

(No Model.)

A. Z. BODA.
Vehicle Dash.

No. 229,583. A

Patented July 6, 1880.

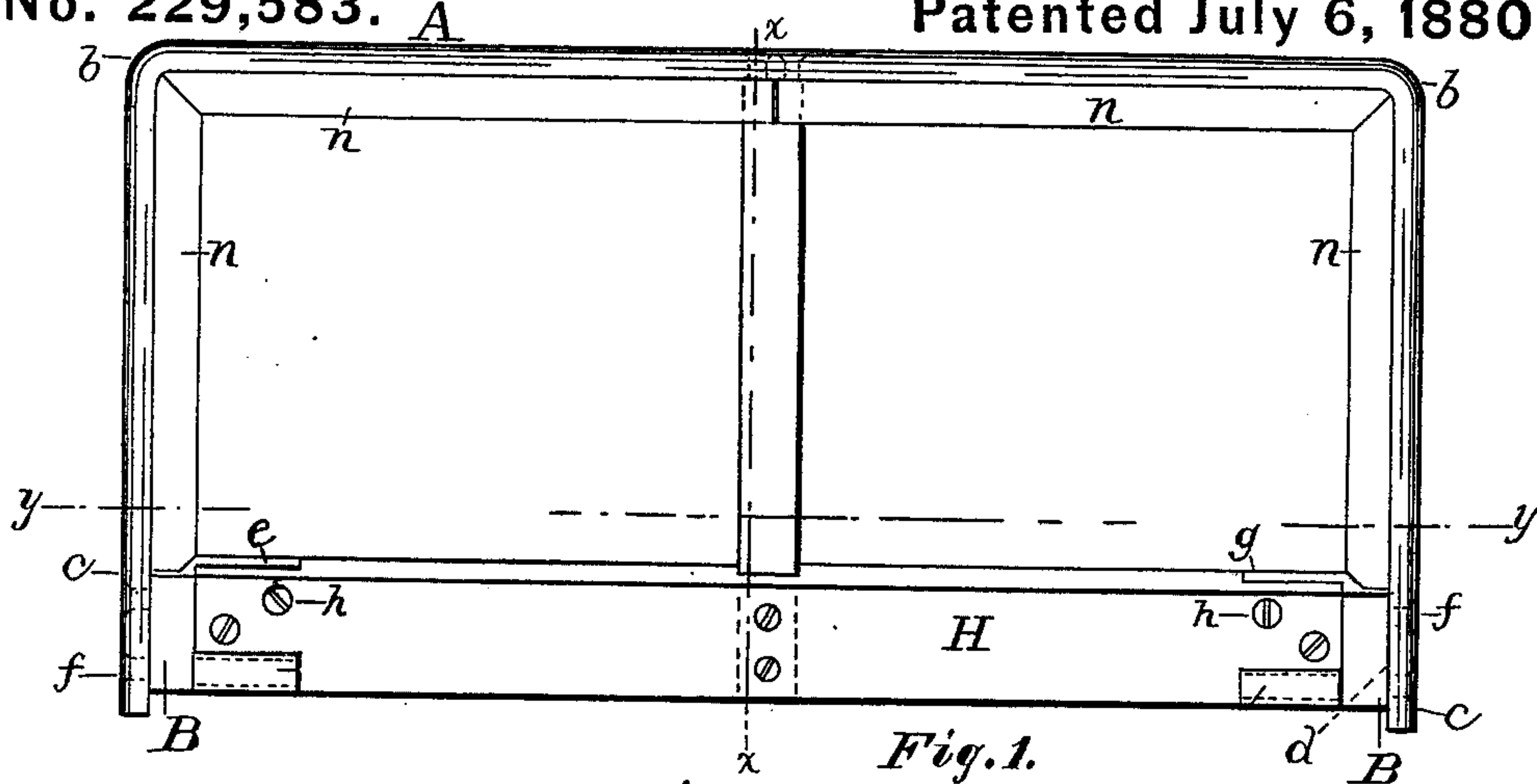


Fig. 1.

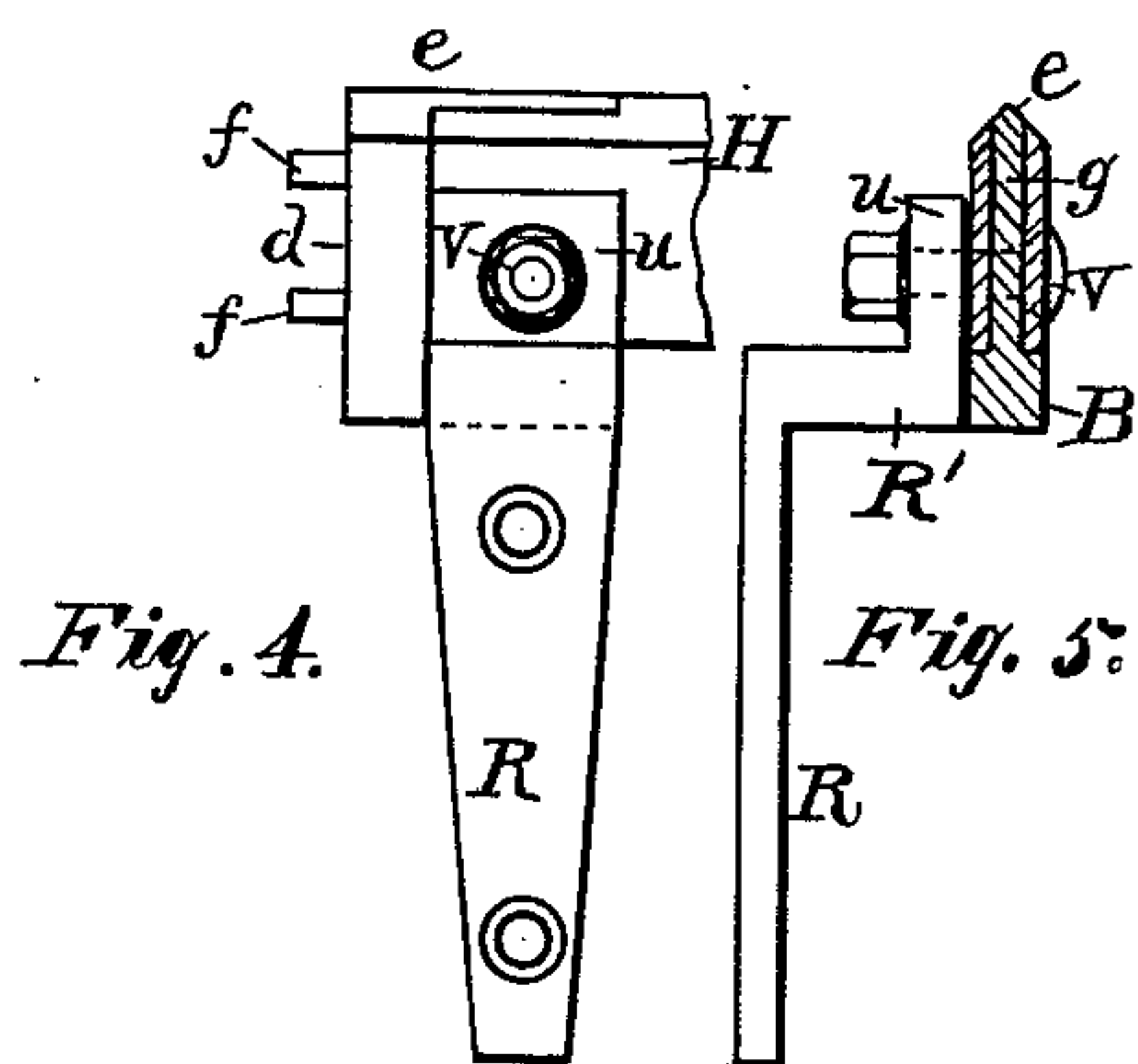


Fig. 4.

Fig. 5.

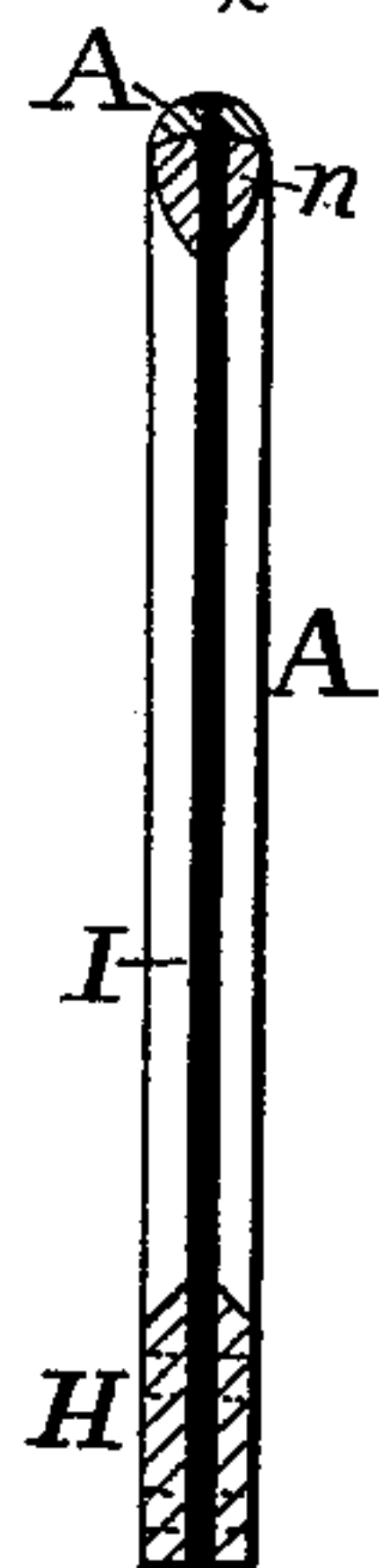


Fig. 2.

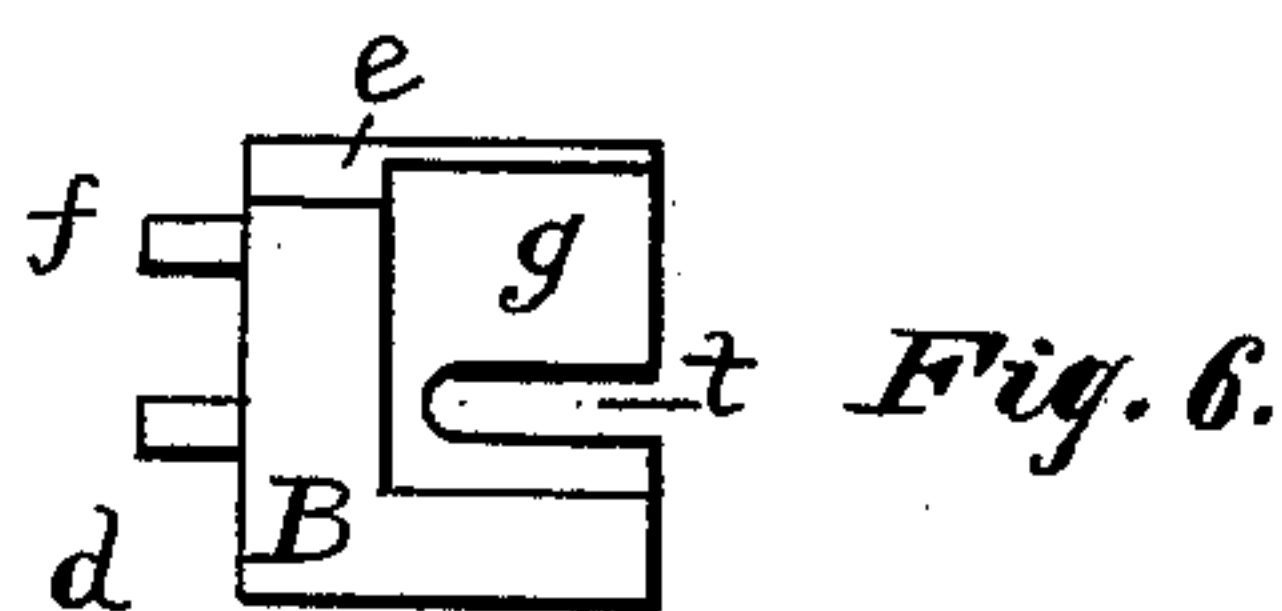


Fig. 6.



Fig. 7.

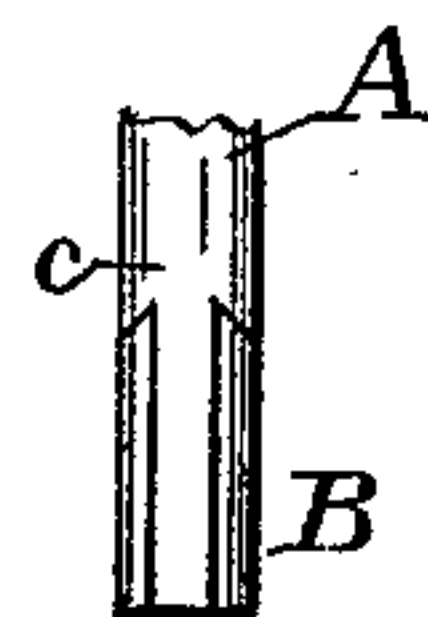


Fig. 8.

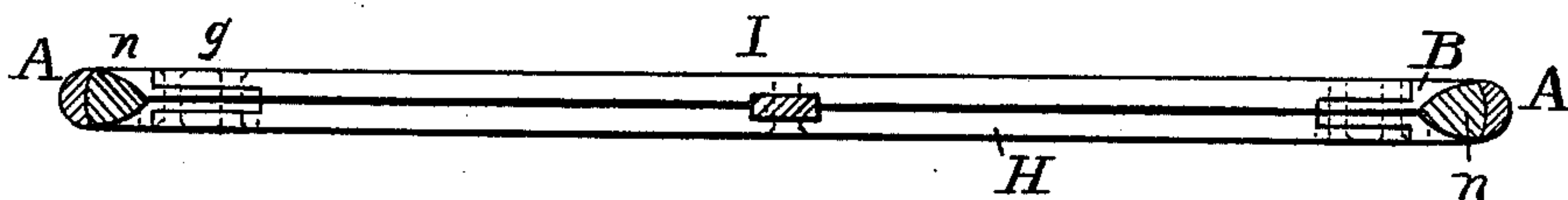


Fig. 3.

Witnesses:

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UNITED STATES PATENT OFFICE.

ABIA Z. BODA, OF COLUMBUS, OHIO.

VEHICLE-DASH.

SPECIFICATION forming part of Letters Patent No. 229,583, dated July 6, 1880.

Application filed June 1, 1880. (No model.)

To all whom it may concern:

Be it known that I, ABIA Z. BODA, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Vehicle-Dashes; 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain improvements in vehicle-dashes, which will first be described, and then designated in the claims.

In the accompanying drawings, Figure 1 is a side view of the dash. Fig. 2 is a cross-section as seen through line *x x* in Fig. 1. Fig. 3 is a longitudinal section as seen through line *y y* in Fig. 1. Figs. 4, 5, and 6 are views of means for connecting the dash proper to the body of the vehicle. Figs. 7 and 8 are views of a modification for connecting the parts forming the lower corner.

The letter A denotes an iron rail, which forms the metal portion of the dash-frame. This rail is made of bar-iron, preferably having one side rounding, which constitutes the outer side, and the opposite side flat, or, what is better, a little concaved, as seen in Figs. 2 and 3. This iron rail is of such thickness as will readily bend cold at the top corners, *b*.

At each of the lower ends of the vertical side part, *c*, of the rail a metal plate, B, is secured rigidly. This plate has one edge, *d*, which is adapted to abut against the inner side of the iron rail. The top edge is tapered or beveled off on both sides, as seen at *e*. The bottom edge is at a right angle to the edge which abuts against the rail. This plate, as already stated, is secured rigidly to the rail. One method of attaching it is shown in Figs. 1, 4, and 6, where two studs, *f*, are shown, cast integral with the plate, and enter holes bored through the rail, and the end of each stud is riveted down, as seen in Fig. 1. Another method of securing the plate B to the iron rail is illustrated in Figs. 7 and 8. The vertical edge of the plate has a dovetailed groove, *p*,

and each of the lower ends, *c*, of the rail A has a corresponding tongue, which slides into the groove. A portion of each side of the plate is removed, so as to leave the central portion, *g*, thin, forming a tongue, and a wooden bar, H, has at each end the central portion cut away to form a groove, into which the tongue *g* enters. The ends of the wooden bar and the metal tongues are secured together by two screws, *h*, or in any other suitable manner.

A mortise is cut at the middle of the bar H, into which one end of a standard, I, enters, and the other or top end of said standard is secured to the iron rail in any suitable manner.

Wooden strips *n* are fitted snugly within and around the iron rail, so as to form a filling for the dash-frame of light material.

A dash-frame constructed in accordance with the foregoing description has several very important advantages—lightness, while combining strength and cheapness of cost of production, since less metal is required, and, if the plates B are cast of malleable metal, no forging of the parts is necessary.

As the ends of the lower bar of the dash-frame are composed of wood and iron, it is necessary to make provision so that a bolt may be passed through both parts, wherever required by the location of the iron plate, which is attached to the vehicle-body.

The letter R designates a plate secured to the frame of the body. At its upper end is a right-angled part, R', above which is an upward-extending part, *u*, provided with a bolt-hole. This plate may, however, be straight or curved, the particular form shown not being essential. The part with the bolt-hole is to rest against the bar H, as shown in the drawings, Figs. 4 and 5.

The tongue *g* of the plate B is formed in two parts—that is, the center of the tongue is cut out to form at one end an open slot, *t*. (See Fig. 6.)

It will be seen that when a dash-frame thus constructed is brought to position with the bar H resting against the upper end of the plate R, which is already secured to the body of the vehicle, a bolt-hole may be bored through the end of the wood part of bar H, at any point in a horizontal line opposite the open slot in the metal tongue, for the bolt *v*, which is passed

through the bar and upper end of plate R. This construction permits the irons R to be secured to the body first, and without special regard to their precise location, since the bolt
5 may be passed through both the wood and metal part of bar H wherever the location of the iron R may require.

Having described my invention, I claim and desire to secure by Letters Patent of the United
10 States—

1. A dash-frame whose top bar and vertical side bars consist of a single metal rail bent at the upper corners, and having the lower part of the vertical side bars secured to a metal
15 plate, and a wooden bar for the bottom rail connected to the metal plates, as set forth.

2. In a dash-frame, the combination of a metal rail and filling-strips *n*, of light material,

extending around the metal frame on its inner side, as and for the purpose set forth. 20

3. In a dash, the combination of a frame having a wooden bottom rail, a metal plate having an open slot in the central part, and secured both to the vertical side bars of the frame and wooden rail, substantially as de- 25 scribed, and a plate, R, which is attached to the dash by a bolt passed through both the wooden part of the bottom rail and the slot in the metal plate, as set forth.

In testimony whereof I affix my signature 30 in presence of two witnesses.

ABIA Z. BODA.

Witnesses:

JOSHUA M. MYERS,
CHAS. B. MANN.