F. J. DERRIG.

Dash-Rails for Vehicles.

No. 210,600. Patented Dec. 10, 1878.

Fig. 1.

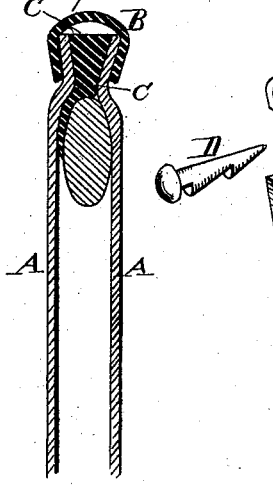


Fig. 2.

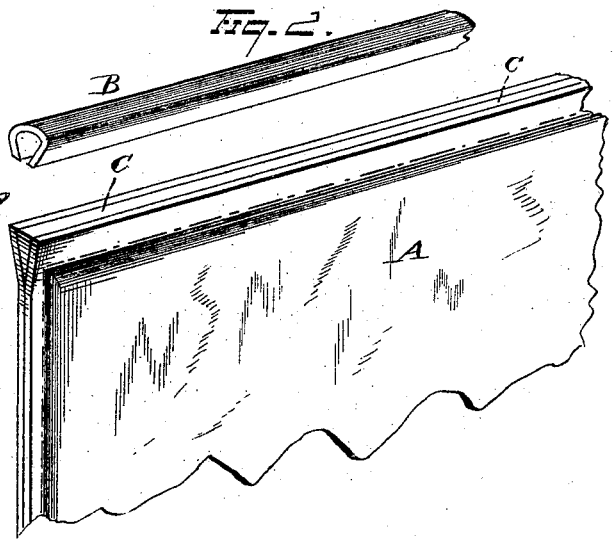
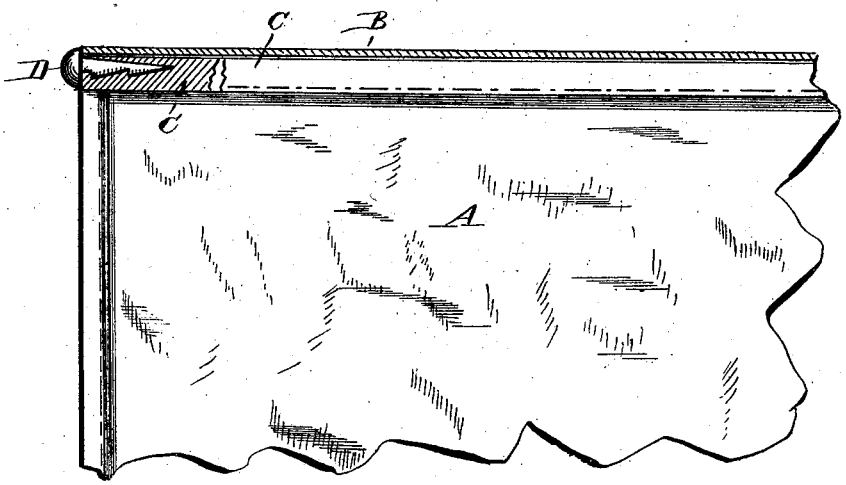


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

FRANCIES J. DERRIG, OF AKRON, OHIO.

IMPROVEMENT IN DASH-RAILS FOR VEHICLES.

Specification forming part of Letters Patent No. **210,600**, dated December 10, 1878; application filed October 29, 1878.

To all whom it may concern:

Be it known that I, FRANCIES J. DERRIG, of Akron, in the county of Summit and State of Ohio, have invented certain new and useful Improvements in Dash-Rails; 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 pertains to make and use it, reference being had to the accompanying drawing, which forms part of this specification.

My invention relates to dash-rails; and it consists in a peculiar application of a beveled or wedge-shaped strip of leather or other material, whereby displacement of the rail is prevented, as will hereinafter appear; also, in combination, with the elements just referred to, of a barbed nail, for further preventing a displacement of the rail.

In the drawing, Figure 1 is a view, in cross-section, of a device according to my invention. Fig. 2 is a detached and dissected view of the same, showing its various parts and one method of construction. Fig. 3 is a side view, partly in section.

A is the dash-board, formed in the usual or any desired manner. B is the rail, constructed from metal or any other suitable material, having formed upon that edge contiguous to the dash-board a groove of substantially the character shown in the drawing.

C is a strip of any suitable material, such as leather, for instance. This strip is beveled, as shown, and is sewed or otherwise attached to the dash upon the edge to be provided with the rail in such a manner that its wider edge shall present outward.

Thus it will now be obvious that as the rail B is slid or otherwise placed over the edge or edges of the dash thus constructed the groove of said rail will be filled, and in such a manner as to prevent upward displacement.

In order to prevent sliding or longitudinal displacement of the rail, a barbed pin, D, is provided, which, being driven as shown in the drawing, operates to wedge the rail in its position. The barb of the nail prevents a liability of its displacement.

I do not narrowly limit myself to a continous beveled strip extending across the entire length of the dash; for instead thereof occasional beveled pieces of suitable length may be disposed along the edge of the dash, which will operate to retain the rail in its position, the same as though a beveled piece extending along the entire dash were used.

What I claim is—

1. A dash having a beveled strip secured thereto, with its thin edge adjacent to the upper cross-bar of the dash-frame, and its thick edge arranged to force apart the upper edges of the front and rear sides of the dash, in combination with a dash-rail, B, formed with inwardly-converging flanges, substantially as set forth.

2. A dash having a beveled strip secured thereto, with its thin edge overlapping the side of the upper cross-bar of the dash-frame, and its thick edge arranged to force apart the upper edges of the front and rear sides of the dash, in combination with a dash-rail, C, and barb-pin D, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANCIES JAMES DERRIG.

Witnesses:

JAMES F. SCOTT,

W. H. RAGG.