

B. B. NOYES & O. G. STRATTON.

Dash Rails for Carriages.

No. 135,834.

Patented Feb. 11, 1873.

Fig 1.

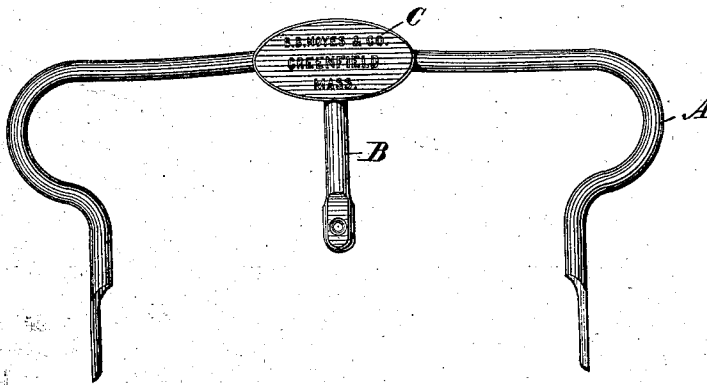
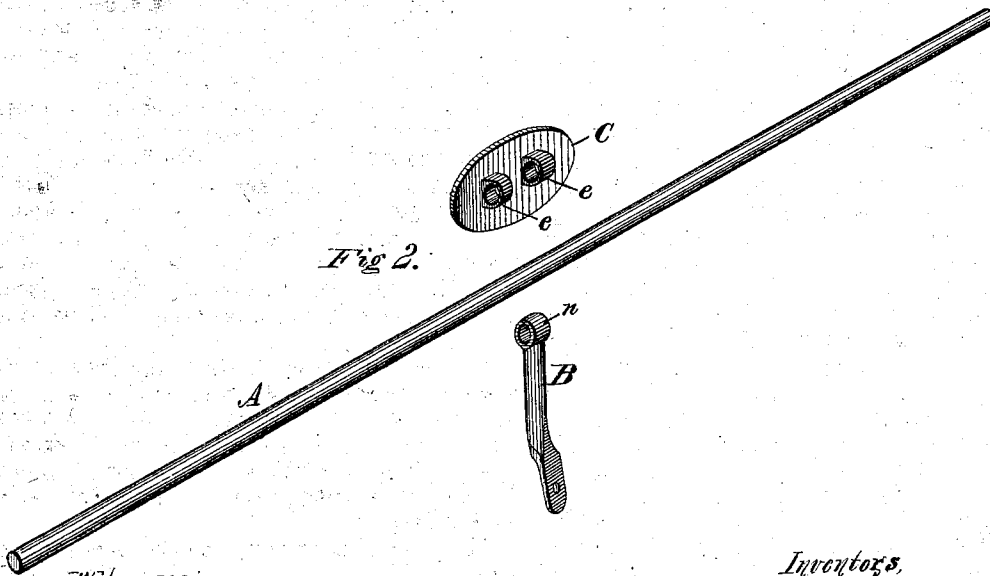


Fig 2.



Witnesses.

Harry King.

W. W. Dodge.

Inventors,

B. B. Noyes,

and

O. G. Stratton,

By Dodge & Son

Attys

UNITED STATES PATENT OFFICE

BAXTER B. NOYES AND OSCAR G. STRATTON, OF GREENFIELD, MASS.

IMPROVEMENT IN DASH-RAILS FOR CARRIAGES.

Specification forming part of Letters Patent No. 135,834, dated February 11, 1873.

To all whom it may concern:

Be it known that we, BAXTER BARDWELL NOYES and OSCAR GRANDVILL STRATTON, of Greenfield, in the county of Franklin and State of Massachusetts, have invented certain Improvements in Dash-Rails for Carriages, of which the following is a specification:

This invention relates to dash-rails for carriages, more especially children's carriages; and the invention consists in constructing a name-plate with perforated ears or lugs on its rear face, and inserting between these ears the perforated end of the center post or brace, and then passing through these perforations a smooth rod, which is afterward bent to the required form to constitute the rail, as hereinafter more fully explained.

Figure 1 is a front elevation of the rail and name-plate complete. Fig. 2 is a perspective view of the parts, shown detached.

In constructing this improved rail we first form the name-plate C, which, as shown in Fig. 2, is provided on its rear face with two ears or lugs, *e*, which have holes bored through them parallel with the face of the plate, of such a size to permit the rod A to be passed through them. We then construct the center post or brace B, with its upper end *n*, as represented in Fig. 2, with a hole through it, also, to receive the rod A, its lower end being flattened and provided with one or more screw-holes for attaching it to the dash in the usual manner. We then provide a rod, A, of the required size and length to form the rail, as represented in Fig. 2, after which the perforated end *n* of the center post B is placed between the ears or lugs *e* of the plate C in such a manner as to bring the perforations all in a line, when the rod A is shoved through them, thus securing the plate C and post or brace B on the rod A. The ends of the rod A are then bent or curved to the required shape, as shown in Fig. 1. The extreme ends of the rod A are flattened and pro-

vided with screw-holes in the usual manner. If this flattening of the ends is done in a press it must be done after the plate and brace are put on, as the ends would be too wide to go through the holes in the ears or the post; but if they be flattened by cutting away a portion of the metal, so as not to make the ends any wider, it may be done before.

The plate and post, being arranged centrally, can be secured in place by a little solder; or, if the rail is to be plated after it is constructed and the parts put together, the plating will suffice to hold them in place, especially if snugly fitted. Even if not thus secured, when the lower end of the brace B is secured to the dash they will be thereby prevented from moving or getting out of place.

In this way we construct a dash-rail in which the rail proper is composed of a solid and continuous piece of metal, and with the name-plate and center post or brace so connected that it is impossible for them to become detached without breaking them; and while thus producing a very neat and strong article, it is at the same time very cheap to construct, there being no screw-joints or anything of the kind about it.

We do not claim, in this application, the manner of securing the brace B, the same being covered by our patent of July 12, 1870; nor do we claim a dash-rail made in sections, one of which constitutes a name-plate; but, Having described our improvement, what we do claim is—

The plate C, provided with the ears, in combination with the rail A and brace B, all constructed and arranged substantially as described.

BAXTER BARDWELL NOYES.
OSCAR GRANDVILL STRATTON.

Witnesses:

AUSTIN DE WOLF,
JOHN KEITH.