2 Sheets—Sheet 1.

T. W. GWINN,

Dashboard.

No. 214,505. Patented April 22, 1879.

Fig. 1.

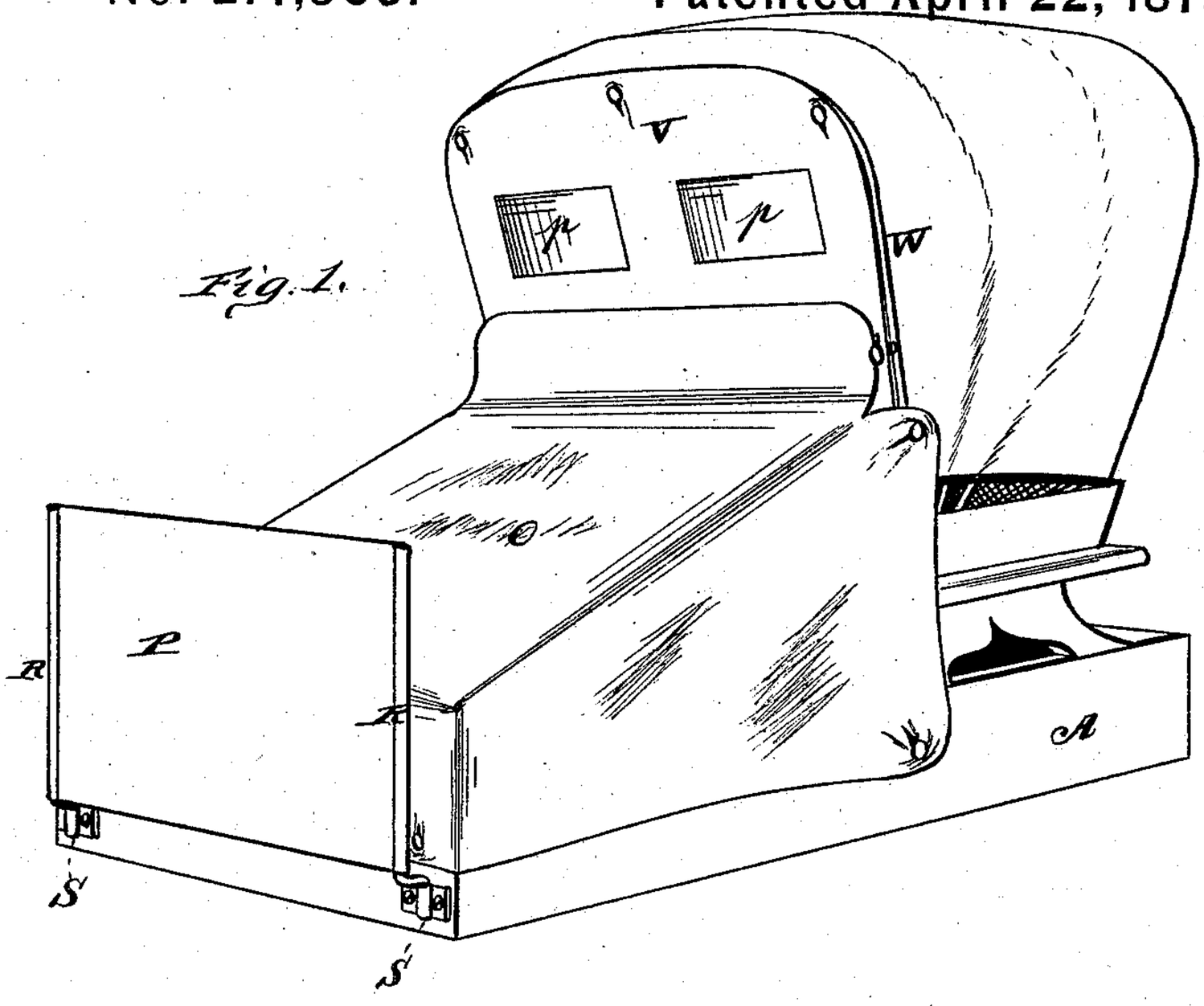
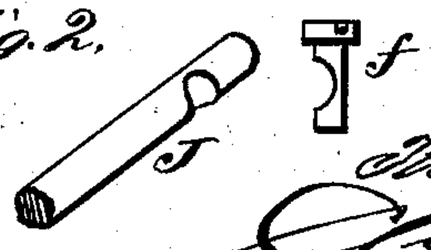


Fig. 3.

Fig. 2.



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2 Sheets—Sheet 2.

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Dashboard.

No. 214,505. Patented April 22, 1879.

Fig. 4.

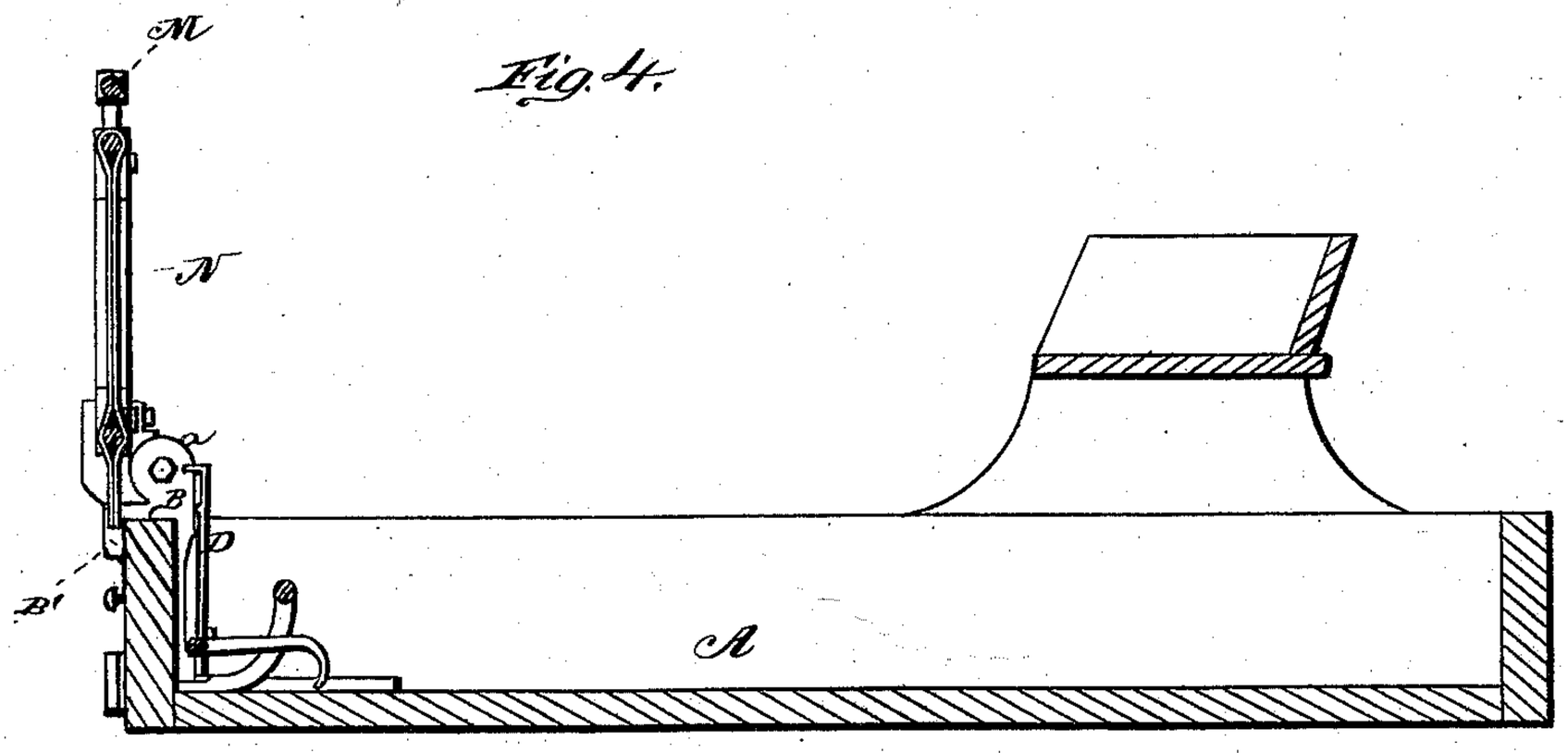
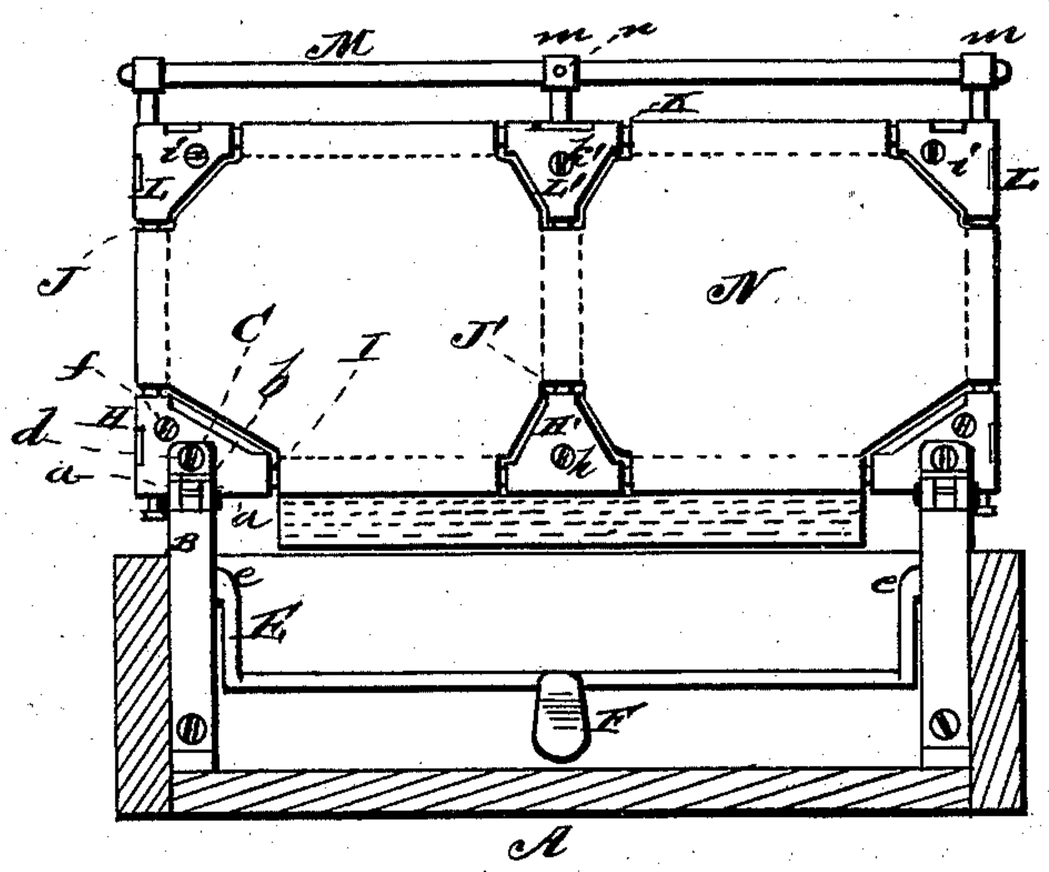


Fig. 5.



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UNITED STATES PATENT OFFICE.

THOMAS W. GWINN, OF NEW FRANKFORT, MISSOURI.

IMPROVEMENT IN DASH-BOARDS.

Specification forming part of Letters Patent No. **214,505,** dated April 22, 1879; application filed May 11, 1878.

To all whom it may concern:

Be it known that I, THOMAS W. GWINN, of New Frankfort, in the county of Saline and State of Missouri, have invented a new and valuable Improvement in Dash-Boards; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a perspective view of a carriage-body having my lap-cloth. Fig. 2 is a detail view of rod and rivet. Fig. 3 is a sectional view of part of my dash-board. Fig. 4 is a longitudinal vertical central section of a wagon-body with my dash-board applied; and Fig. 5 is a sectional view of a wagon-body, showing rear view of the dash.

The nature of my invention consists in the construction and arrangement of a dash-board and a lap-cloth for vehicles, as will be hereinafter more fully set forth.

The annexed drawings, to which reference is made, fully illustrate my invention.

A represents the buggy-body, to the front of which the dash-board is secured by means of a hinge at each side. Each hinge consists of a part, B, permanently secured to the buggy-body, it being in the form of an L-shaped bar fastened to the bottom and inside of the front of the body, and at the upper end is an extension, B′, which fits over the top of the front, and on this extension are formed the two ears *a a*. The other part, C, of the hinge is also in L shape, and has at its rear end an ear, *b*, placed between and pivoted to the ears *a a* of the part B.

The dash is secured to the parts C of the hinges, and is held upright or at an angle by means of hooked springs D D, attached to the parts B of the hinges, and entering slots or grooves in the ears *a b*. These springs are withdrawn by means of a crank-rod, E, having eccentric ends *e e*, and provided with a central hook, F, as shown.

The dash is constructed as follows: At each lower corner is a block, H, fastened to the part C of the hinge by a screw, *d*. These corner blocks are made to receive the bottom rod, I, and upright side rods, J, the latter being fastened in the blocks by screws *f*. The center block, H′, receives the lower rod, I, which is fastened in it by a set-rivet, *h*. It also receives the center upright rod, J′, which is not fastened in said blocks. The rods J J and J′ connect the bottom blocks with corresponding top blocks, L L and L′, which latter blocks also receive the top rod, K, and this rod is fastened in the side blocks, L L, by a set-rivet, *i*. The center rod, J′, is fastened in the top center block, L′, by a screw, *k′*. All the top blocks are provided with small head-blocks *m*, to receive the top guard-rod, M, which is fastened in the center only by a small rivet, *n*. The outside upright rods are made to drop through the lower corner blocks, H, in taking the dash to pieces. This is easily done by first taking out the screws *d*, which fasten it to the hinges, and then by turning the screws or rivets a half-turn the parts are loosened and can be separated. This dash can be taken to pieces and put together without ripping the covering. The covering can be made complete before putting it on.

The dash can be inclined back in case of rain, so that the lap-cloth will fit on smoothly and on an inclined plane to carry off the water.

The top and bottom rods can be adjusted to expand the dash to make the covering fit smoothly.

N represents the covering, which is all in one piece, and is drawn plain over the top rod and stitched at the bottom. O represents the lap-cloth. P is a piece of oil-cloth on two rods, R R, and set in sockets S S in the front of the dash, to take the place of the hinged dash when the latter is thrown back, to protect the lap-cloth from mud. V is a front curtain buttoned to the front bow, W, and provided with glass at *p p*. The lines pass between this curtain and the lap-cloth.

All these parts can easily be folded or rolled up and put under the seat when not desired for use.

I am aware that a removable bearing, in combination with a dash-frame, is not new; also, that a footless dash-frame, one or more of whose various parts are separable from the remaining portions and attachable to the latter without welding by means of mortises and

tenons, is old; and I make no claim to either in this application.

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

1. A dash-board connected to the vehicle by hinges, so as to be thrown backwardly to an inclined position and there held by a spring-catch, substantially as and for the purpose set forth.

2. The dash-board having notched hinges, in combination with spring-catches and an eccentric lever for operating them, substantially as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

THOMAS WILHITE GWINN.

Witnesses:

L. S. MEAD,

J. W. BARKSDALE.