

(No Model.)

J. N. SMITH.

DASH RAIL.

No. 339,491.

Patented Apr. 6, 1886.

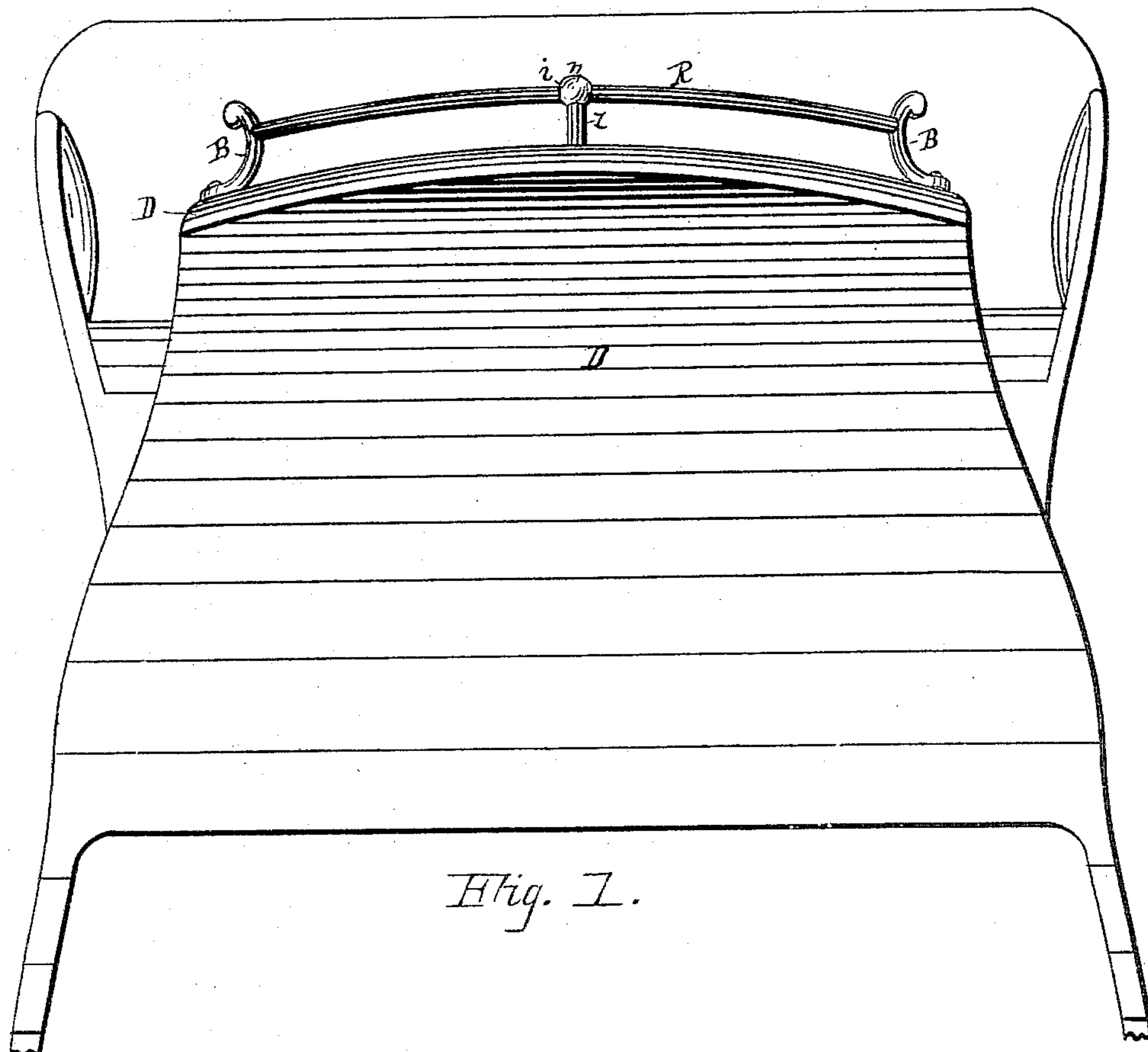


Fig. 1.

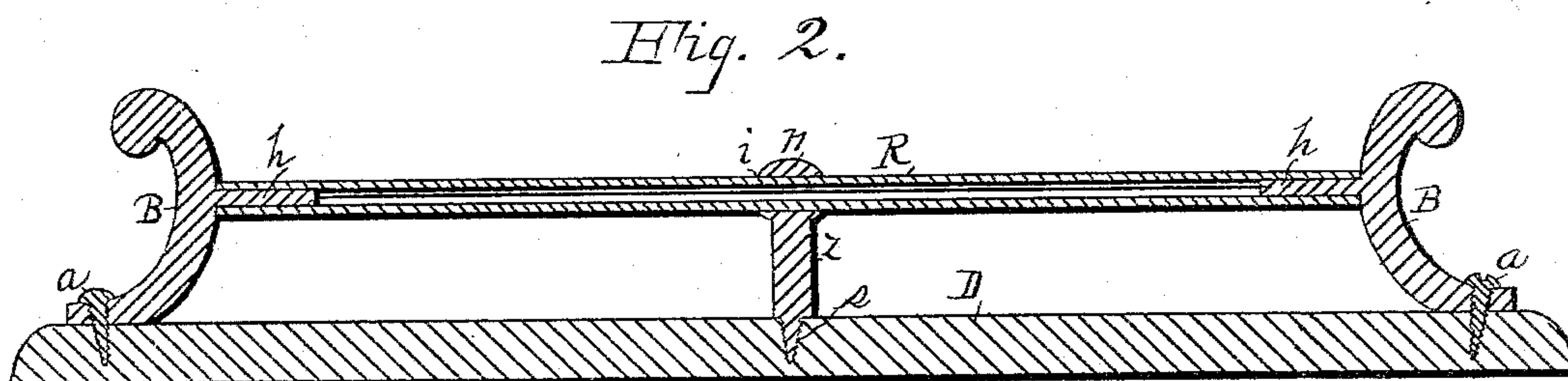


Fig. 2.

WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOSEPH N. SMITH, OF WINDSOR, ONTARIO, CANADA.

## DASH-RAIL.

SPECIFICATION forming part of Letters Patent No. 339,491, dated April 6, 1886.

Application filed September 21, 1885. Serial No. 177,705. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH N. SMITH, a citizen of Great Britain, residing at Windsor, Ontario, Canada, have invented certain new and useful Improvements in Dash-Rails for Sleighs; and I do 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 the letters and figures of reference marked thereon, which form a part of this specification.

My present invention relates to a sectional rail or guard for the dash of sleighs, being ornamental and durable; and my invention consists in the general arrangement of parts as hereinafter set forth, and pointed out in the claims.

In the drawings, forming a part of this specification, Figure 1 is a front elevation of a sleigh embodying my invention. Fig. 2 is a longitudinal section of the invention attached to the dash, which is also in section.

Heretofore the dash-rail of sleighs has been formed in one piece, which has to be forged out by hand and is very expensive. In my present invention I employ no forged work.

In the drawings, D is the dash of the sleigh. B Bare curved brackets, cast of metal, having the horizontal arms *h h* formed integral therewith. I pass through each bracket at the point of attachment to the dash a bolt or screw, *a*, as shown in Fig. 2. I screw into the center of the dash, at the top, the stud *z*, which has a screw-point, *s*, formed thereon. The top is formed with a ball, *n*, having a hole, *i*, horizontally through it fitting over the horizontal arms *h h* of the brackets, and passing through the ball *n* of the stud *z* is a pipe or hollow shaft, R. The arms *h h* are made to fill snugly the hole at each end of the pipe or coupling-rod, as shown in Fig. 2. The hole *i* in the ball of the stud *z* is made sufficiently large to receive freely the coupling rod or pipe R.

The parts are united as follows: A bracket is attached by means of the screw *a* at one end and to the top of the dash. The stud *z* is screwed into the top of the dash at the center. The hollow tube R is then passed through the stud, its end receiving the arm *h* of the fixed bracket B, the tube being forced over the arm until its end meets the body of the bracket. The bracket to be attached to the other end of the tube is then placed in position, its arm *h* being forced into the end of the tube, when the screw *a* is inserted, thus binding the parts together and to the dash.

The connecting-tube R is made of thin metal, so that when attaching the parts to a dash having a rounding upper surface the stud holding the center elevated allows it to bend, so that its curvature will coincide with that of the dash, as shown in Fig. 1. The stud and end brackets are made of cast metal, and when the parts are plated make a strong and handsome rail.

Having thus fully set forth my present invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A sectional dash-rail consisting of the following elements: the brackets having supporting-arms formed integral therewith, the hollow connecting-rod, and central stud, substantially as and for the purposes specified.

2. In combination with the dash of a sleigh, the brackets B B, attached thereto, said brackets provided with the arms *h h*, formed integrally therewith, the central stud having a screw-point, said stud adapted to receive the tube R, said tube fitting at its ends over the arms *h h* of the brackets, as and for the purposes set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOSEPH N. SMITH.

Witnesses:

R. B. WHEELER,  
B. F. WHEELER.