

(Model.)

W. H. PHELPS.

RAIL FOR VEHICLE DASH BOARDS.

No. 246,974.

Patented Sept. 13, 1881.

FIG. 1.

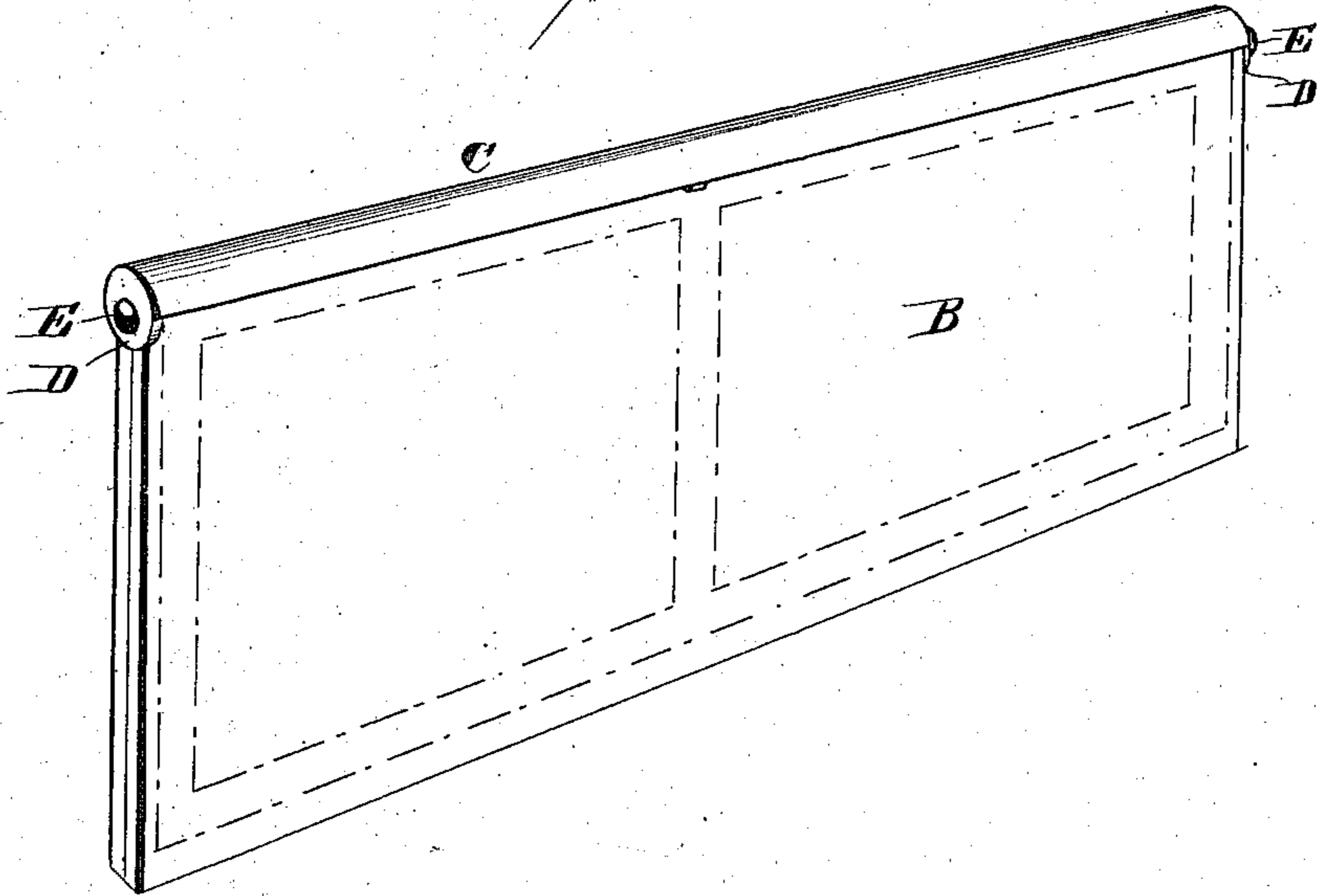


FIG. 2.

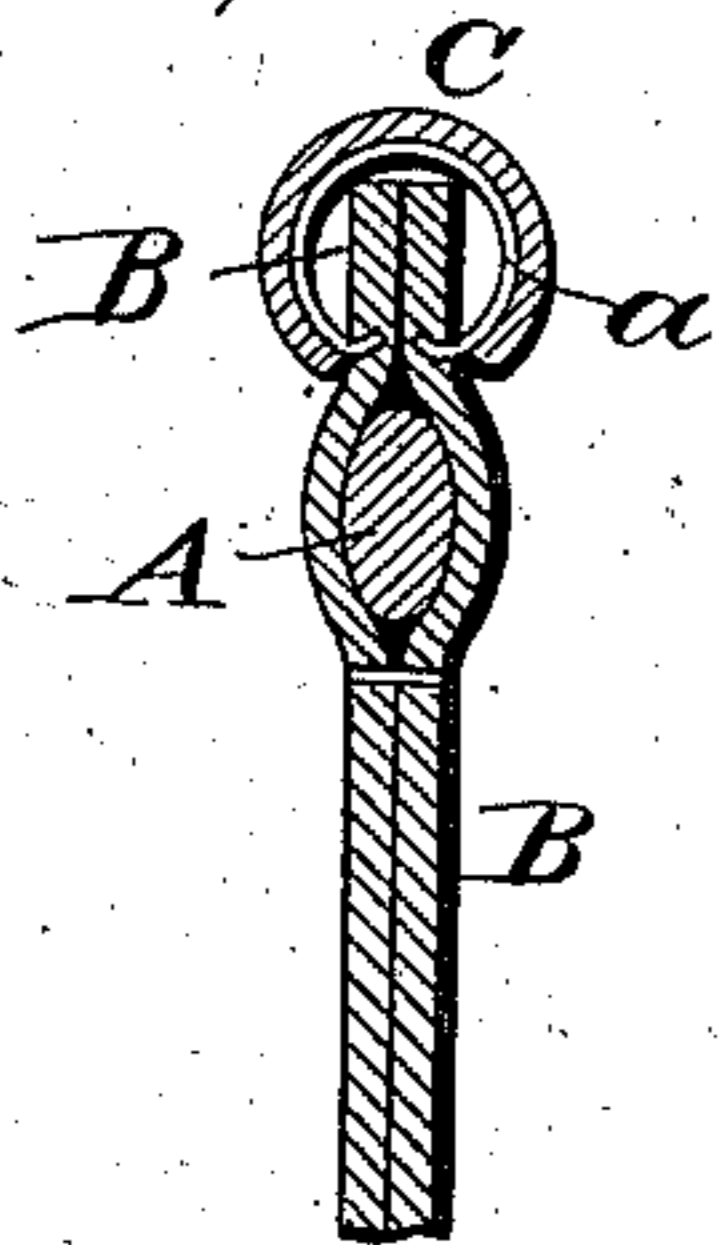


FIG. 3.

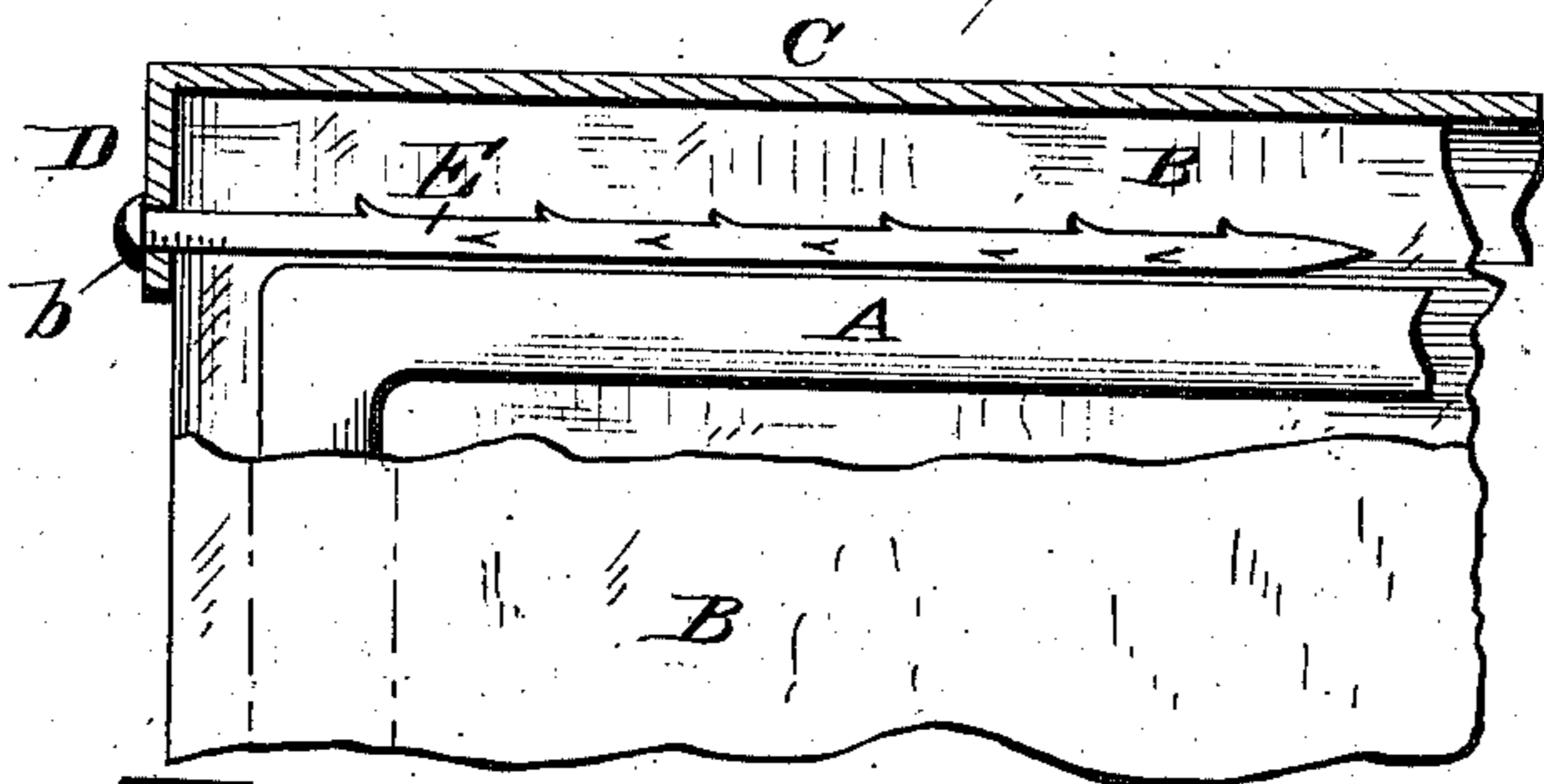
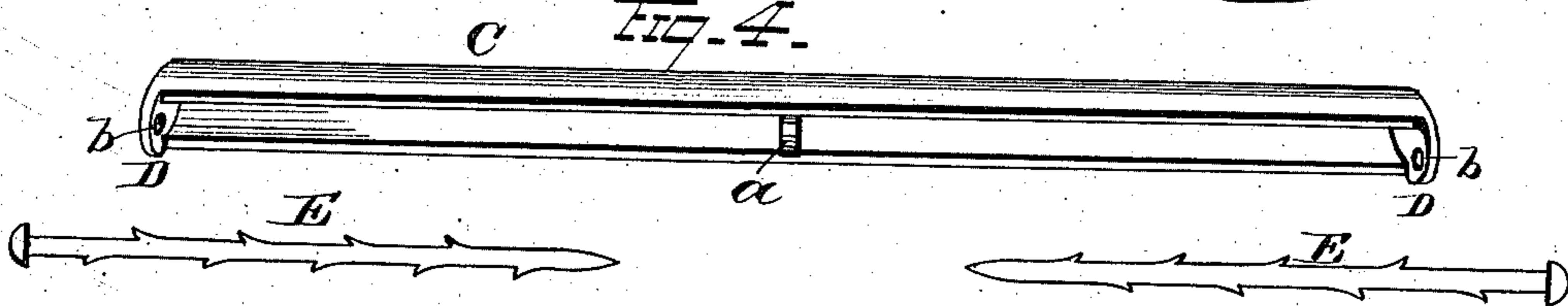


FIG. 4.



WITNESSES

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WALLACE H. PHELPS, OF ALLIANCE, ASSIGNOR OF TWO-THIRDS TO CHARLES B. THOMAS AND ROWLAND H. PHELPS, BOTH OF ATWATER, OHIO.

RAIL FOR VEHICLE DASH-BOARDS.

SPECIFICATION forming part of Letters Patent No. 246,974, dated September 13, 1881.

Application filed March 26, 1881. (Model.)

To all whom it may concern:

Be it known that I, WALLACE H. PHELPS, of Alliance, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Rails for Vehicle Dash-Boards; and I 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in rails for vehicle dash-boards, the object of the same being to furnish a rail or molding of such construction that the same can be easily applied to an ordinary dash-board, and when so applied is prevented from slipping endwise, and also adapted to be retained in position should the holding pins or screws become accidentally lost or broken.

With these ends in view my invention consists in certain details in construction and combinations of parts, as will be more fully explained, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of my device applied to a dash-board. Fig. 2 is a cross-section of the same. Fig. 3 is a side view, partly in section; and Fig. 4 is a detached view, showing the different parts.

A represents the iron frame of the dash, on which is secured, in the usual manner, the leather covering B.

C is the rail or molding, made of steel or any desired metal, and having a groove formed on its under surface, into which the top of the dash is placed, and held therein by the spring-clips *a*, secured in the groove in the rail C, at or near the center thereof. This clip can be formed in any desired manner, and instead of being constructed as shown in the drawings may be struck up from the sides of the rail or made in two separate pieces and secured in the groove by solder or rivets. The ends of these clips are sharpened at the points, and are adapted to grasp the top of the leather covering B, and are so curved as to allow the rail to be placed in position, but effectually prevent the removal or lifting up of the rail until the points of the clip have first been withdrawn from the leather.

D are the ends of the rails, formed integral therewith or made separate therefrom, as desired. These ends prevent the rail from slid-

ing endwise, as is the case with a great number of rails now manufactured where no end pieces are employed, but instead thereof pins are used, which act as wedges and force the leather covering of the dash against the sides of the groove in the rail; but this is defective, for the reason that the pins are liable to be lost, which allows the rail to be lifted off, as the pressure is applied directly at the ends and not in the center, as in my improved device.

E are barbed pins, which pass through opening *b* in the end pieces, and between the stitching and the top iron of the dash-board, and effectually prevent any vertical movement of the ends of the rail, the barbs on the pins preventing them from being accidentally loosened or working out. By cutting threads in the ends of the rail or molding screws can be inserted, which answer the same purpose as the pins above described.

A rail constructed according to my invention possesses advantages over those now manufactured, in that it is easily applied to an ordinary vehicle, cannot become loose or detached by ordinary usage, looks neater after it is adjusted, and can be taken off and replaced at any time without the aid of a skilled workman.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a metal dash-rail having end pieces formed in a single piece with the rail, the ends being bent over to cover and conceal the corners of the leather covering, of a spring-clip attached to the interior surface of the metal dash-rail, the ends of the spring-clip being constructed and arranged to grasp the opposite sides of the leather covering that projects above the frame, substantially as set forth.

2. A sheet-metal dash-rail having end pieces formed in a single piece with the rail, said ends being bent over to cover and conceal the corners of the leather covering, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 10th day of March, 1881.

WALLACE H. PHELPS.

Witnesses:

JACOB HARTZELL,
PERRY W. WELKER.