(No Model.)

A. S. PARKER.

VEHICLE DASH.

No. 332,282. Patented Dec. 15, 1885.

Fig. 1.

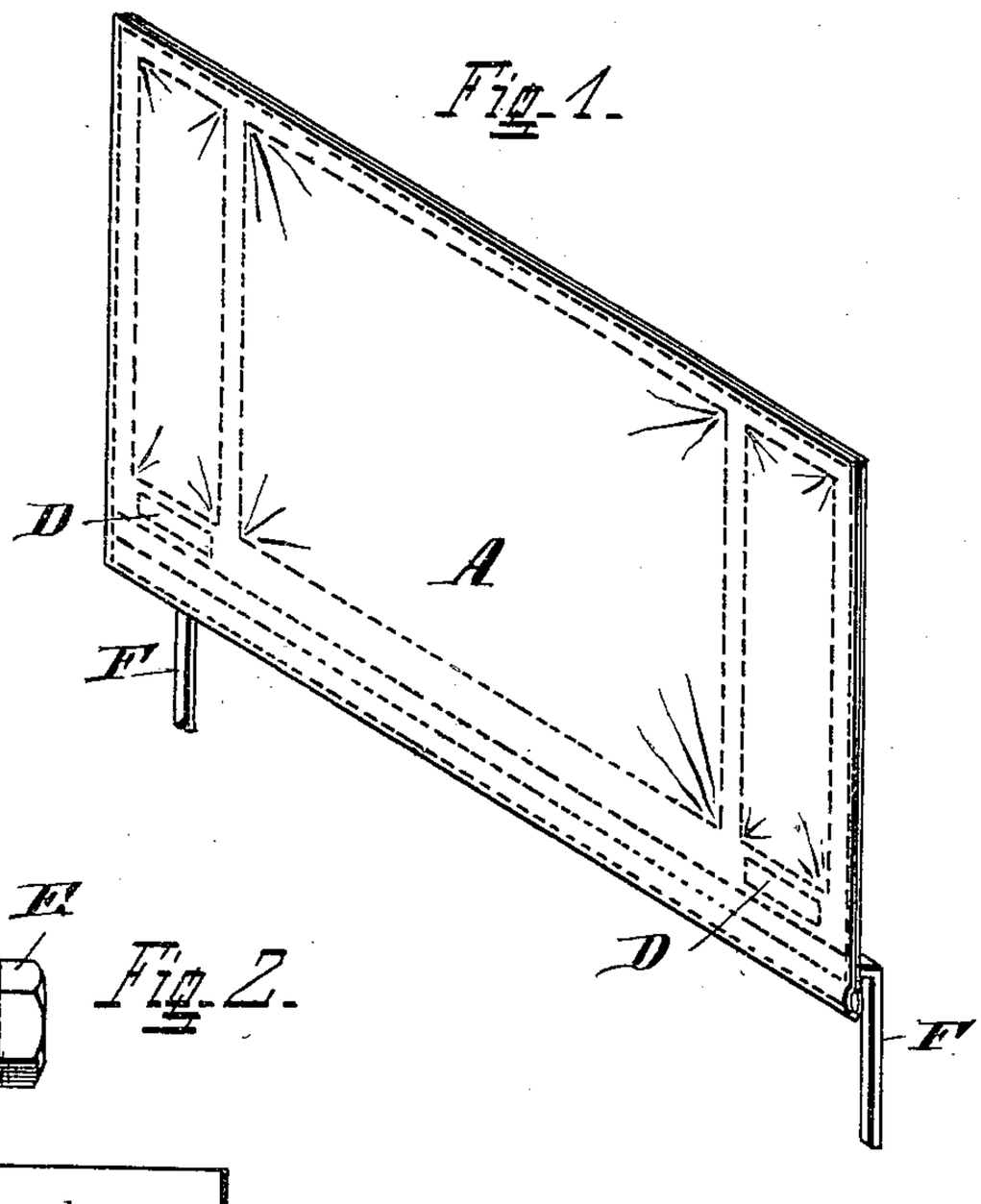


Fig. 2.

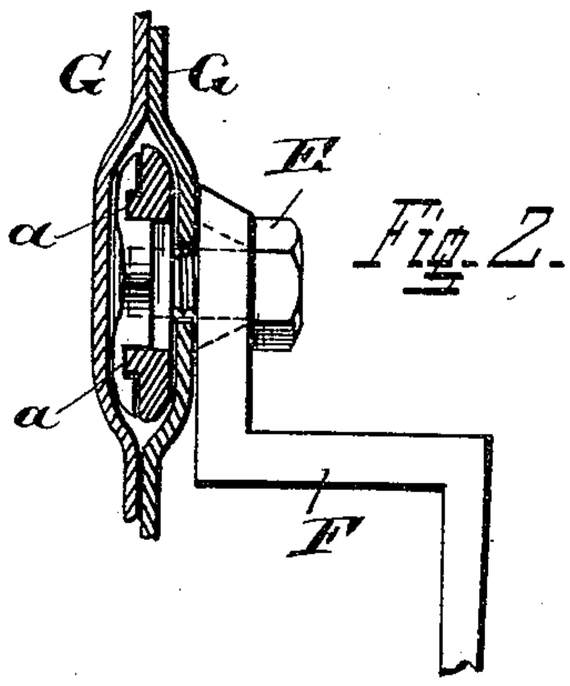


Fig. 3.

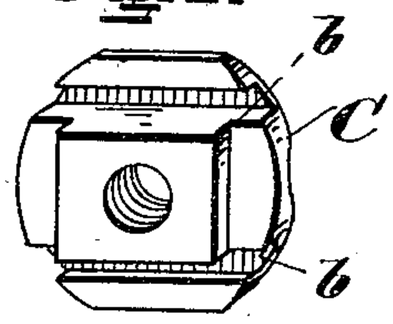


Fig. 4.

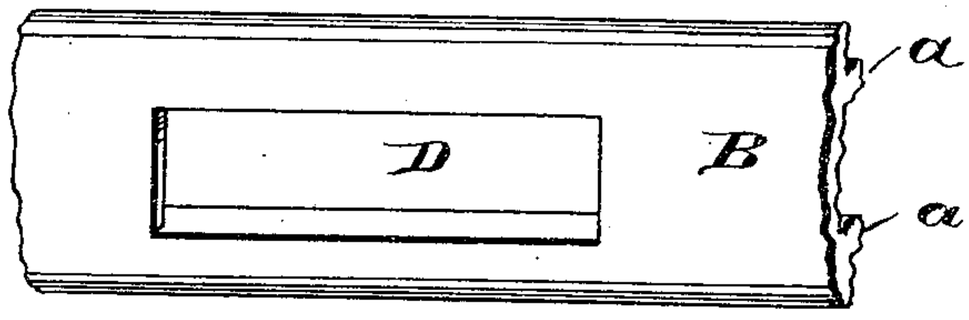


Fig. 5.

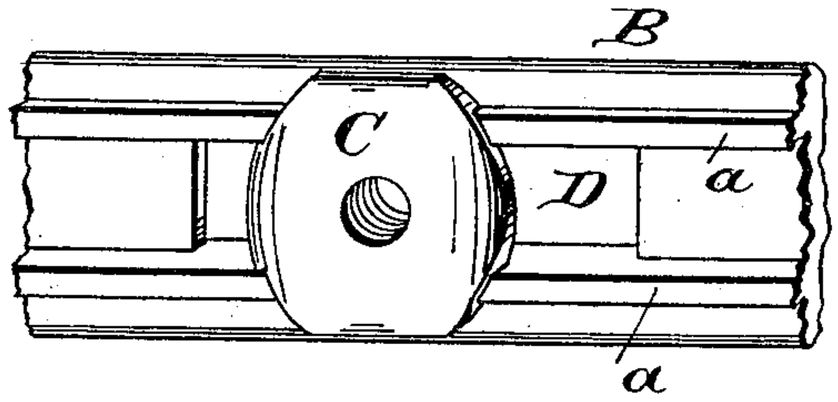
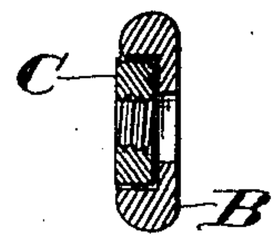


Fig. 6.



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VEHICLE-DASH.

SPECIFICATION forming part of Letters Patent No. 332,282, dated December 15, 1885.

Application filed May 18, 1885. Serial No. 165,851. (No model.)

To all whom it may concern:

Be it known that I, ABIJAH S. PARKER, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Vehicle-Dashes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to improvements in vehicle-dashes, and has for its object the production of novel means for securing the adjustable feet to the dash.

Hitherto in attaching the feet to the dash it has been the practice to insert a bolt through the front leather of the dash, the slot in the lower rail, the rear leather of the dash, and the upright of the foot, and then unite the parts by a nut screwed upon the rear end of the bolt against the foot. This method made an unsightly attachment, and was open to the further objection that the head of the bolt would frequently cut through or deface the front leather of the dash, and was, in any event, an unsightly object, marring the symmetry and appearance of the front of the dash.

My invention consists, first, in providing a recessed nut which, resting against the lower rail of the dash, is incased by the leather which surrounds the rail, thereby enabling the foot-attaching bolt or screw to be inserted from the rear for the purpose of locking the foot to the dash, and without penetrating through the front leather of the same; secondly, in providing a laterally-adjustable incased nut in combination with a slotted lower rail, whereby, in addition to the advantages set forth above, the feet are made adjustable to suit the requirements of vehicles of various widths without changing the size of the dash; thirdly, in details of construction and combinations of the parts, all as will be herewith set forth, and specifically claimed.

In the accompanying drawings, Figure 1 is a perspective view of the front of a dash, showing the application of my invention. Fig. 2 is an enlarged vertical end elevation, partly in section, through the lower rail, showing the foot attached. Fig. 3 is a perspective view of the rear side of the adjustable nut. Fig. 4 is a perspective view of a portion of the lower rail of the dash-frame. Fig. 5 is a perspective view of a portion of the front side of the lower rail with the nut applied thereto. Fig. 6 is a sectional detail representing a modification wherein an ordinary nut is used.

The same letters of reference are used to indicate identical parts in all the figures.

The dash A may be of the usual or any suitable construction, and is in this instance composed of a wrought-metal frame, upon which the leather coverings G are stitched. The lower rail, B, of the frame is preferably constructed of channel-iron of the shape shown, and having in addition ribs *a* upon each side of the recess formed by the channel, though this formation is not essential, provided a recess of some sort be formed in the front side of the rail to receive the nut C. Where it is desired that the feet should be adjustable, the lower rail is provided with slots D at each end. When the lower rail is of the shape illustrated, the nut C is provided with overlapping edges, resembling in form the head of a button-head bolt, having on their rear faces grooves *b*, which fit over the ribs *a*, as shown in Figs. 2 and 5, thus permitting the main body of the nut to be recessed within the channel of the rail and the slot D; but I do not limit myself to the above form of nut, as any form of nut may be used to conform to the shape of the recess, and in Fig. 6 I have shown the application of an ordinary nut. By this means the nuts C can be applied to the lower rail before the leather is sewed onto the dash-frame, and they are in consequence entirely covered by the leather, and, being recessed in the lower rail, are hidden from sight and do not cause the leather to project to indicate their location. Where they are of the form illustrated, they can be slipped along to the position required to receive the clamping-bolt E, which is passed from the inside through the top of the foot F and through the leather, and is screwed into them, as shown in Fig. 2.

Instead of a bolt, as illustrated, a screw may be employed, whose head may be countersunk in the top of the foot.

I am aware that it is not new to recess the heads of the attaching-bolts in the lower rail of the dash, so that the same might be covered and hidden by the leather covering; but in such construction the bolt became a permanent part of the dash, and projected from the

same in such manner that it would be difficult to pack and ship the dashes as now is the custom, where they are made in large quantities by special manufacturers, who sell them to carriage-builders to be applied as they are wanted.

Having thus fully described my invention, I claim—

1. The combination, with the lower rail of a dash and its attaching-foot, of a locking-nut recessed in said lower rail and covered by the leather covering of the dash, substantially as described.

2. The combination, with the slotted lower rail of a dash and its attaching-foot, of an adjustable locking-nut recessed in said lower rail and covered by the leather covering of the dash, substantially as described.

3. The combination of the lower rail, B, provided with slots D and ribs *a*, the nut C, provided with recesses *b*, bolt E, and foot F, substantially as described.

ABIJAH S. PARKER.

Witnesses:

E. W. RECTOR,

OTTO RICHTER.