

(No Model.)

S. R. BAILEY.
VEHICLE DASHER.

No. 534,944.

Patented Feb. 26, 1895.

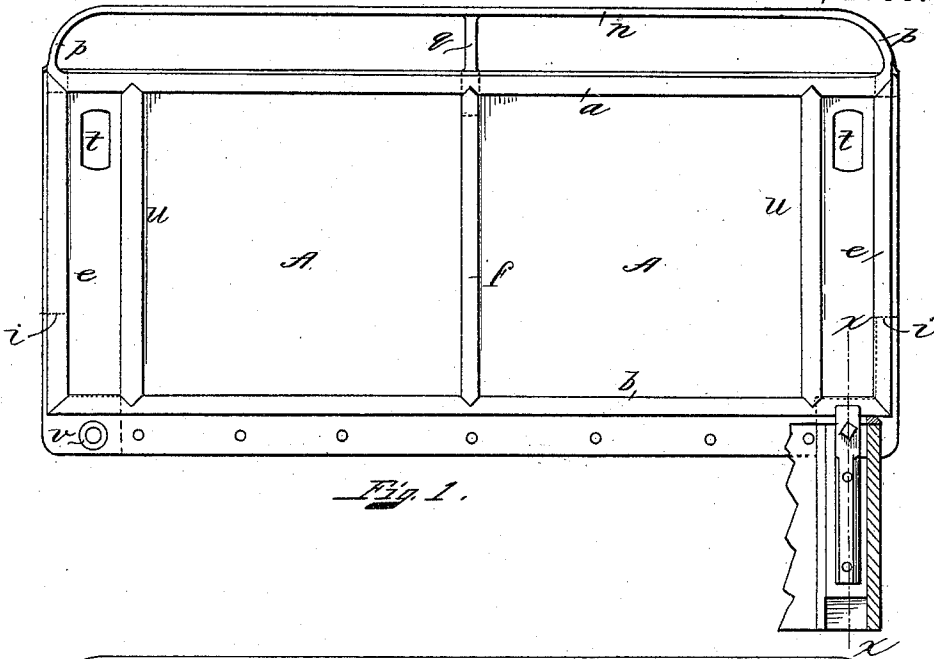


Fig. 1.

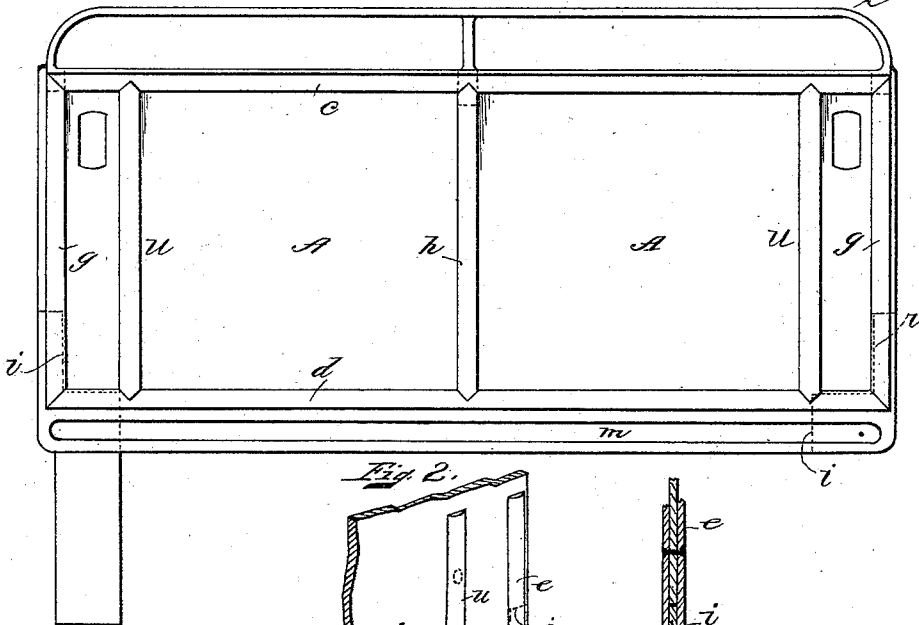


Fig. 2.

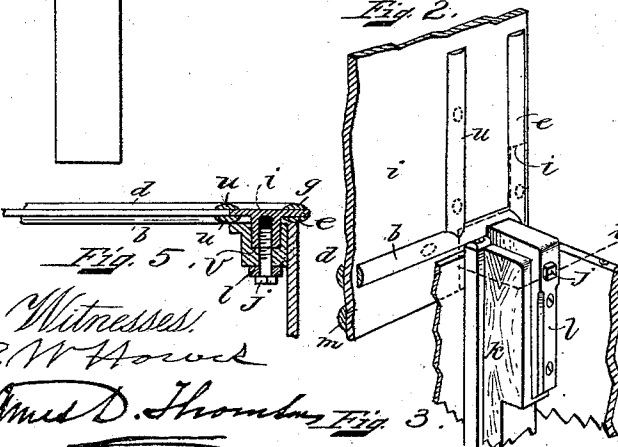


Fig. 3.

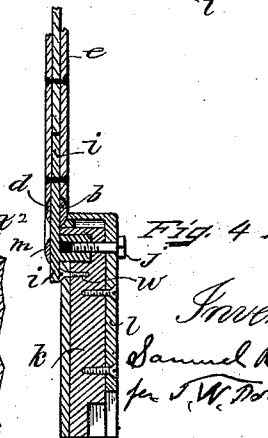


Fig. 4.

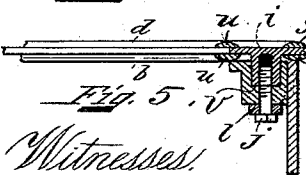


Fig. 5.

Witnesses:
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UNITED STATES PATENT OFFICE.

SAMUEL R. BAILEY, OF AMESBURY, MASSACHUSETTS.

VEHICLE-DASHER.

SPECIFICATION forming part of Letters Patent No. 534,944, dated February 26, 1895.

Application filed March 31, 1893. Serial No. 468,433. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL R. BAILEY, of Amesbury, in the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Vehicle-Dashers, which will, in connection with the accompanying drawings, be hereinafter fully described, and specifically defined in the appended claims.

In said drawings, Figure 1, is a rear elevation of a dasher of my improved construction. Fig. 2, is a front elevation of the same dasher, shown as painted and finished. Fig. 3, is a perspective view showing the right hand lower portion of the dasher, the corner pillar of the body, portions of the body panels and the means for securing the dasher to the body. Fig. 4, is a vertical section through the securing bolt that holds the dasher in place. Fig. 5, is a horizontal section on line x^2 , Fig. 3.

This invention relates to composite dashers; that is, dashers constructed of wood and metal, so combined as to almost exactly resemble leather covered dashers, except that these are and remain perfectly true, while those covered with leather curve and warp inside the iron frame, and soon become unsightly and deformed, besides which, those covered with leather rapidly lose their luster and become old looking and rusty, while my dashers are perfectly renovated by paint and varnish whenever the carriage is painted or varnished, and they always remain true and correct looking in all respects.

Referring again to said drawings; A, represents the sheet of wood which constitutes the body of my dasher; which may be of white wood, which constitutes a good example. Upon board A, I secure the longitudinal pieces of semi-oval iron a , b , c and d , which are secured to the dasher by rivets that pass through all three parts as shown in Fig. 4. I also secure to the dasher the up and down semi-oval bars of metal e , e and f , upon its rear side and the like bars g , g and h upon its front side; said bars being secured by riveting through the wood A, as shown in Figs. 3 and 4.

In each of the two lower corners of the dasher, I insert the angle iron i , which is of the same thickness as A, and which constitutes the corner of the dasher; its lower arm being wider than its vertical arm in order that it may extend from the dasher edge up

under the irons b and d , so as to be riveted by the rivets that secure said irons in place. Upon iron i is formed a homogeneous hollow boss V screw threaded in its interior, which receives the screw bolt j , the head of which bears against iron l , secured to corner pillar k , as shown in Figs. 4 and 5. In the body beneath iron i are inserted screws w to be so adjusted, in or out, as to give the dasher the proper vertical set upon the body. An iron m , like irons b and d , is preferably secured to board A, below iron d , as shown in Figs. 2, 3 and 4. A metal rail n , having downturned ends p , and a central standard q , is formed with broadened ends of the same thickness as board A, and is riveted between irons a , c and e , g , as shown in Fig. 1. The hand openings t , are arranged between the irons e , g and the irons u . Thus the irons i furnish full protection and immunity to the lower corners of the dasher against abrasions and fractures, to which dashers are exposed; and the upper corners, which are even more exposed than the lower ones, are protected by the insertion of the ends p of rail n ; the end of part p being equal to the width of irons a and e ; and if rail n is in any case omitted the protecting piece of metal at the corner of the dasher is inserted to shield the wood at those points, where it is more exposed than at any other part.

A dasher constructed according to my method will outlast several dashers formed with an iron frame covered with leather, as my dasher has in fact the frame outside its seeming covering and greatly protects the same, while the projection of part A slightly beyond the outer irons gives it the appearance of being leather covered.

It will be obvious that when fitted up and fully prepared to make these dashers it can be done at less cost than a leather dasher, which is inferior in both appearance and durability; and they can be made to endure severe usage without injury to them. At all the points of intersection the longitudinal and transverse irons are mitered together to form a strong and neat joint between them.

I claim as my invention—

1. A dasher formed with a body A of wood, the oval metal pieces a c e and g mitered together at their intersections and riveted to-

gether on opposite sides of said wood body, which latter projects a limited distance beyond said irons; and the protecting metal inserted at the corners of the body; all substantially as specified.

2. In a dasher formed with body A, and a metal reinforce as specified, the iron *i* of the same thickness as body A, and inserted and secured in the bottom corners of the dasher and formed with a hollow boss to receive the securing bolt *j*, substantially as specified.

3. In a dasher formed with a wood body and the mitered reinforcing irons *a*, *c*, *e* and *g*, arranged near the border of said body, the top

rail *n* formed with broadened and flattened feet to be inserted in said body beneath said reinforcing irons, substantially as specified.

4. A dasher formed with wood body A, the mitered irons *a*, *c*, *e* and *g*, arranged close to but inside the border or edge of said body, and the irons *i* with the hollow bosses to receive bolts *j* and top rail *n*, all substantially as specified.

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Witnesses:

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