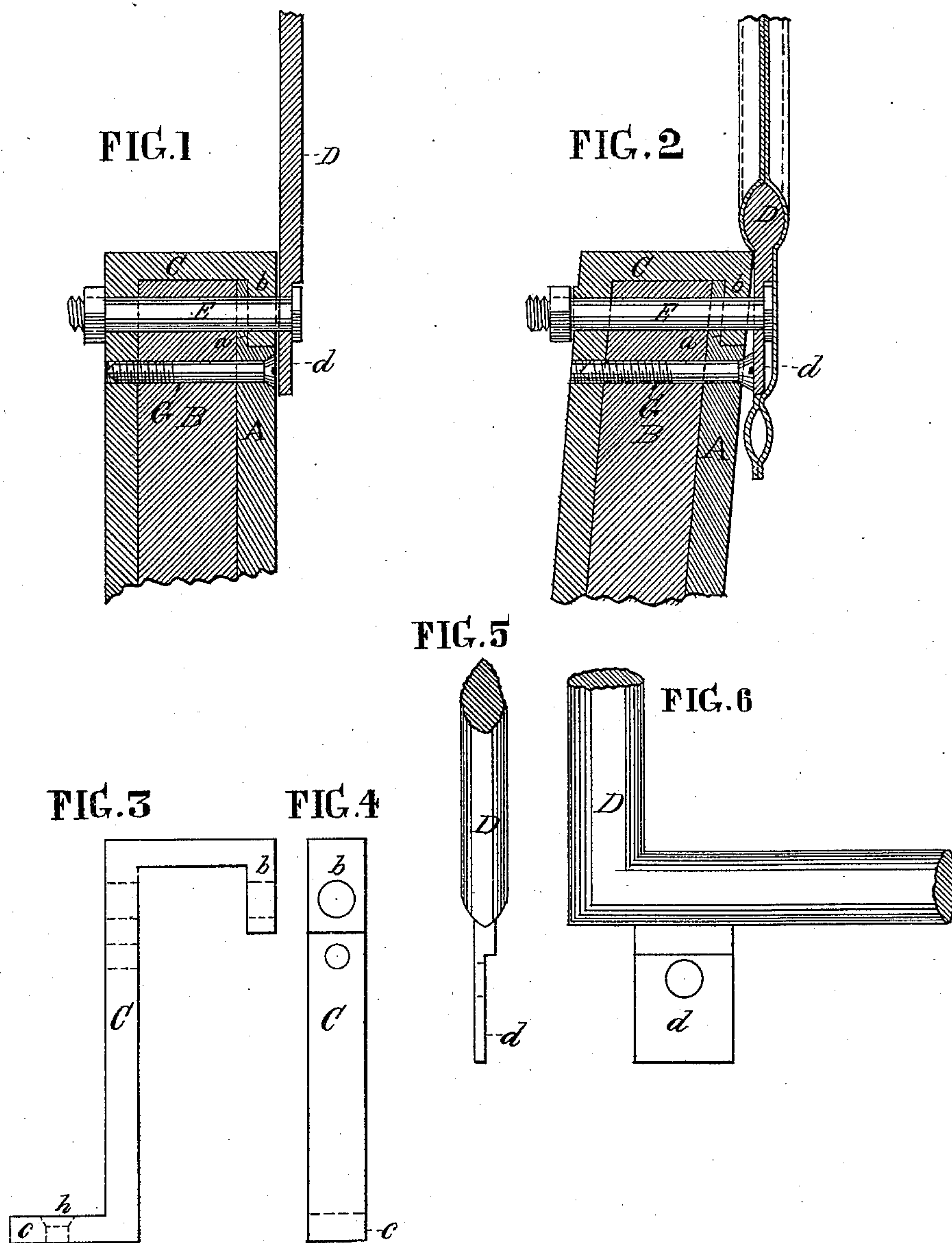


(No Model.)

W. H. SPARKS.
VEHICLE DASH FASTENING.

No. 285,519.

Patented Sept. 25, 1883.



Witnesses.

Thomas J. Bewley.

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UNITED STATES PATENT OFFICE.

WILLIAM H. SPARKS, OF CAMDEN, NEW JERSEY.

VEHICLE-DASH FASTENING.

SPECIFICATION forming part of Letters Patent No. 285,519, dated September 25, 1883.

Application filed February 12, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. SPARKS, a citizen of the United States, residing at Camden, in the county of Camden and State of New Jersey, have invented a new and useful Improvement in Vehicle-Dash Fastenings, of which the following is a specification.

The nature of my invention mainly consists of the combination of an adjustable screw with the carriage-body and the feet which project from the lower bar of the dash-frame, whereby said frame may be expeditiously and accurately adjusted to a perpendicular position to the front of the carriage-body, as herein- after fully described.

In the accompanying drawings, which make a part of this specification, Figure 1 is a vertical section of a portion of a dash-frame and connecting-irons with a corner of a carriage-body having a vertical front end. Fig. 2 is a like view through a portion of the dash-frame D, the corner of the carriage-body A, post B, and connecting angle-iron C being held together by means of the bolt E and a screw which passes through a hole, *h*, in the foot of the angle-iron C into the bottom of the carriage-body. Figs. 3 and 4 are respectively views at right angles to each other of one of the angle-irons C. Fig. 5 is an edge view of the lower part of the dash-frame D, having a foot, *d*. Fig. 6 is a front elevation of the same.

Like letters of reference in all the figures indicate the same parts.

A represents the front end of the carriage-body; B, a corner-post, and C an angle-iron brace, which connects the post with the end of

the body A, having a rabbet, *a*, and the angle-iron C having a turned end, *b*, which is connected with said rabbet, as seen in Figs. 1 and 2. The angle-irons are provided with feet *c*, which have holes *h*, a screw passing through said holes into the bottom of the carriage-body.

D is a portion of a dash-frame which is provided with feet *d*, that project downward from the lower bar of the dash-frame, one only being shown in the drawings by way of illustration, as my invention is limited to the means of connecting the frame with the carriage-body.

E is a screw-bolt placed at each front corner of the carriage-body A, by means of which the feet *d* of the dash-frame are confined against the upper front corners of the angle-irons C, as seen in Figs. 1 and 2; and there are set-screws G, which pass through the end of the body and the posts B, and are tapped into the angle-irons C, whereby the adjustment of the dash to a perpendicular position is effected by turning the screws inward or outward, and consequently changing the position of the dash, which increases or decreases the space between the carriage-body A and the feet *d* of the dash-frame.

I claim as my invention—

The adjustable screws G, in combination with the angle-iron braces C, bolts E, and the dash-frame D, having feet *d*, for the vertical adjustment of the dash, substantially as described.

WILLIAM H. SPARKS.

Witnesses:

STEPHEN USTICK,
THOMAS J. BEWLEY.