

(No Model.)

H. DAVIES.
Carriage Dash Frame.

No. 235,935.

Patented Dec. 28, 1880.

FIG. 1.

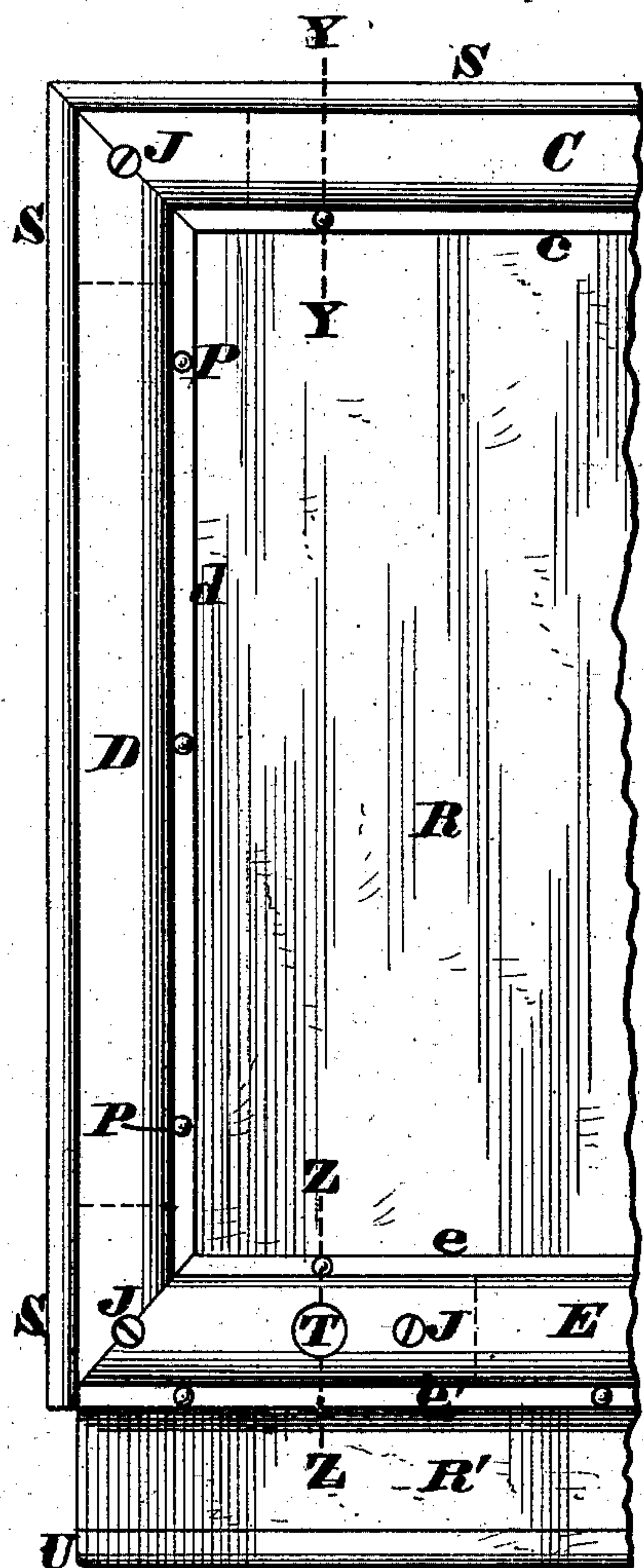


FIG. 2.

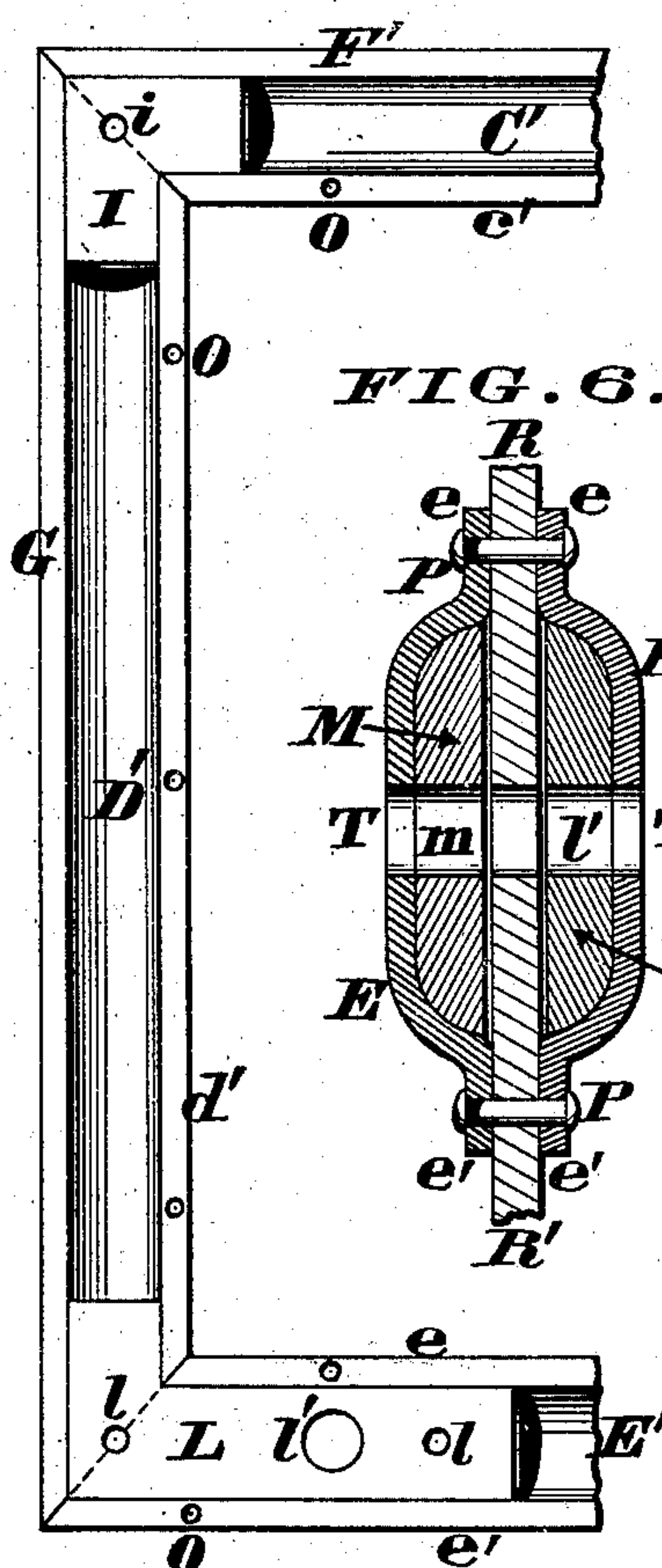


FIG. 3.

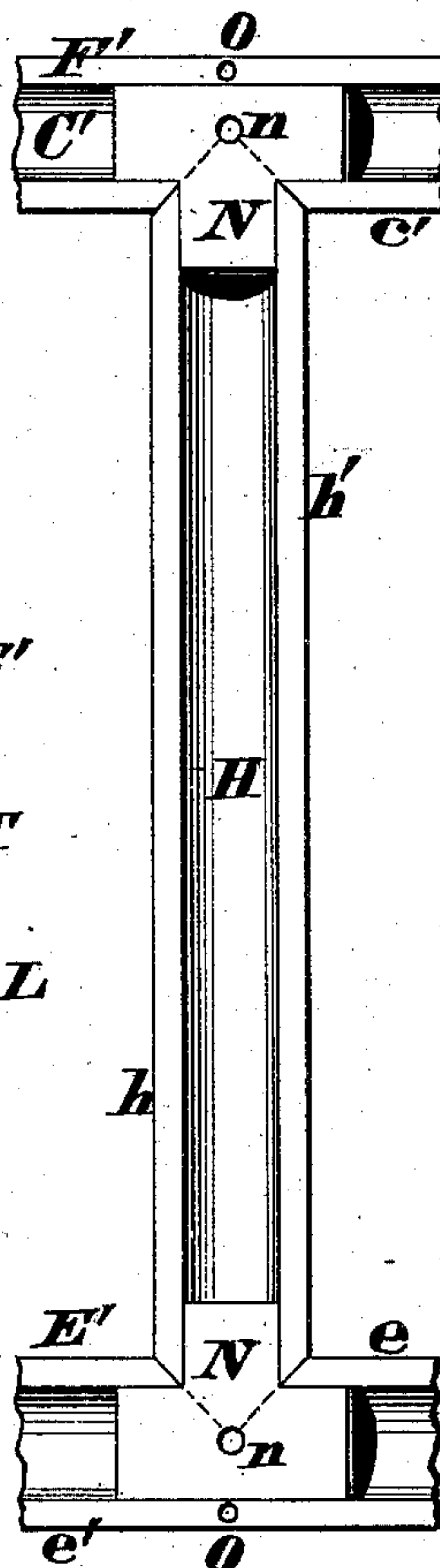


FIG. 6.

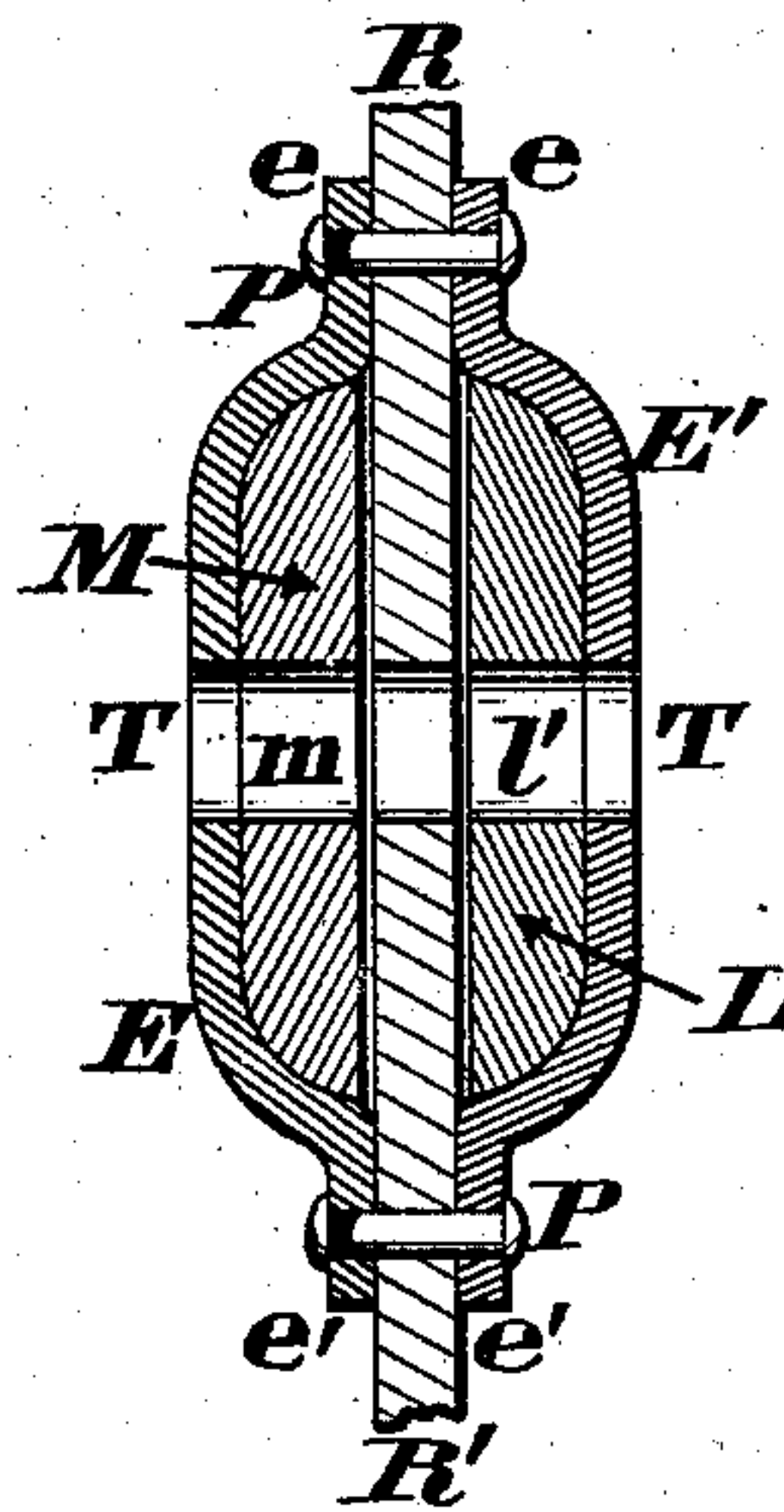


FIG. 5.

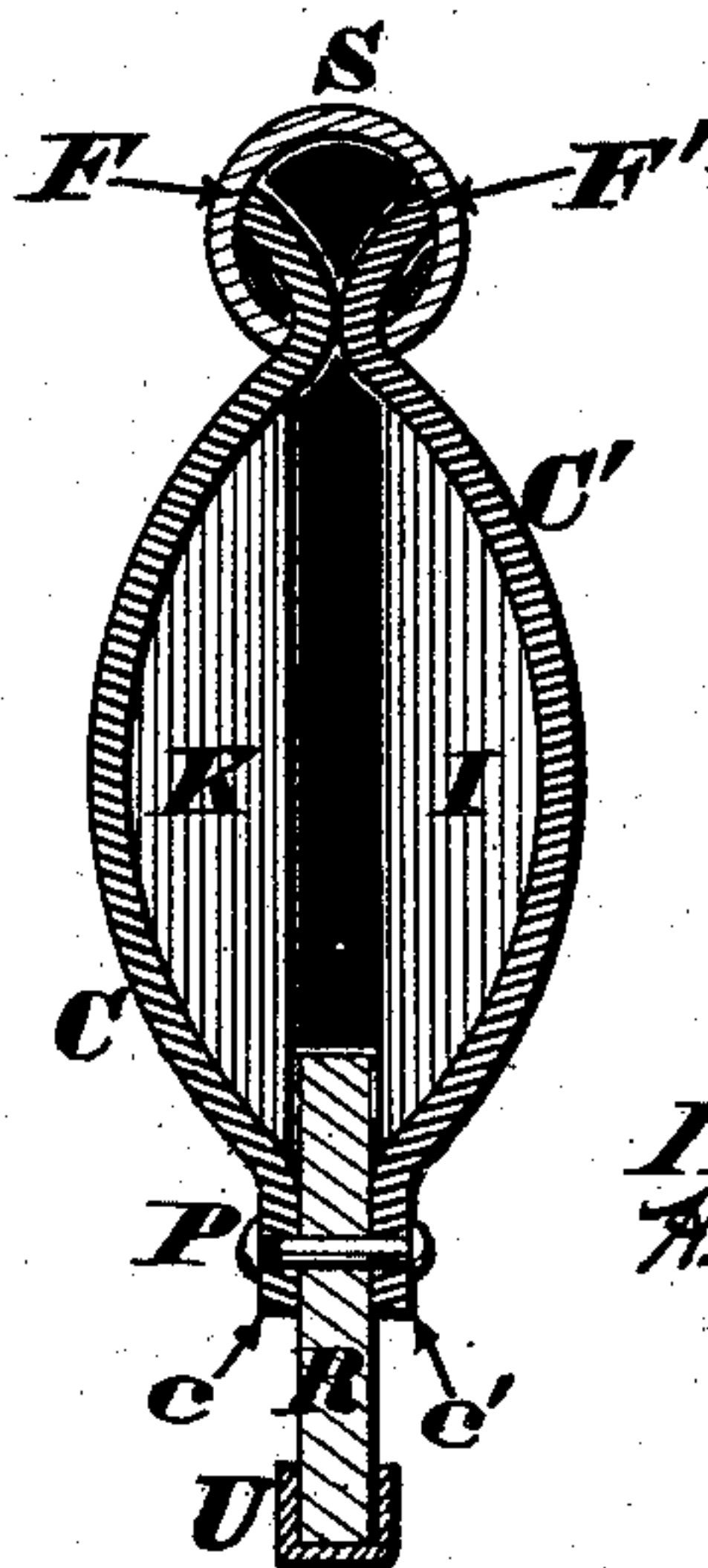


FIG. 7.

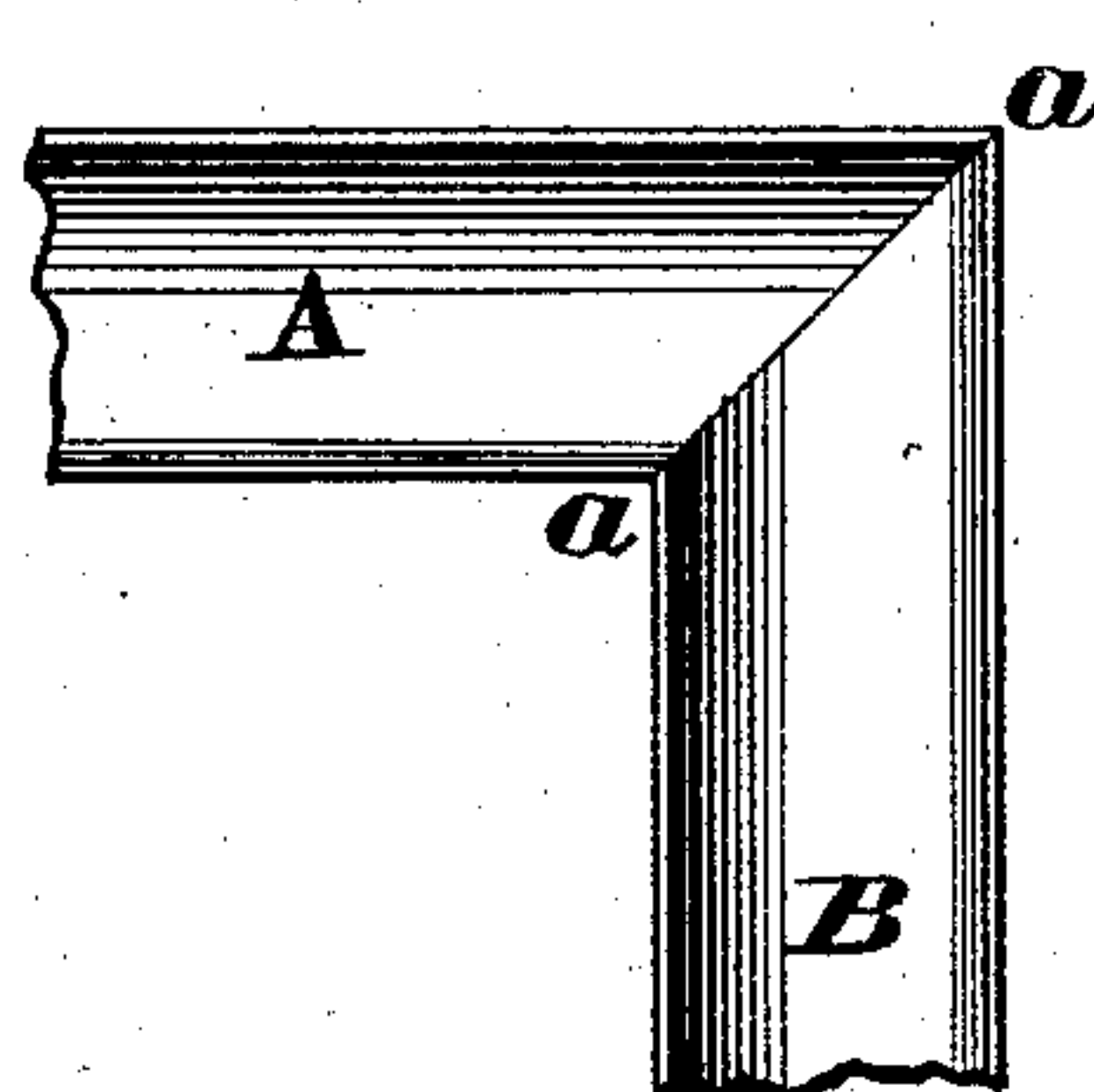
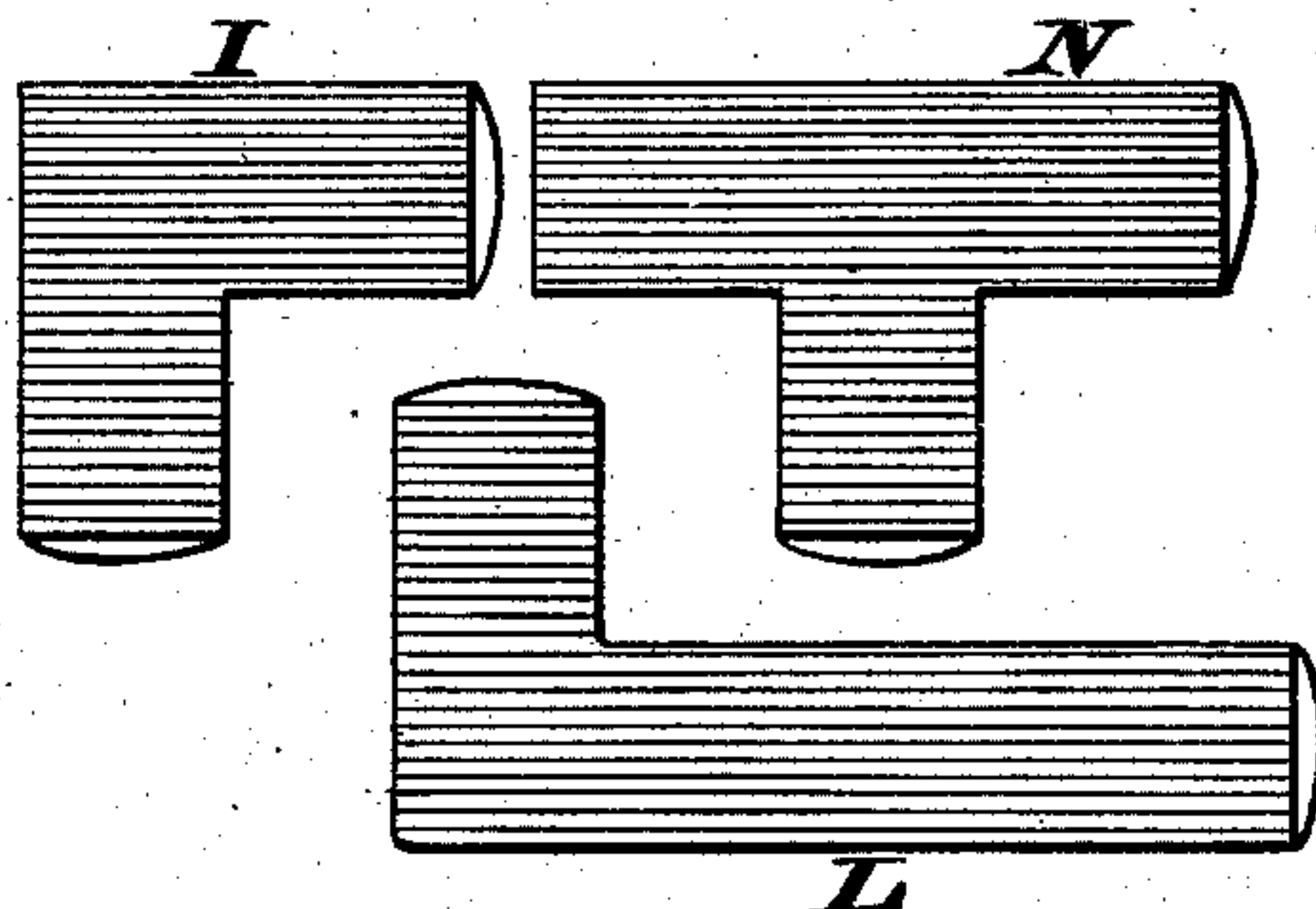


FIG. 4.



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UNITED STATES PATENT OFFICE.

HENRY DAVIES, OF NEWPORT, KENTUCKY, ASSIGNOR TO QUEEN CITY
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CARRIAGE-DASH FRAME.

SPECIFICATION forming part of Letters Patent No. 235,935, dated December 28, 1880.

Application filed May 25, 1880. (No model.)

To all whom it may concern:

Be it known that I, HENRY DAVIES, of Newport, Campbell county, Kentucky, have invented certain new and useful Improvements in Carriage-Dash Frames, of which the following is a specification.

The object of the first part of my invention is to secure a more reliable fastening at the miters and other joints of those dash-frames composed of two semi-tubular or concave halves. This feature of my invention consists in applying any suitable form or kind of angle-plates to the miters or other joints of such dash-frames, and making use of said plates for the purpose of affording a more extended surface for soldering or brazing them in the concave members of the frame, as hereinafter more fully described.

The second part of my invention consists in constructing the upper edges of the semi-tubular frames with outwardly-projecting lips or flanges, which lips retain securely in position the molding customarily applied to the tops of carriage-dashes, as hereinafter more fully described.

The third part of my invention consists in constructing these semi-tubular frames of sheet metal, and providing certain of their edges with lips, as just described, while the opposite edges of said frames have flat flanges, suitably perforated to admit rivets, wherewith any approved form of covering is attached, as hereinafter more fully explained.

The fourth part of my invention consists in making use of the angle-iron plates or stiffeners as a means of affording a secure attachment of the screws wherewith the two halves of the frame are united together, and also of permitting a ready application of the feet of said frame, as hereinafter more fully described.

In the annexed drawings, Figure 1 is an elevation of a portion of a dash-frame embodying my invention. Fig. 2 is an elevation of the front half of this portion of said frame, the angle-iron plates being shown soldered in position. Fig. 3 is an elevation showing the method of securing the panel-bar to the dash-frame. Fig. 4 represents the various forms of angle-iron plates detached from the frame. Fig. 5 is a vertical section through the upper rail of the

frame at the line Y Y. Fig. 6 is a vertical section through the lower rail of the frame at the line Z Z; and Fig. 7 is an elevation showing the old method of uniting the miters of semi-tubular frames.

Referring to this last illustration, it will be seen that the two semi-tubular members A B are mitered at *a*, which limited bearing is all the surface afforded at this joint for soldering or brazing together said members A B. Consequently such a frame soon comes apart at this weak joint, which difficulty is entirely overcome by the construction shown in Figs. 1 and 2, wherein C, D, and E represent, respectively, the rear members or halves of the top, bottom, and end rails or bars of my frame, and C' D' E' the corresponding front halves of the same. All of these members of the frame are made of sheet metal, concaved or dished, as shown, and the top edges of the upper plates, C C', are provided with outwardly-projecting lips or bent flanges F F', while the lower edges of said plates have flat flanges *c c'*, as more clearly shown in Fig. 5. The end plates, D D', have similar lips G and flat flanges *d d'*. The bottom plates, E E', however, have no such lips, but each of them is furnished with flat flanges *e e'*. Similarly the panel-bar H has two flanges, *h h'*, but no bent lips.

Adapted to fit snugly in the bars C' D', at their junction or miter, is an angle-iron stiffener, I, composed of any metal or composition of metals capable of being readily brazed or soldered to the frame, said angle-iron being tapped at *i* to admit one of the screws J, wherewith the opposite members, C D, are united to the semi-tubes C' D'. K is the corresponding angle-iron of the bars C D, as seen in Fig. 5, a reference to which illustration will show that said irons I and K are crowning or convex where they fit into the semi-tubes, while their exposed surfaces are flat.

L is the angle-iron stiffener that connects the end rail, D', with the bottom rail, E', said stiffener being perforated at *l* to admit the screws J, and having a larger opening or slot, *l'*, to receive the bolt that attaches the foot to the dash-frame. M is the corresponding iron of the bars D E, as seen in Fig. 6, and *m* is the bolt-hole of said stiffening-plate.

The central member or panel-bar, H, of the frame has its opposite ends secured to the top rail, C', and bottom rail, E', by T-shaped angle-irons N, tapped at *n* to admit screws J.

5 O are apertures in the flat flanges *c c' e e' d d'*, to receive rivets P, that unite the covering R to the dash-frame, said covering being, preferably, prolonged below the bottom rails, E E', as at R', thereby affording a curtain or valance, 10 that adds to the finished appearance of the dash.

S is the ornamental molding or bead applied to the top and end rails of the frame, said molding being secured in position by simply 15 driving it over the projecting lips F F', thereby dispensing with soldering, stitching, &c.

T are openings in the bottom rails, E E', which openings are in line with the enlarged apertures *l' m* of the angle-irons L M, in order 20 that the bolts of the feet may be readily applied to the dash-frame.

U is a sheet-metal rim applied to the lower edge of the curtain R', so as to stiffen the latter and prevent it wearing out. This rim 25 or molding is first bent to the required shape, and after being applied to the curtain is secured in position by being forcibly clamped thereto, thus saving the cost of stitching and affording a more finished dash.

30 In securing together the component members of my dash-frame the top, bottom, panel, and end rails, constituting one-half of the frame, are first properly disposed with reference to each other, and the irons I L N are 35 then fitted in the proper angles and securely brazed or soldered, said irons affording such extended surfaces for the solder to act on as

to render the joints as stiff and unyielding as any other part of the structure. The other half of the frame is made in a precisely similar manner, and after the covering R is secured between the two parts of the frame by rivets P these two parts are finally united at their angles by the screws J, whose threads are engaged with the tapped holes in the angle-irons, after which act the dash is japanned or otherwise finished. 40 45

I claim as my invention—

1. The angle-iron stiffening-pieces brazed or soldered into the junctions of a semi-tubular 50 or concave dash-frame, as and for the purpose herein described.

2. The angle-irons brazed or soldered into the junctions of a semi-tubular frame and traversed by the screws that unite the two 55 halves of said frame, for the purpose stated.

3. A two-part metallic dash-frame, C C', having laterally or outwardly projecting lips F F', engaged with the molding S, in the manner herein described and set forth. 60

4. The semi-tubular frame C', having an outwardly-projecting lip, F, and a flange, *c'*, which latter is perforated at O, for the purpose herein described.

5. A dash-frame consisting of a system of 65 semi-tubular rails or plates, outwardly-projecting lips, angle-iron stiffeners, and attached molding or bead, as herein described.

In testimony of which invention I hereunto set my hand.

HENRY DAVIES.

Witnesses:

JAMES H. LAYMAN,
L. H. BOND.