

(No Model.)

A. SEARLS.
CARRIAGE DASH RAIL AND POST.

No. 496,101.

Patented Apr. 25, 1893.

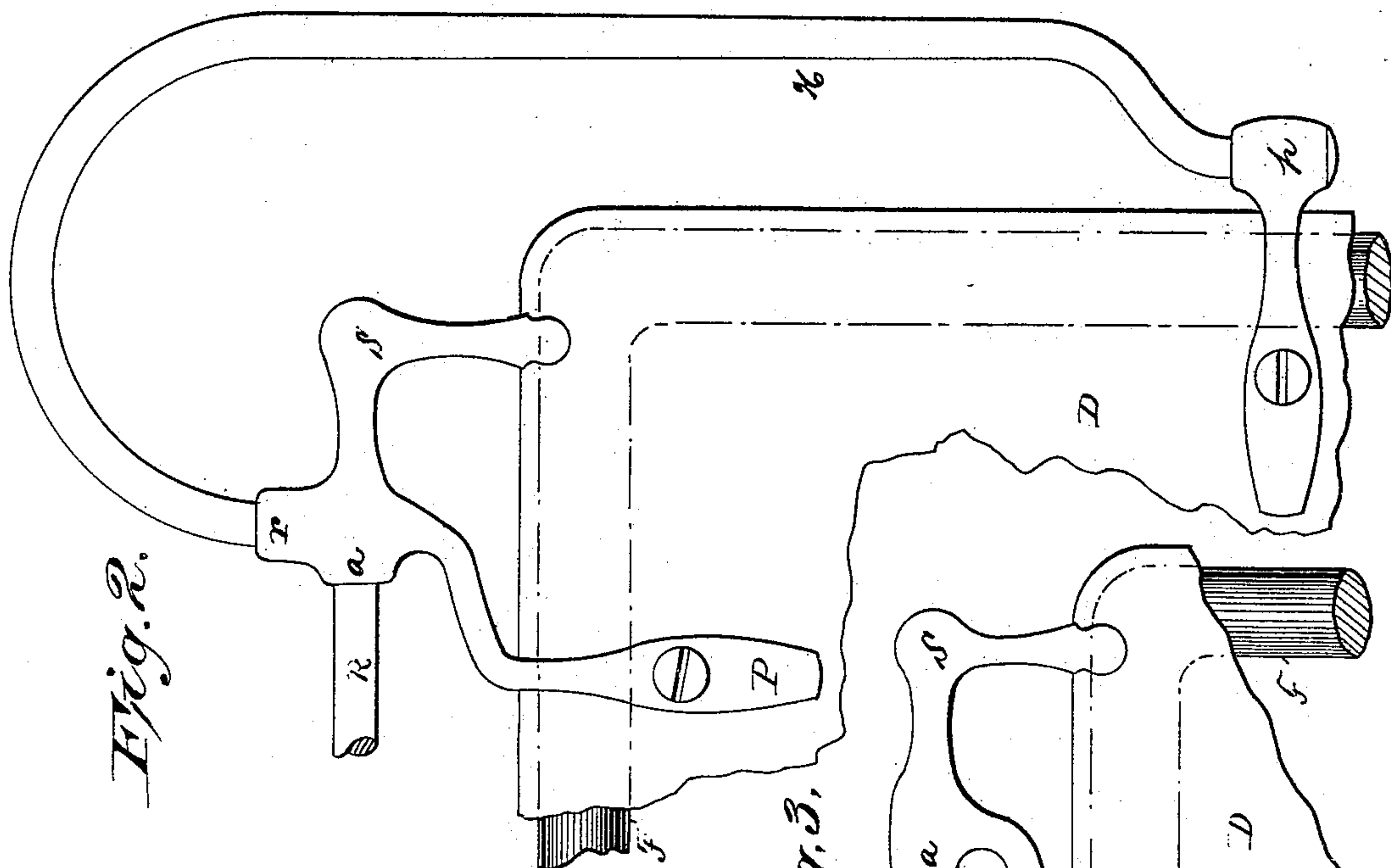


Fig. 2.

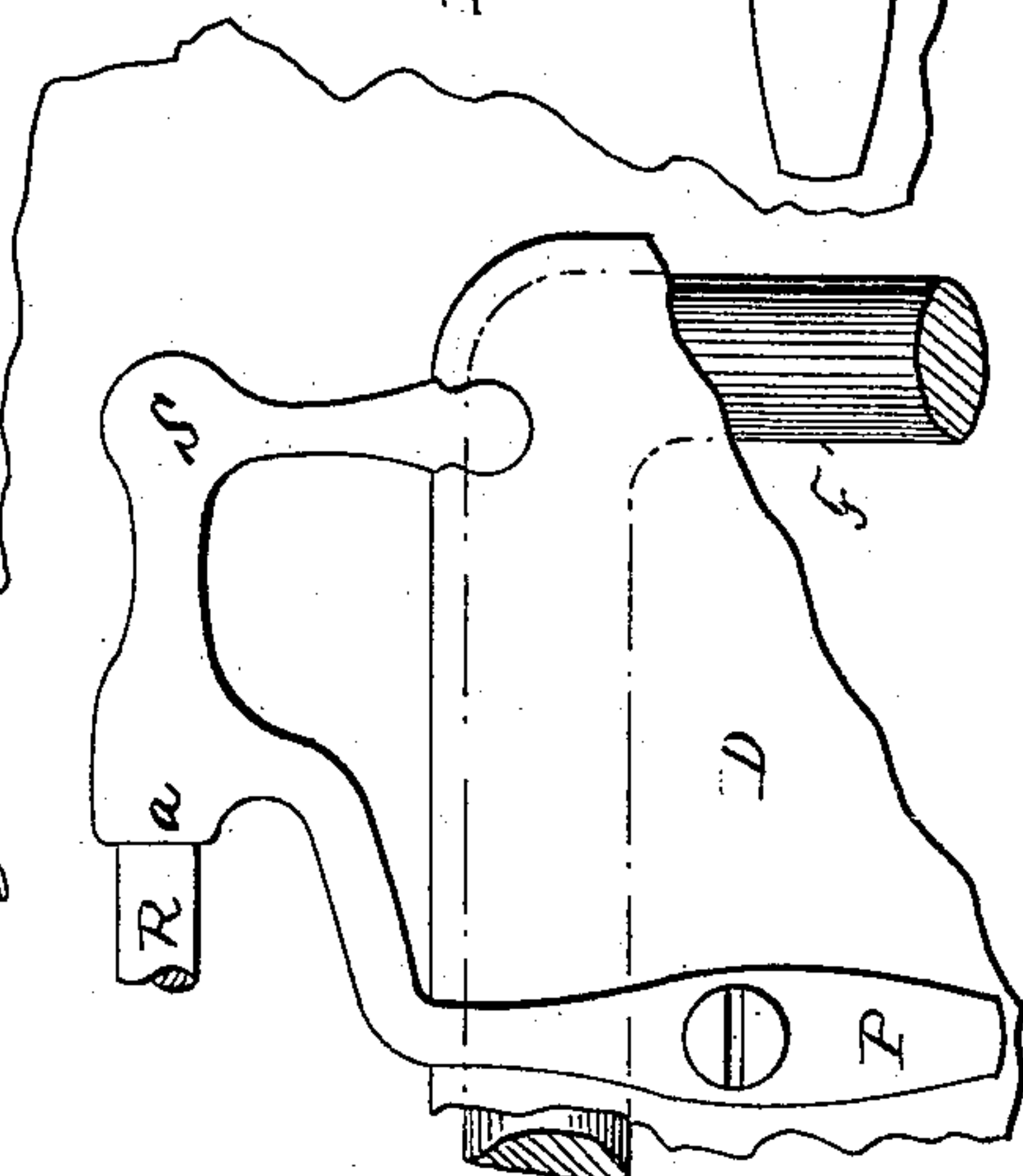


Fig. 3.

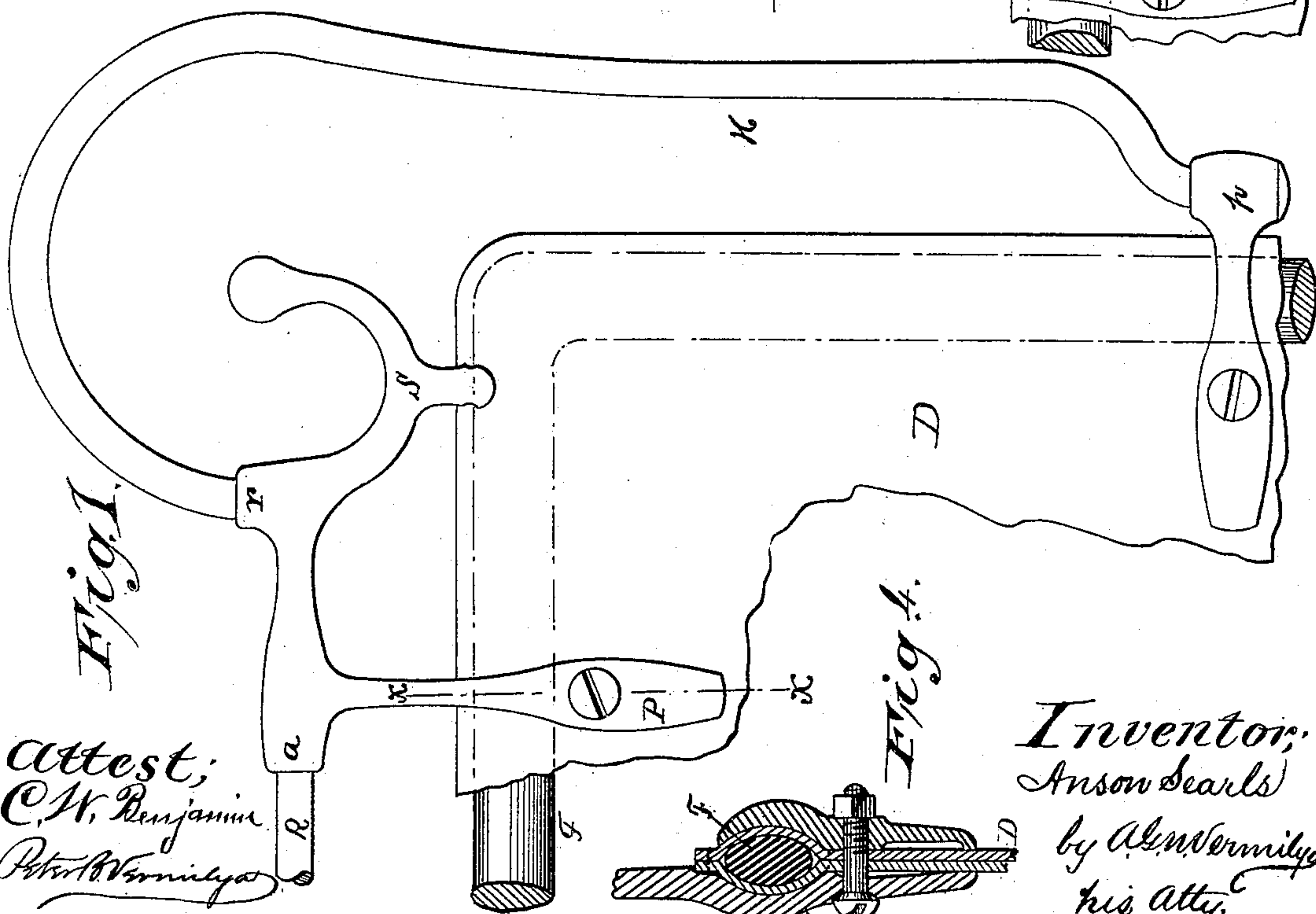


Fig. 1.

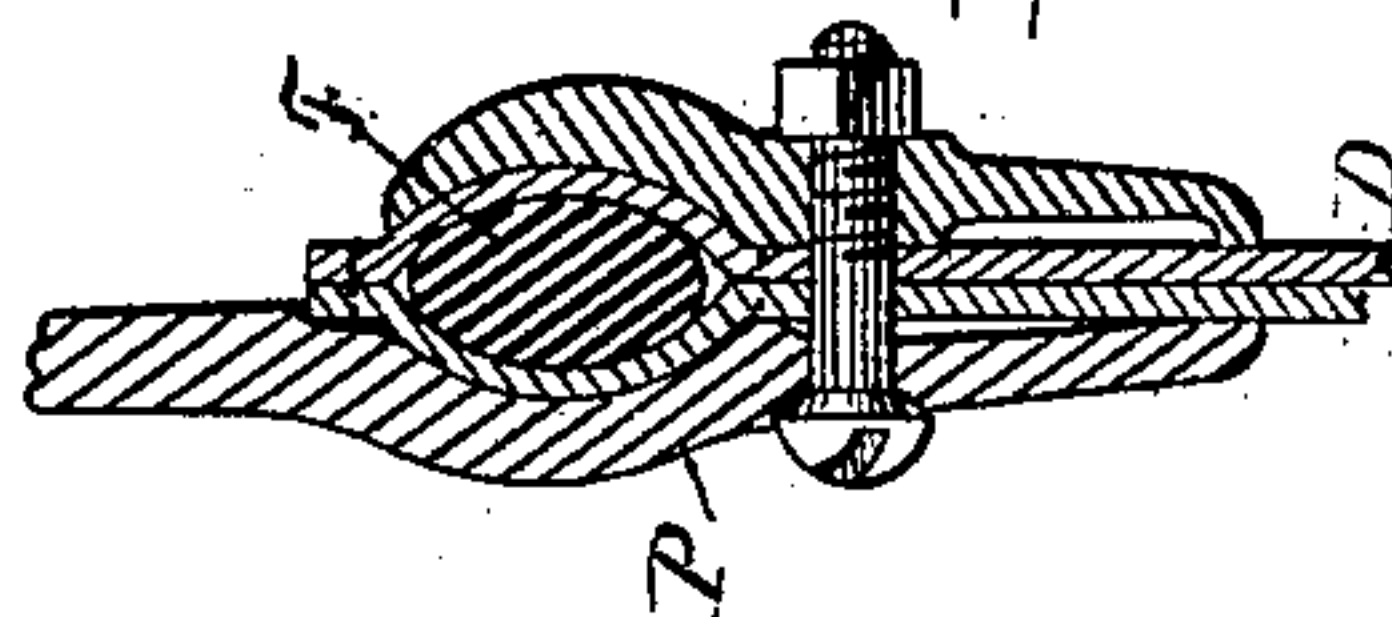


Fig. 4.

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UNITED STATES PATENT OFFICE.

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CARRIAGE DASH RAIL AND POST.

SPECIFICATION forming part of Letters Patent No. 496,101, dated April 25, 1893.

Application filed May 9, 1892. Serial No. 432,254. (No model.)

To all whom it may concern:

Be it known that I, ANSON SEARLS, a citizen of the United States of America, and a resident of Newark, in the county of Essex and State of New Jersey, have invented a new and useful Improvement in Dash Rails and Posts, of which the following is a specification, reference being had to the accompanying drawings, forming part of the same, in which—

Figure 1, is an elevation of a portion of a dash and frame with a rail attached thereto embodying my invention. Fig. 2, is a similar view of such parts with a modified form of post and support. Fig. 3, is a third view with still another form of post, and Fig. 4, is a sectional view on line *x, x*, Fig. 1.

In the drawings D, is the dash, F, is its frame, R, is the top-rail and H, is the handle. P, is the post and S, the support, *p*, being another post.

The object of my invention is to provide a post so constructed that it may be combined with a dash-rail or dash rail and handle, may be clamped to the dash-frame and support the rail and handle—either or both—firmly in position against the strains to which they are subject.

The post P, clamped to the frame as shown, extends upward and has an aperture at *a*, for the reception of the end of the rail R.

If a handle H, is used, it generally has one end secured to the frame by a post as shown at *p*, and extends up in line with the frame and is bent over in suitable form to unite with the post P, an aperture or recess *r*, in said post being provided for that purpose. These parts may be secured in these apertures *a*, and *r*, by solder, screw threads, set screws, or in any other manner, but in such cases the end of the rail must be either solidly soldered fast or provided with a screw thread, or the post provided with an unsightly set screw, before the rail can be called finished, and the rail when prepared for the market must be of the exact size required, or these operations performed when they are applied and skilled labor and a quantity of tools required for such application. True the rail, post and handle (without support S), might be called complete if no means were provided for holding the parts in the recesses, but in

such case, even quite a slight strain upon the handle, or the rail, or a little wear of the post upon the leather of the dash, which yields quite readily, will cause or permit the post to turn from a vertical position, and the joints at *a*, and *r*, will be loosened and rattle and the parts will speedily separate entirely. The use however of the post which I have devised, prevents this objectionable displacement. At one side opposite to that in which is the aperture *a*, extends a brace or support S, which reaches the dash frame at a point considerably to the side of the main shank of the post. It is preferably forked at the foot to embrace both sides of the edges of the dash. As is manifest a post thus constructed must stand erect and hold the joints firmly closed for the clamping end or the rest must give away before the post can turn so as to drop the rail. By the clamping end I mean the part of the post secured to the dash by the screw bolt, though if it were nailed fast to a wooden dash strictly speaking there would be no clamp.

In applying a rail and posts thus constructed, the posts are secured to the dash frame, the rail cut off to the proper length, one post loosened, the rail ends inserted in the proper apertures, the support set upon the edge of the rail and the clamp of the post tightened by turning the bolt of the clamping screw, or the screw itself, whereby the whole will be held firmly and rigidly in place, secured by the brace from displacement by any strain that will be ordinarily put upon the parts. When thus constructed, the posts and handles may be put together solidly, and finished as desired and the rails left separate, the whole easily boxed and shipped to any desired place, where they may be readily applied to dash frames of varying widths, each being adjusted to any desired frame no longer than the longest rail, by merely cutting the rail to the proper length, thus dispensing with solder, screw thread and set screws, and providing a substantially finished, yet adjustable rail.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A dash rail post, having a clamping end, a rail end, an aperture in the rail end adapted to receive a rail, and a support substantially integral with the post, extending from the

upright to a point on a side other than that wherein is the aperture and to or below a level intended to be on a line with the upper edge of the dash frame, substantially as and for
5 the purpose set forth.

2. The combination with a dash frame of a dash rail post, and a fastening device, said post having a rail end and a clamping end and being provided with an aperture in the
10 rail end adapted to receive a rail and a brace or support extending from the upright of the

post to and resting upon the dash frame on a side of the upright part of the post other than that in which the aperture is located all substantially as and for the purpose set forth. 15

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses.

ANSON SEARLS.

Witnesses:

WM. A. HOLDEN,
GEO. H. NUGENT.