(No Model.)

B. J. WARDEN.

Fastening Attachment for Carriage-Dashes.

No. 228,575. Patented June 8, 1880.

Fig. 1.

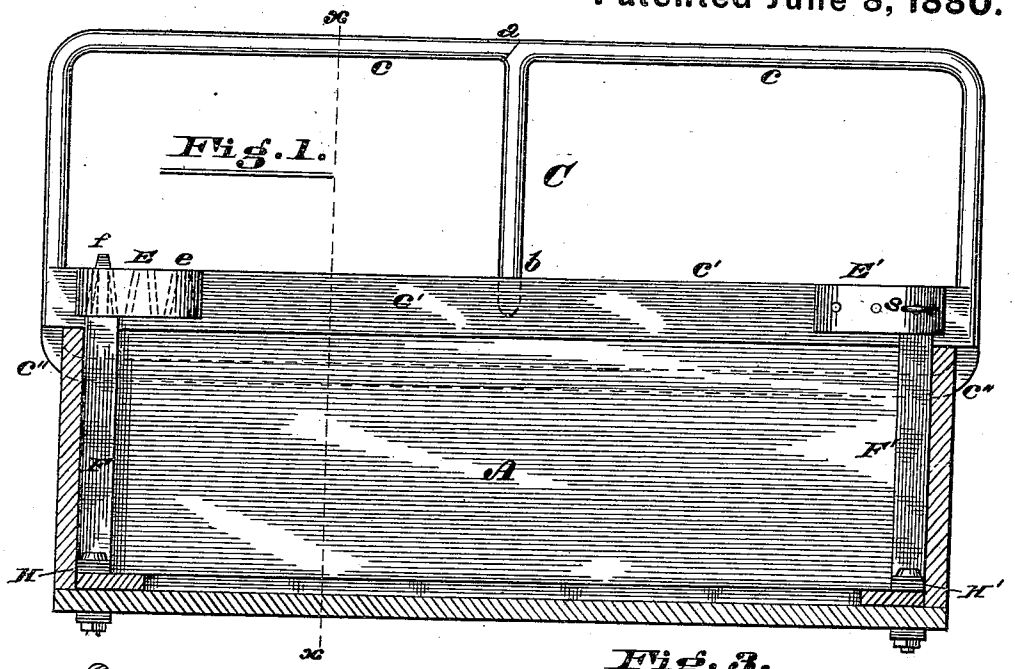


Fig. 3.

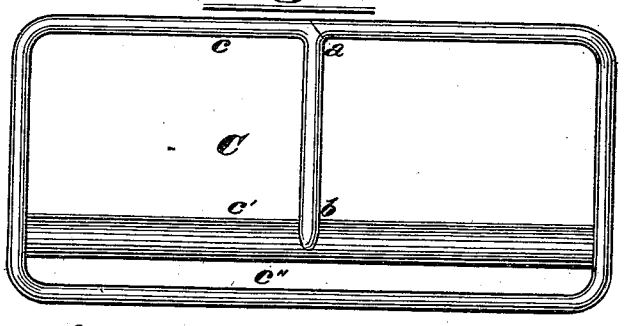


Fig. 2.

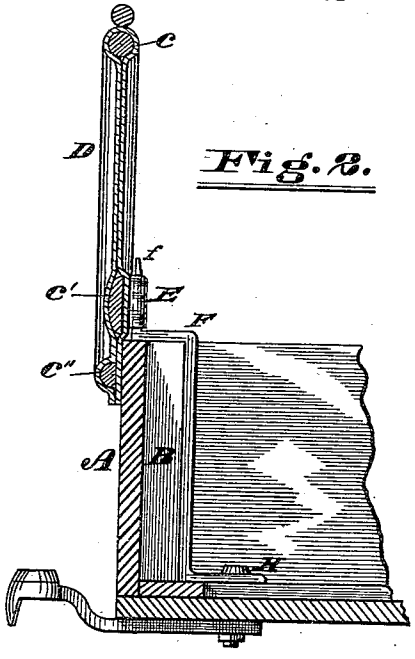


Fig. 4.

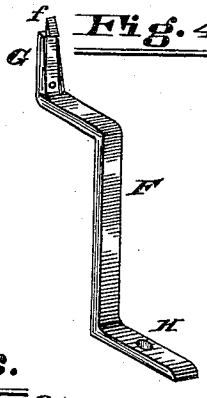


Fig. 5.

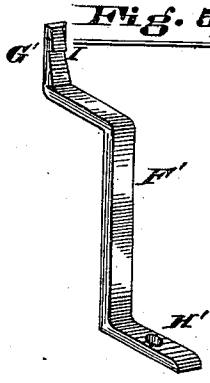
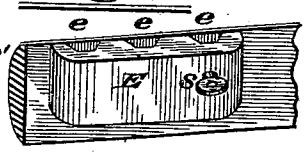


Fig. 6.



Attest

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UNITED STATES PATENT OFFICE.

BENJAMIN J. WARDEN, OF CINCINNATI, OHIO.

FASTENING ATTACHMENT FOR CARRIAGE-DASHES.

SPECIFICATION forming part of Letters Patent No. 228,575, dated June 8, 1880.

Application filed March 24, 1880. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN J. WARDEN, of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Carriage-Dashes and Attachments, of which the following is a specification.

The object of this invention is to provide a connection between the dash-frame and its supporting bracket or arm which will permit the convenient and rapid detachment of the dash-frame without disturbing said supporting bracket or arm.

To this end my invention consists, essentially, in constructing or providing the tenon on the bracket or arm with a hook, which passes through a vertical mortise on the dash-frame and engages with a shoulder thereon for the purpose of locking the two together, but at the same time permitting their ready disconnection or detachment.

In the accompanying drawings, Figure 1 is an elevation of my improvements. Fig. 2 is a section on line *x x*, Fig. 1. Fig. 3 is a front view of the dash-frame. Fig. 4 is a perspective view of one form of tenon-joint, and Fig. 5 a modification of the same. Fig. 6 represents the bracket for attaching the foot to the dash-frame.

C represents the dash-frame.

It will not be necessary to describe the various parts of the dash-frame, as the same are fully described in my Patent No. 225,669, dated March 16, 1880.

E E′ represent brackets attached to dash-rail *c′*. They are shown as provided with three rows of mortises or grooves each, for receiving the tenon of the bracket or foot attachment. Two or more grooves are provided where it is desirable to have a dash adapted for attachment to different widths of vehicle-bodies.

F F′ H H′ represent the brackets and feet thereof, for attaching the dash to the body of the vehicle.

G G′ represent the tenons, fitting in mortises *e* of brackets E E′.

f is a spring-catch, which is pressed back as tenon G is forced into mortise *e* and springs forward and hooks over the upper edge of the bracket E, holding the dash firmly in position.

Spring-catches *f* can be forced back and the dash readily removed or detached from its position on the carriage-body.

G′ represents a tenon having a notch, I, cut therein, and a set or thumb screw, *s*, is turned to enter and hold the parts together.

Rail *c′* is shown as made of half-oval iron, with brackets E E′ rigidly attached to it.

It is obvious that other modes of making rail *c′* with the mortises or gains *e* may be used, as the rail may be made of tubular iron and the mortises pierced in the rail, so as to receive the tenon G or G′; but the form herein shown I deem the simplest.

I claim—

1. In combination with the dash-frame having the laterally-projecting bracket E, provided with a vertical mortise, *e*, the dash-supporting frame F, having a hook-shaped tenon, G, for passing upwardly through the mortise and engaging a shoulder thereon, substantially as described.

2. In combination with the dash-frame having a vertical mortise, *e*, the dash-supporting arm F, having a tenon, G, provided with a spring-hook, *f*, for passing upwardly through the mortise and engaging a shoulder thereon, substantially as described.

In testimony whereof I have hereunto set my hand this 12th day of March, 1880.

BENJAMIN J. WARDEN.

Witnesses:
BENJAMIN C. STARR,
S. O. GRISWOLD.