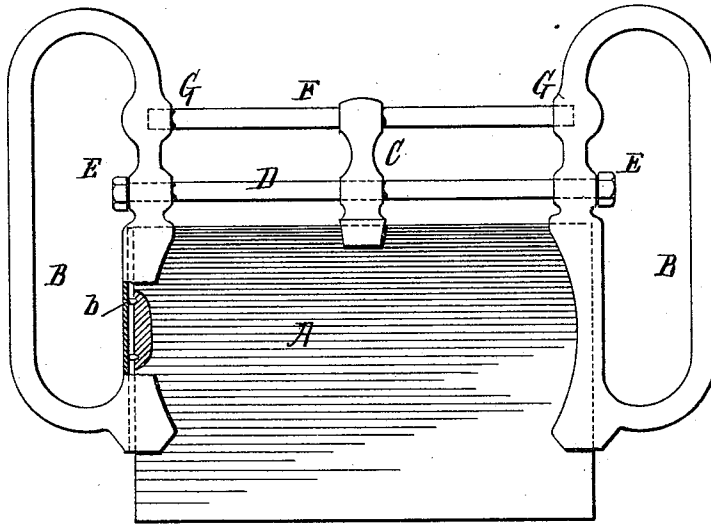


(No Model.)

G. S. CALDWELL.
DASH RAIL FOR VEHICLES.

No. 428,267.

Patented May 20, 1890.



WITNESSES:

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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. 428,267, dated May 20, 1890.

Application filed March 19, 1890. Serial No. 344,460. (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 without the use of screws or other means of attachment entering the dash itself, in drawing the side bars tightly upon the said edges by means of a rod passing through both side bars and set up by nuts, and in preventing any tendency of the lower portions of the side bars to leave the dash edges by introducing a second bar or rail above the first rail, the ends of which bar are simply socketed in the bodies of the side bars.

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 clearly.

A represents the dash.

B B are the side bars, (here shown as handles,) each having in one side a groove or channel. At the bottom of said channels teeth or projections *b* may be formed. The channels receive the edges of the dash, into the material of which the teeth *b* enter. In this way vertical displacement of the side bars or handles is prevented.

C is a standard, which straddles the upper edge of the dash and has two openings.

D is a rod or rail passing through openings in the handles B and through the lower aperture in standard C. The ends of rod D are threaded, and nuts E are placed on said threaded portions after the rail has been inserted in the handles. By setting up the nuts E the handles B are drawn toward one another, and hence closely brought against the edges of dash A.

F is a second rod passing through the upper aperture in standard C and terminating at both ends in sockets G, formed in the handles B.

When the side bars or handles are drawn together by the action of the nuts on the rod D, the rod E is compressed between the upper parts of said handles, and hence any tendency of said handles to leave the dash edges at their lower portions is prevented.

It will be observed that no screws, bolts, or other fastenings are employed to secure this device to the material of the dash, and that it is firmly held in place by means of the nuts E. Of course in lieu of using two nuts E, I may form a head upon the rail D at one end and thread the other extremity, in which case a single nut will suffice.

I claim—

1. In combination with a vehicle-dash, two side bars B B, having grooves or channels in their sides, and receiving opposite edges of said dash in said channels, a rail or rod D, extending through said side bars above said dash, and provided with means, as threaded ends and nuts E thereon, for drawing said side bars against said dash edges, and a second rail or rod F, extending between said side bars above said first rod.

2. In combination with a vehicle-dash, two side bars B B, having grooves or channels in their sides, and receiving opposite edges of said dash in said channels, a rail or rod D, extending through said side bars above said dash, and provided with means, as threaded ends and nuts E thereon, for drawing said side bars against said dash edges, and a second rail or rod F above said first rod, and having its ends terminating in sockets formed in said side bars B B.

3. In combination with a vehicle-dash, two side bars B B, having grooves or channels provided with teeth or projections *b* in their sides, and receiving opposite edges of said dash in said channels, and provided with two apertures, a rail or rod D, extending through said side bars and said standard above said dash, and provided with means, as threaded ends and nuts E thereon, for drawing said side bars against said dash edges, and a second rail or rod F above said first rod, and also passing through said standard C, and having its ends terminating in sockets formed in said side bars B B.

GEORGE S. CALDWELL.

Witnesses:

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