly attached thereto. Through the eye E and through holes in the side bars B passes the rod or rail F. The ends of the rail F are threaded and receive nuts G.

All of the parts above described, except the dash A, are made of metal.

The foregoing construction is exceedingly simple, strong, and durable. When the nuts on the end of rod F are set up, the side bars B are drawn closely against the edge of the dash, and the leverage exerted by the setting up of said nuts, which might tend to throw the outer portions of the side bars away from the dash, is resisted by the bolts D. The same bolts prevent the possibility of the device being lifted upward from the dash. The object of the eye E is to prevent bending of the rail F.

I claim—

1. In combination with a vehicle-dash, two side bars B, having in their sides grooves or channels, and receiving opposite edges of said dash in said channels, and a rail or rod F above said dash passing through the bodies of said side bars, and provided with means, as threaded ends and nuts G thereon, for drawing said side bars closely against said dash.

2. In combination with a vehicle-dash, two side bars B, having in their sides grooves or channels, and receiving opposite edges of said dash in said channels, a means, as bolts D, of securing said side bars to said dash at their lower portions, and a rail or rod F above said dash passing through the bodies of said side bars, and provided with means, as threaded ends and nuts G thereon, for holding the upper portion of said side bars closely against said dash, and thereby exerting strain upon said bolts D.

3. In combination with a vehicle-dash, two side bars B, having in their sides grooves or channels, and receiving opposite edges of said dash in said channels, arms C on said side bars, bolts D, connecting said arms to said dash, and the rail F above said dash and extending through said side bars and having threaded extremities to receive nuts G.

4. In combination with a vehicle-dash, two side bars B, having in their sides grooves or channels, and receiving opposite edges of said dash in said channels, arms C on said side bars, bolts D, connecting said arms to said dash, eye E, having a recess in which the upper edge of said dash is received, and rod F above said dash extending through said eye E and said side bars and having threaded extremities to receive nuts G.

GEORGE S. CALDWELL.

Witnesses:
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