

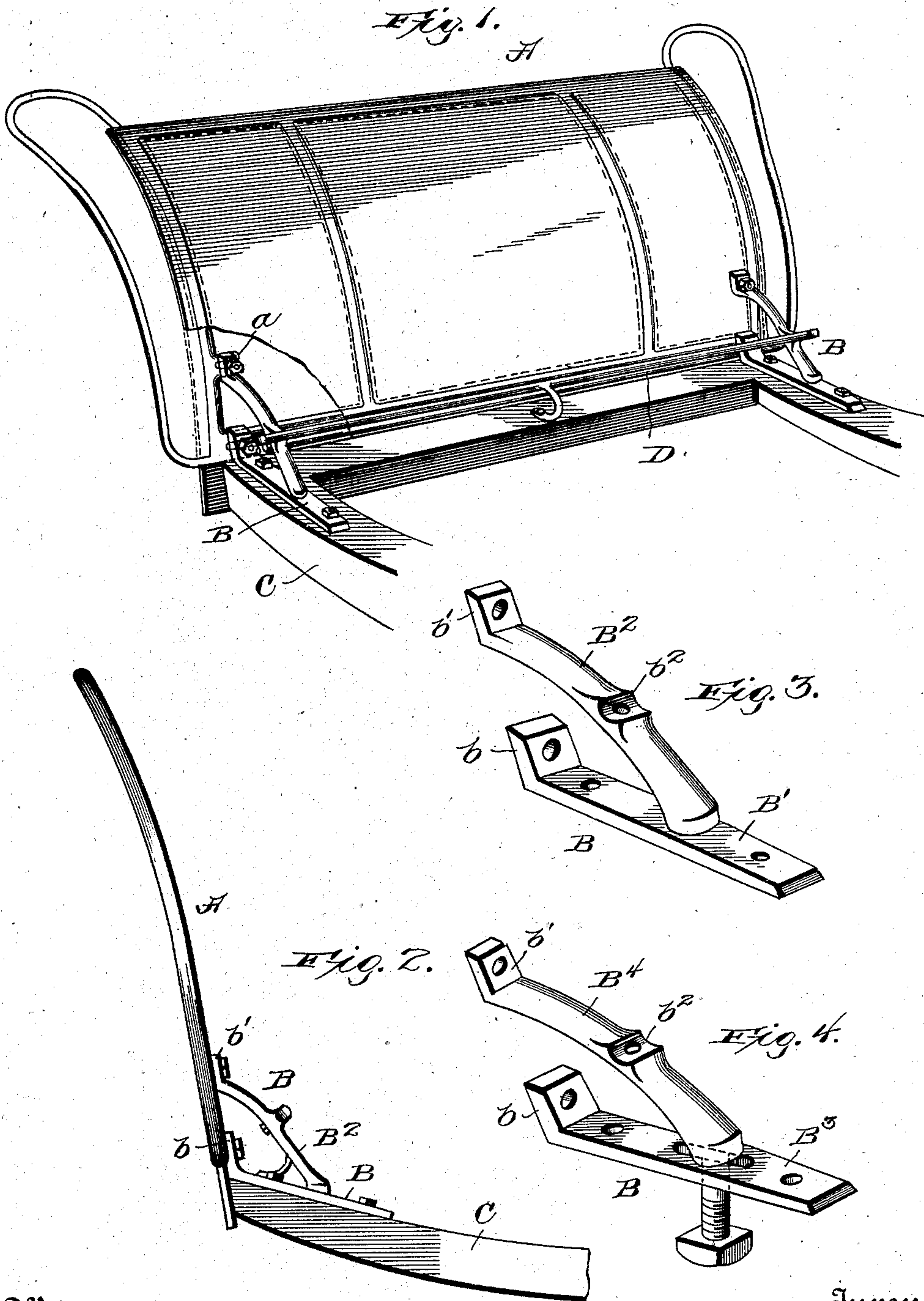
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D. W. CONNELL.
VEHICLE DASH FASTENING.

(Application filed Aug. 11, 1902.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

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VEHICLE-DASH FASTENING.

SPECIFICATION forming part of Letters Patent No. 712,501, dated November 4, 1902.

Application filed August 11, 1902. Serial No. 119,192. (No model.)

To all whom it may concern:

Be it known that I, DAVID W. CONNELL, a citizen of the United States, residing at Rock Island, in the county of Rock Island and State of Illinois, have invented certain new and useful Improvements in Vehicle-Dash Fastenings; and I do hereby 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.

This invention relates to devices for attaching dashes or dash-boards to vehicles; and the principal object thereof is to provide efficient and durable means for securing and bracing dashes and to overcome the defects and inconveniences to which such devices as have heretofore been employed for this purpose are subject in actual use, it being a well-known fact that in the use of such last-mentioned devices the dash may be easily shaken back and forth on its fastenings and in many cases within a short time either becomes loose or is broken off or injured to such an extent as to render it a continual source of annoyance or practically useless, so that a new dash or new fastenings must be substituted for the broken or impaired devices, with consequent annoyance and expense.

A further object is to provide an improved device of the character referred to with provision for the attachment of dashes at different angles and capability of use upon different vehicles in which the angle between the dash and sill varies.

The invention will first be hereinafter more particularly described with reference to the accompanying drawings, which form a part of this specification, and then pointed out in the claims at the end of the description.

In the drawings, in which similar letters of reference are used to denote corresponding parts in different views, Figure 1 is a perspective view of a portion of a vehicle-body having a dash secured thereto by fastening means embodying a preferred form of my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a detached perspective view of the dash-foot and brace, and Fig. 4 is a detail perspective view of a modification of the dash-foot.

In the drawings the letter A denotes a dash-

frame with leather covering of ordinary construction, the outer vertical rib at each side of said frame being preferably provided with an apertured lug *a* to receive fastening-bolts for securing thereto my improved dash-foot and brace.

B B denote dash-feet, which in the form shown in Figs. 1 to 3 are each formed integrally with a foot piece or plate B' and brace B², suitably apertured or otherwise adapted to receive fastening-bolts or means for attaching said foot to the vehicle-body C and one end thereof and of the brace to the dash-frame, as shown. In the preferred construction the foot B' has an angular flange or upturned end *b*, having a bolt-hole therethrough to receive a stud or bolt projecting from the dash-frame and suitable bolt-holes on opposite sides of the brace B² for attachment to the vehicle-body, while the brace extends at an acute angle to the foot and terminates in an apertured head or upturned end *b'* for attachment to the dash-frame. By these means the dash-frame may be easily and firmly secured to the vehicle-body and is braced against such strains as are usually exerted thereon, which tend to loosen its fastenings and break the connections, so as to either seriously impair its usefulness or necessitate a renewal of the dash or its fastenings. These braces also afford a convenient support for the usual toe-rail, and to this end they may be constructed about midway of their length with concavities *b²*, in which the toe-rail D is seated, said rail being secured by rivets or bolts entering apertures in the braces, as will be readily understood. As shown, bolts with their heads countersunk and nuts on their threaded ends are employed to permit the toe-rail to be easily removed and replaced when desired.

It will be observed that the fastening device or bracket thus constructed is in the form of a triangle open at one side or end, and in this form of the device I preferably employ in its construction such metal as will permit the brace to flex or be bent up or down sufficiently within reasonable limits to allow a connection to be made between the dash and vehicle body or sill at different angles to adapt the bracket to be used on different vehicles, in which the angle between

the dash and sill may vary, or instead of the single-piece construction thus far described the dash-foot and brace may be made in separate parts secured together in any proper manner, as by means of a stud or rivet connection between the foot and brace, in which event the foot may be rigid with the dash-frame, though in some cases it may be desirable to construct the device in the form of a complete triangle. A construction of the dash-foot and brace in separate parts is shown in Fig. 4, wherein I have illustrated an adjustable connection between the foot and brace by means of a slot in the foot B³ to receive a stud or bolt projecting therethrough from the adjoining end of the brace B⁴, so as to adapt the device to be used upon vehicles in which the angle between the dash and sill varies, as above mentioned, or to adapt the dash to be secured at different angles, as may be desired. It will be observed that in that form of the device in which the foot-plate and brace are constructed in separable parts bolted or otherwise secured together, as well as in the form in which the brace is integral with the foot-plate, substantially the same unitary structure is provided, and the expression "unitary structure" in the claims is intended to cover and include both of said forms.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. A vehicle-dash-fastening device comprising in a unitary structure a foot-plate with provision for attachment to the vehicle-body and dash and a brace extending from said foot-plate at an angle thereto with provision for attachment to the dash above the point of attachment of said plate, substantially as described.

2. A vehicle-dash fastening comprising in a unitary structure a triangular bracket having a foot-plate with means for attachment to the vehicle body and dash, and a brace extending from said plate at an acute angle thereto with means for attaching the brace to the dash, substantially as described.

3. A vehicle-dash-fastening device comprising in a unitary structure a triangular bracket open at one side and having a foot-plate adapted for attachment to the vehicle-body and a brace extending from said plate at an acute angle thereto and adapted for attachment to the dash; said brace being constructed to permit its angular relation to said plate to be changed to adapt the device for use on different vehicles with dashes arranged at different angles, substantially as described.

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

DAVID W. CONNELL.

Witnesses:

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