(Model.)

S. D. LANCE & W. F. ELLIOTT.

VEHICLE DASH FASTENING.

No. 263,538. Patented Aug. 29, 1882.

Fig. 1

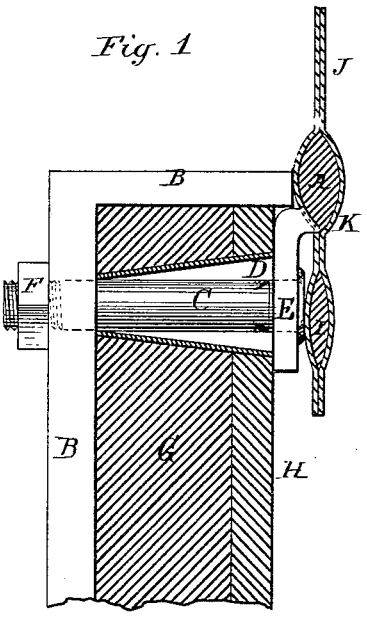


Fig. 2.

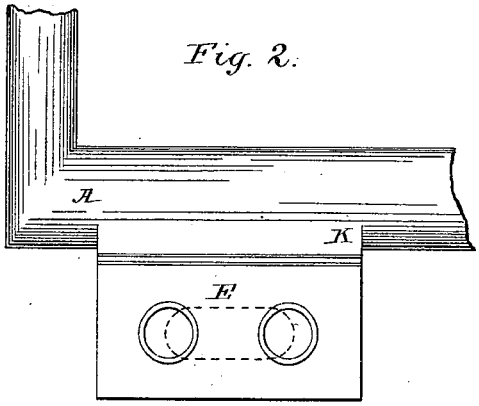


Fig. 6

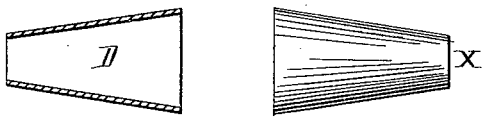


Fig. 3

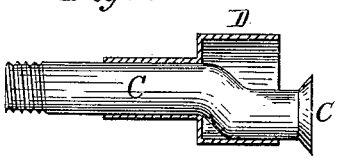


Fig. 4.

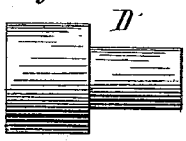
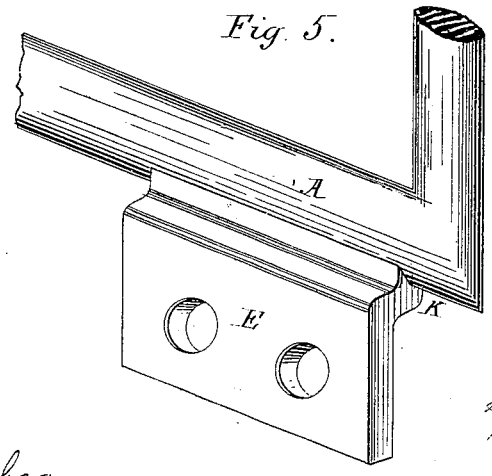


Fig. 5.



Witnesses:
Edmund Brodhag
F. L. Brown

Inventors
Shields D. Lance
William F. Elliott
By
Johnson & Johnson
Attys

UNITED STATES PATENT OFFICE.

SHIELDS D. LANCE AND WILLIAM F. ELLIOTT, OF COLUMBUS, OHIO.

VEHICLE-DASH FASTENING.

SPECIFICATION forming part of Letters Patent No. 263,538, dated August 29, 1882.

Application filed May 31, 1882. (Model.)

To all whom it may concern:

Be it known that we, SHIELDS D. LANCE and WILLIAM F. ELLIOTT, citizens of the United States, residing at the city of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Fastening Attachments for Vehicle-Dashes having Solid Forged or Welded Feet, of which the following is a specification.

Our invention relates to the attachment of vehicle-dashes having the foot forged with or welded to the lower bar in the dash-frame; and the object is, first, to provide a dash having a solid foot welded to the dash-frame, so as to pass the foot upon the outside of the body and be adjustably attached to vehicles having bodies of different heights and widths, and also be so constructed that the solid foot will not interfere with the stitching on of the dash-cover when sewed by means of the ordinary sewing-machine; secondly, to produce a device which will more securely connect the welded foot of a dash to the vehicle-body, so that it will be durable and elegant in appearance.

In the accompanying drawings, Figure 1 represents a sectional view of our welded dash-foot and attachment; Fig. 2, an elevation of the solid foot. Fig. 3 is a thimble or tubular piece, against which is clamped the foot and brace or angle-iron, showing within the thimble an eccentric bolt. Fig. 4 is a view of the thimble; Fig. 5, a perspective view of the solid foot, showing reverse side from that in Fig. 2. Fig. 6 is a cone-shaped tube or bearing-piece, against which the foot and brace or angle-iron are clamped.

Dashes with solid feet have hitherto been constructed so as not to admit of vertical and lateral adjustment to vehicle-bodies of different heights and widths.

Our invention consists in constructing a welded or solid dash-foot so that it will admit an ordinary sewing-machine to stitch the cover below the bottom rail in the dash-frame without being obstructed by the foot, and in forming a shoulder and an angle for a brace, which extends over the front of the body, and at the same time extending the foot downward between the apron of the dash and the body and attaching it to the body, so as to admit of vertical and lateral adjustment by means of screw-bolts.

It consists, further, in a metal tube or bearing-piece which extends through the body and receives the bolt which clamps the foot against the outer end of the tube and the brace which is clamped against the inner end, and which is attached to the bottom sill of the body by means of a bolt, and extends up and over the corner-post, bracing the lower dash-rail at the angle formed by the foot.

The fastening attachment, as shown, is applied to the front of a piano-box buggy; but it can be used as well with other vehicle-bodies, or set up and firmly locked together, irrespective of the material in the body, and when properly adjusted to the vehicle great strength is added to both the dash and the vehicle-body.

In the accompanying drawings, letter A represents the lower metal rail in the dash-frame, to which the foot E is welded. The foot E extends downward in a line with the dash-frame a sufficient distance to admit an ordinary sewing-machine to stitch the leather covering at a point, K, below the rail A without being obstructed by the foot. When this point is passed we bend the foot at right angles with the dash-frame a proper distance to form a shoulder for a brace, B, which has its lower end attached to the sill in the bottom of the body and locks in the angle formed by the foot with the rail. We then bend the foot parallel with the dash-frame, extending it downward a sufficient distance between the apron of the dash and the vehicle-body, where it is then attached to thimble or bearing-piece D by means of a screw-bolt, C, which passes through holes in the lower end of the foot, when the dash is properly adjusted by swinging the bolt in the cone-shaped tube either vertically or laterally, as the case may require, to suit vehicle-bodies of different widths and heights.

Tightening the nut F on the screw-bolt will firmly clamp the dash-foot against the thimble or bearing-piece on the outside and against the brace or angle-iron on the inner side, and locks it firmly in the angle at K, thus forming an attachment elegant in appearance and stronger and more durable than when the foot is con-

structed to pass over the top and down the inside of the body. The holes in the foot for the reception of the bolts may be elongated in the direction of the width of the foot, to allow a greater lateral adjustment, and we may use an eccentric screw-bolt in connection therewith; but this will be unnecessary, and we prefer to use the straight bolt in connection with the cone-shaped tube, as it affords ample means of adjustment both laterally and vertically.

It will be understood that the employment of the tube D and the angle-brace B, the one passing horizontally through the body-front and having its ends flush with the inner and the outer sides thereof, and the other passing over the top of the front, both forming fixed parts of the body-front, give the advantage of supporting and binding the dash-frame upon the front side of the front G of the body at two points—viz., against the large end of the tube and against the horizontal end of the angle-brace, the latter being bound against the lower bar, A, of the dash-frame, and the foot of said frame being bound against the end of said tube. The dash, when adjusted, is clamped hard upon these bearings, which serve as holding-grips under the clamping action of the screw-bolts and their nuts. The tube is driven into an opening in the front G, and the angle-brace bound upon its small end, and the dash-foot upon its large end holds it firmly in place, so that it affords metal bearings for the angle-brace and for the dash-frame.

We claim—

1. The combination of a vehicle-dash having integral feet E with one or more horizontal tubes, D, fitted into and passing through the body-front in positions corresponding with the positions of the dash-feet, one or more screw-bolts, C, an angle-brace, B, for each bolt, and means, substantially as described, whereby said dash and the angle-braces are secured to the front of the body and to each other on opposite sides of said front.

2. The dash-frame having integral feet E, adapted for attachment to the outer side of the body-front G, so that the dash-leathers extend down in front of and cover said feet, in combination with angle-braces B, the horizontal tubes D, the screw-bolts C, and the nuts F, whereby the dash-frame is clamped and bound upon the front ends of said angle-braces and the dash-feet clamped and bound upon the front ends of said tubes behind the dash-leathers, substantially as described.

3. The fastening attachment for vehicle-dashes herein described, consisting of the tubes D, passing through the body-front, having their ends forming bearings at the outer end and inner sides thereof, the angle-braces B, the screw-bolts C, passing through the dash-feet, the tubes, and through the angle-braces, and the nuts F, all constructed and adapted for adjustment in connection with the dash-frame, as described.

4. In combination, the conical tubes D, the straight screw-bolts C, the angle-braces B, the nuts F, and the dash-frame having integral feet E, all constructed and adapted for attaching and adjusting the dash-frame upon the front of the vehicle-body, as described.

In testimony whereof we have hereunto set our hands in the presence of two subscribing witnesses.

SHIELDS D. LANCE.
WILLIAM F. ELLIOTT.

Witnesses:
T. J. TAYLOR,
T. H. MCCOY.