

(No Model.)

F. C. AYER.

COMBINED FOOT RAIL AND DASH ATTACHMENT.

No. 255,563.

Patented Mar. 28, 1882.

Fig. 1.

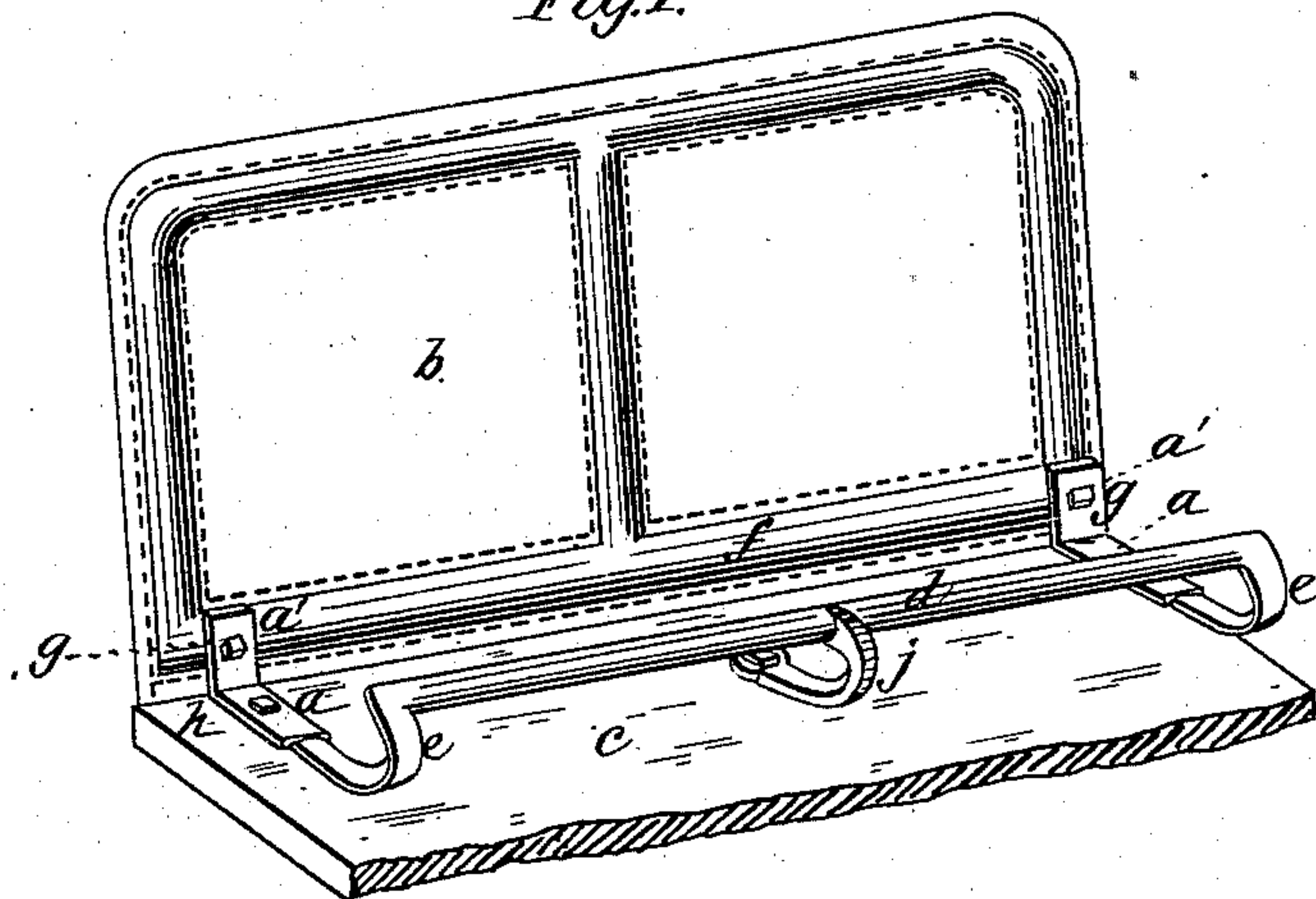


Fig. 2.

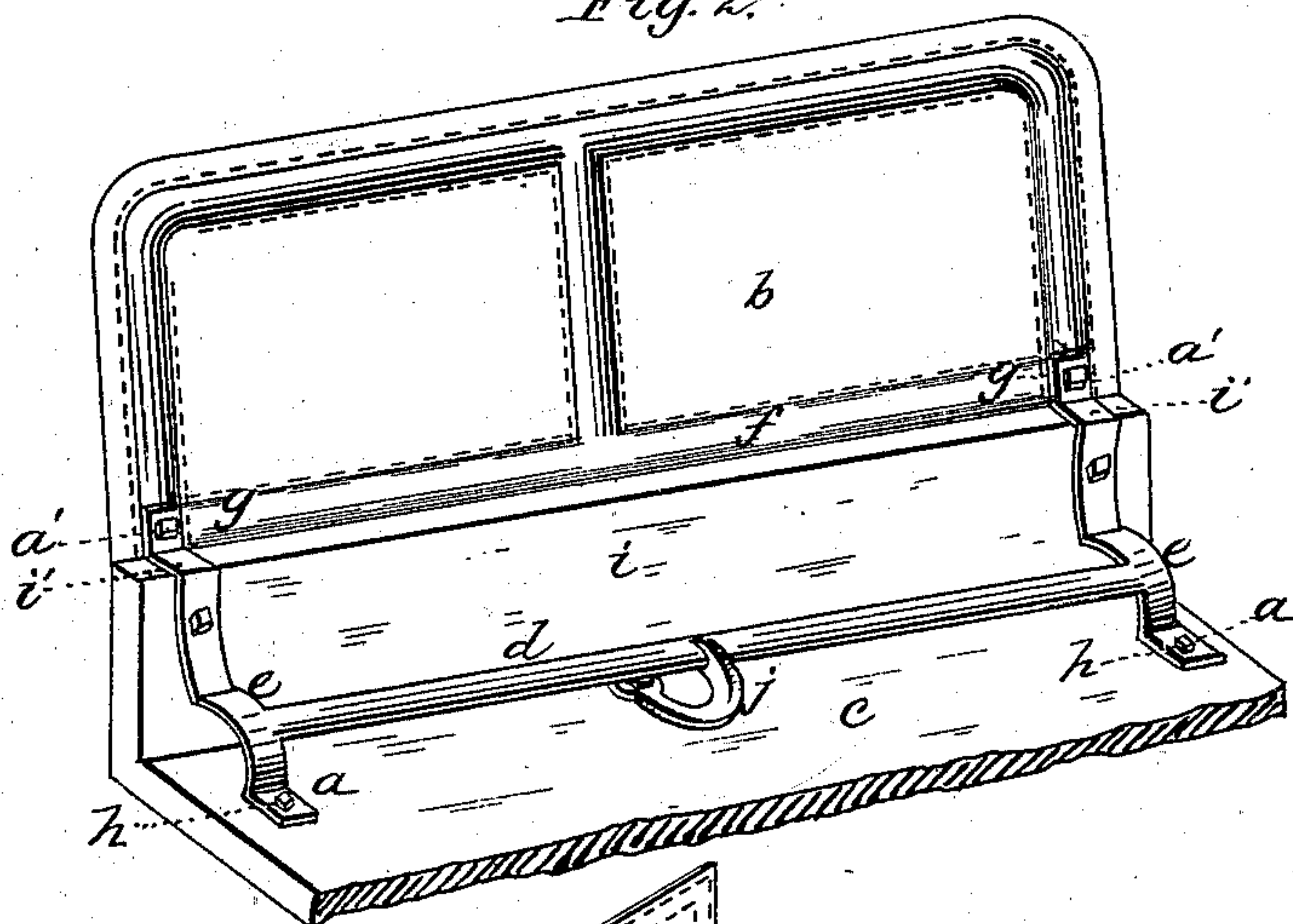
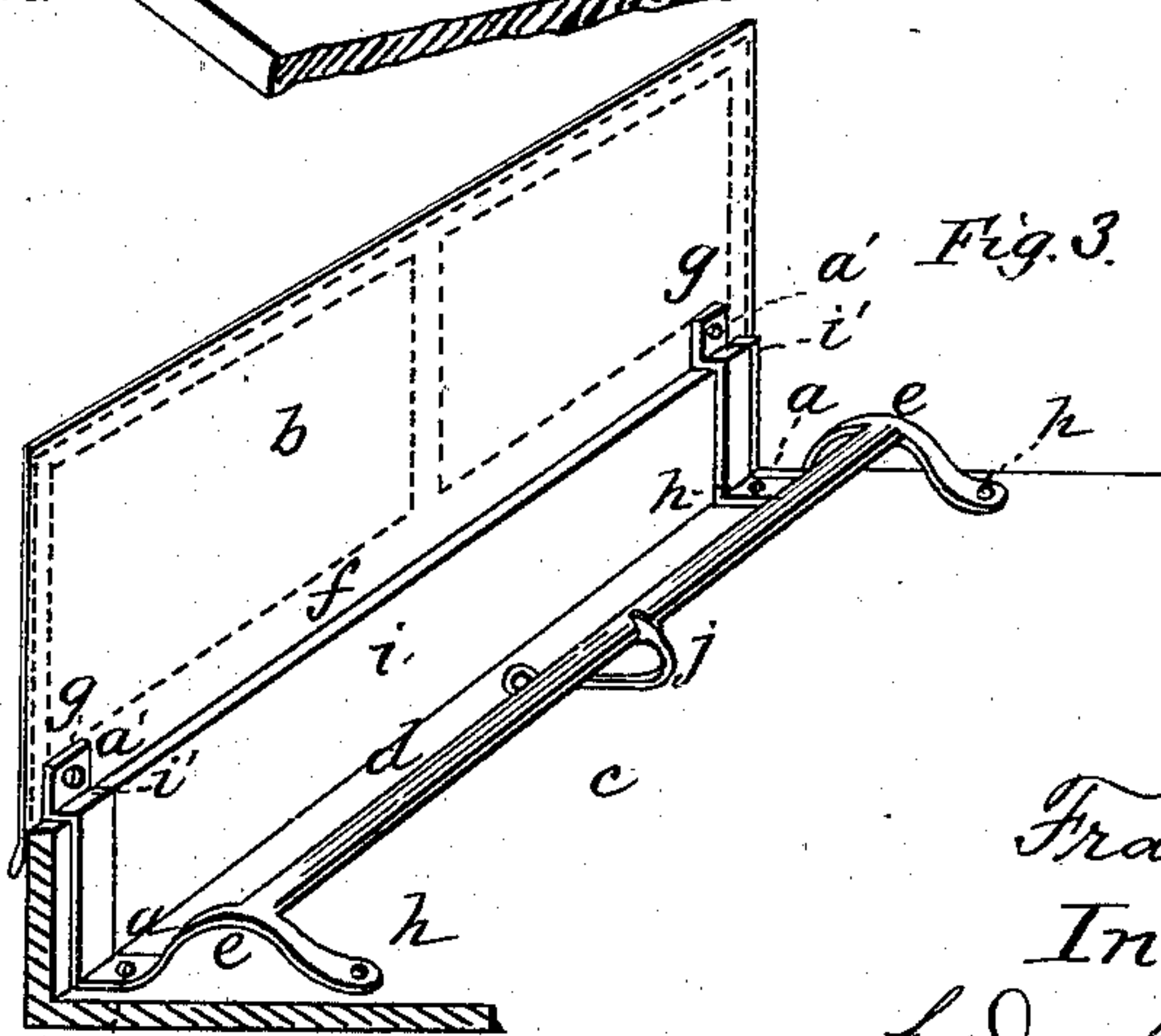


Fig. 3.



Witnesses:

Edmond Broady
Howell Bartle.

Frank C. Ayer
Inventor:
by Johnson and Johnson
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UNITED STATES PATENT OFFICE.

FRANK C. AYER, OF COLUMBUS, OHIO.

COMBINED FOOT-RAIL AND DASH ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 255,563, dated March 28, 1882.

Application filed January 10, 1882. (No model.)

To all whom it may concern:

Be it known that I, FRANK C. AYER, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented new and useful Improvements in Combined Dash-Feet and Foot-Rail, of which the following is a specification.

Hitherto the foot-rail of a vehicle-body and the attachments for the dash have been separate and distinct appliances. A single attachment embracing these two things, in which the dash-feet are connected by and formed with the foot-rail, constitutes my invention. As an entirety, the expense of making and in applying the device is less than that attending the use of separate devices, and the single device is more desirable in the increased strength which it affords to the dash attachment.

Referring to the accompanying drawings, Figure 1 represents in perspective the foot-rail and the dash attachment as applied to the body and dash of a phaeton; Fig. 2, a similar view of the attachment as applied to the dash of a piano-box body; and Fig. 3, a similar view, showing a different form of attachment for piano-box buggies.

The feet *a a'*, by which the dash *b* is attached to the body *c*, may be of any suitable form or construction, and are adapted for the attachment of the dash of a phaeton or of a piano-box buggy; but, whatever such form or construction, the feet must also be adapted for connection with the foot-rail *d* as an entirety, so that the operation of applying the feet to the vehicle applies also the foot-rail. For this purpose the feet are formed each with a curved or raised part, *e*, to which the foot-rail is connected, so as to properly support it as a rest for the feet.

The foot-rail and the dash-feet are made preferably integral by the operation of welding; but the ends of the foot-rail may be attached to the elevated parts of the dash-feet. The preferred way is to produce the device as an entirety for the trade. In the form shown in Fig. 1 the dash-feet are extended and turned up at their ends to form the elevated supports *e* for the ends of the foot-rail, the other ends of the feet being properly formed with clamp-

ing parts *a'* for attachment to the lower metal bar, *f*, of the dash-frame by screw-bolts *g*, while the feet are secured to the body by screw-bolts *h* at a point or points between the turned-up end or ends *a* and *e* of the feet. In Fig. 2 the dash-feet are shown as having a form adapted for a piano-box front, in which the elevated part *e* of each foot for supporting the foot-rail is made by a bend, which crosses above the joining of the box-front *i* with the body *c*, each foot being attached at its inner end to the body, above its bend to the front, and to the lower bar, *f*, of the dash-frame, the upper end of the foot for this purpose being bent over the front.

In cases where the body is of a height greater or less than the height of the foot-bars, so that their angled or horizontal parts *i'* are not suited to fit over and upon the top of the front, the bend allows the feet-clamping parts to be made higher or lower by lessening or increasing the curves of the bends in the foot-rail-supporting parts of the feet, as may be required to suit the front. As the feet and the foot-rail are made of wrought-iron, this vertical adjustment can be easily made by a hammer in the operation of applying the combined attachment. In Fig. 3 the elevated supports *e* for the foot-rail *d* are formed by arching the feet between their points of fastening to the body, the front vertical foot parts being adapted for a piano-box or for a phaeton to attach the dash.

The attachment to the dash-frame is made by screw-bolts *g* entering taps in the lower bar of the metallic frame, but not piercing the front dash-leather.

The foot-rail is supported by the usual center foot, *j*; but the dash-feet take the place of its end supports. The foot-rail forms a brace for the dash-feet and the dash-feet form a clamp for the dash-frame, thus constituting a combined dash and foot-rail attachment.

The device can be readily attached to the dash and to the body of the vehicle, and as readily detached from both.

If desired, the middle support of the foot-rail may also be formed into a dash-attaching foot, thus re-enforcing the supporting and bracing connections of the dash.

In most cases this improved dash attach-

ment renders provision for lateral adjustment in the application of dashes to vehicles unnecessary.

1 claim—

5 1. The combination of the dash-frame with dash-feet constructed and applied to connect said dash-frame to the vehicle-body and to the foot-rail, substantially as set forth.

10 2. A dash attachment for vehicles, consisting of the feet having each a dash-clamping part, *a'*, a body-fastening part, *a*, and an elevated part, *e*, for the foot-rail *d*, substantially as described.

15 3. The dash-attaching device herein described, consisting of the dash-feet bent or

raised at each end, the foot-rail having a middle support, and the clamping screw-bolt, substantially as and for the purpose specified.

4. As a new manufacture, a foot-rail including provision by which it is attached to and 20 forms a support for the dash-frame of the vehicle, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

FRANK C. AYER.

Witnesses:

GEORGE W. BRIGHT,
GEO. L. ARTZ.