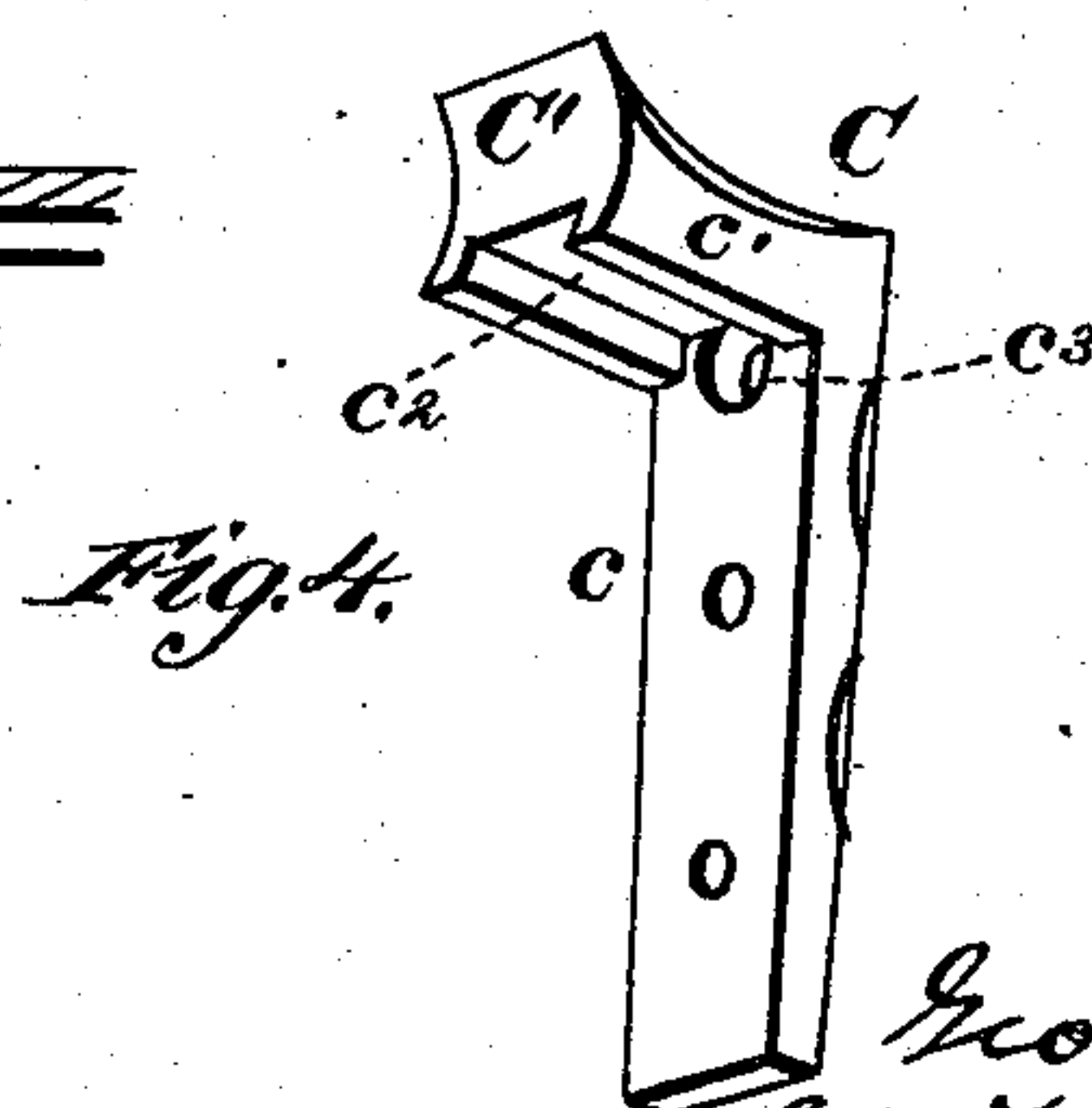
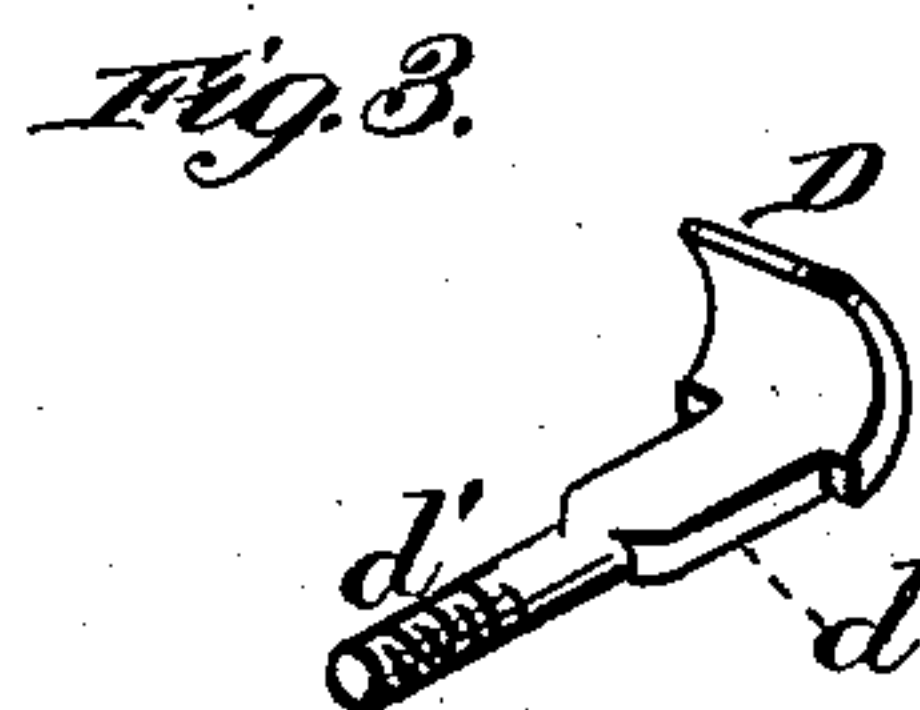
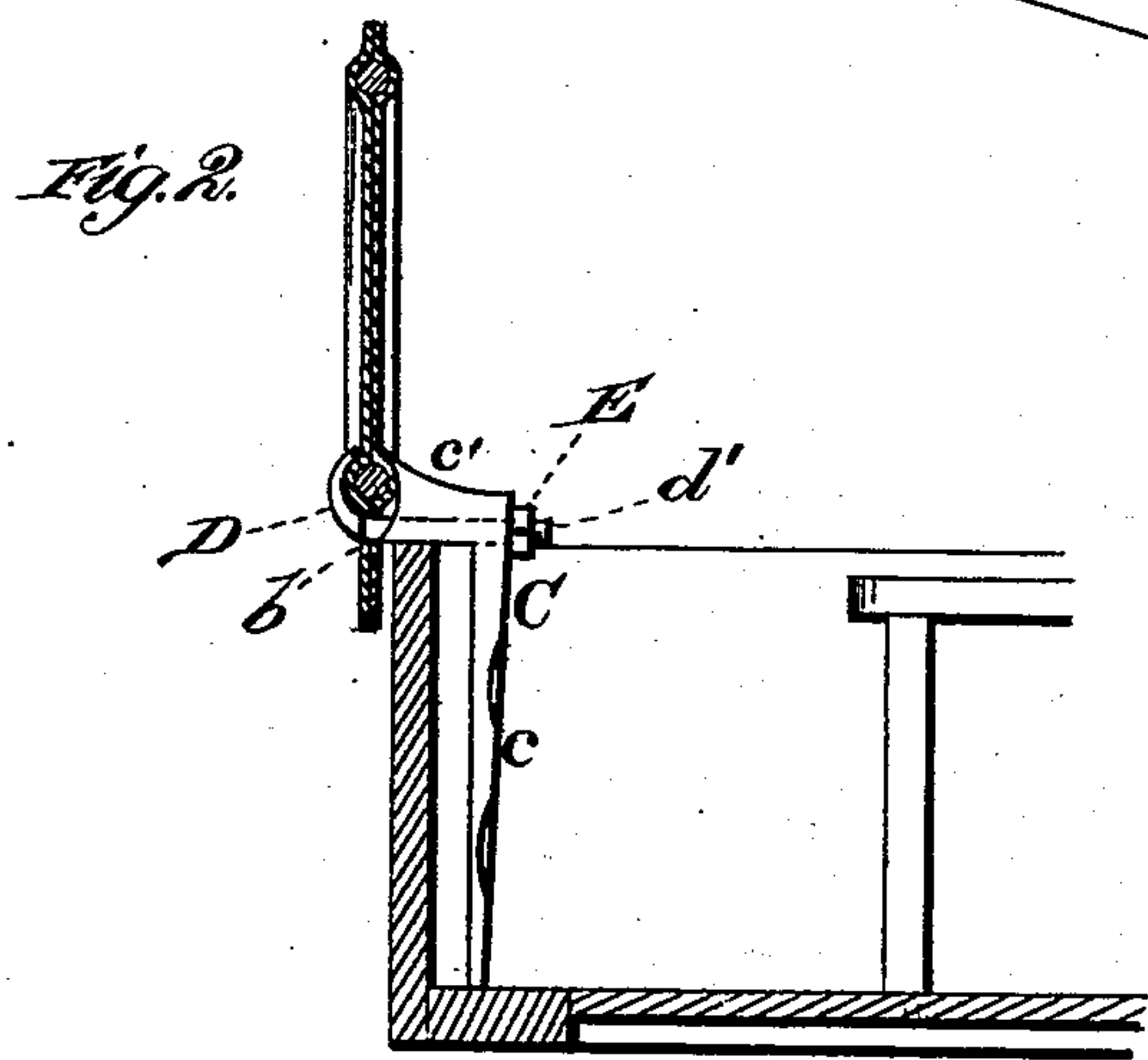
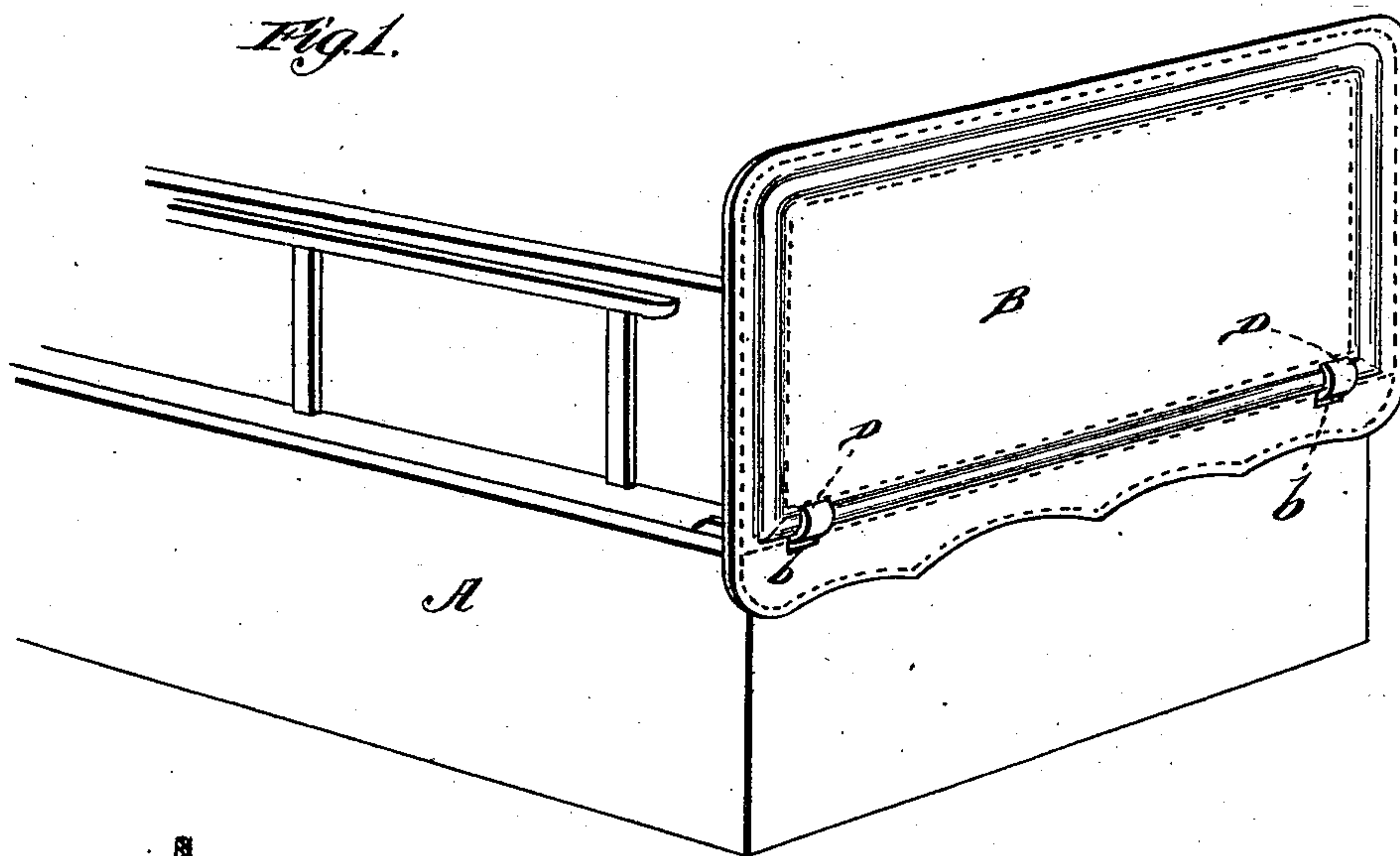


G. W. F. THOMPSON & F. A. HAYWARD.
Dash-Board Foot for Vehicles.

No. 226,941.

Patented April 27, 1880.



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GEORGE W. F. THOMPSON AND FRANCIS A. HAYWARD, OF OMRO, WIS.

DASH-BOARD FOOT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 226,941, dated April 27, 1880.

Application filed October 18, 1879.

To all whom it may concern :

Be it known that we, G. W. F. THOMPSON and FRANCIS A. HAYWARD, of Omro, in the county of Winnebago and State of Wisconsin, have invented certain new and useful Improvements in Dash-Board Feet for Vehicles; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to devices for attaching dash-boards to vehicles; and it consists chiefly in combining a clamping-hook with each dash-board foot, said hook being extended through said foot and drawn by a nut against the same, so as to clamp the dash-board.

In the accompanying drawings, Figure 1 represents a front perspective view of a dash-board attached to a vehicle by our improved devices. Fig. 2 represents a vertical longitudinal section through the same. Fig. 3 represents a detail view of one of the clamping-hooks detached; and Fig. 4 represents a detail view of one of the feet detached.

A designates the body of the vehicle; B, the dash-board; C C, the two feet, and D D the two clamping-hooks.

The attaching devices at each end of the dash-board are of similar construction to one another. The leather covering of the dash-board extends below its metal frame, and has perforations or apertures *b b* near the ends of said frame and immediately below the same for the passage of hooks D D. These hooks extend upward on the front of said dash-board, and are provided with rearwardly-extending rectangular shanks *d*, which terminate in cylindrical threaded extensions *d'*, adapted to receive nuts E E.

Each foot C consists of a long vertical bar, *c*, whereby it is secured to the inside of the front of the vehicle-body, and a horizontal forward-extending bar, *c'*, which is rectangularly recessed on its under side at *c²* to re-

ceive the rectangular shank *d* of the hook which belongs to said foot. From the rear of this recess a cylindrical passage, *c³*, extends to the rear of the foot, allowing the passage through the same of the cylindrical extension *d'* of said hook-shank. The front of said horizontal bar *c'* of foot C is curved or made concave at *C'*, to correspond to the curvature of the clamping-hook belonging thereto.

The arrangement and construction of the foregoing parts are such that the shanks of the hooks are firmly braced and held against turning by the recesses in the feet and the resistance of the top of the wagon front.

By unscrewing the nuts and removing or partly removing the hooks all obstacles to the detachment of the dash-board are done away with.

As the leather of the dash-board can be readily perforated at other points than those shown, my devices are readily adaptable to vehicles of different widths.

The feet are preferably, though not necessarily, of brass or other cast metal. The hooks are steel bolts, or are made of other material having sufficient rigidity.

The operation is too obvious to need detailed description.

The bolts (for the purpose of attaching) are passed through the dash-board and feet from the front to the rear. The nuts are then applied and turned home, and the attachment of the dash-board is complete.

It is evident that various changes of construction can be made without departing from the spirit of our invention. Thus the shank *d* and the corresponding recess in foot C need not be rectangular in cross-section, as any prismatic shape in cross-section will answer to prevent the bolt or hook from turning.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In combination with a dash-board foot having a hollow forward-extending arm, a clamping-hook having a shank extending through said horizontal arm and provided with a screw-thread and nut for clamping it against said arm.

2. In combination with a perforated dash-board and hook, D, having rectangular shank d and threaded extension d' , the foot C, having recess c^2 and passage c^3 , and nut E, where-
5 by said hook is drawn toward said foot so as to clamp said dash-board.

In testimony that we claim the foregoing we

have hereunto set our hands this 2d day of October, 1879.

GEORGE W. F. THOMPSON.

F. A. HAYWARD.

Witnesses:

N. FRANK,

W. C. FOSTER.