

(No Model.)

A. WEBER.

SHEET METAL DASH FOR VEHICLES.

No. 246,267.

Patented Aug. 23, 1881.

Fig. 1.

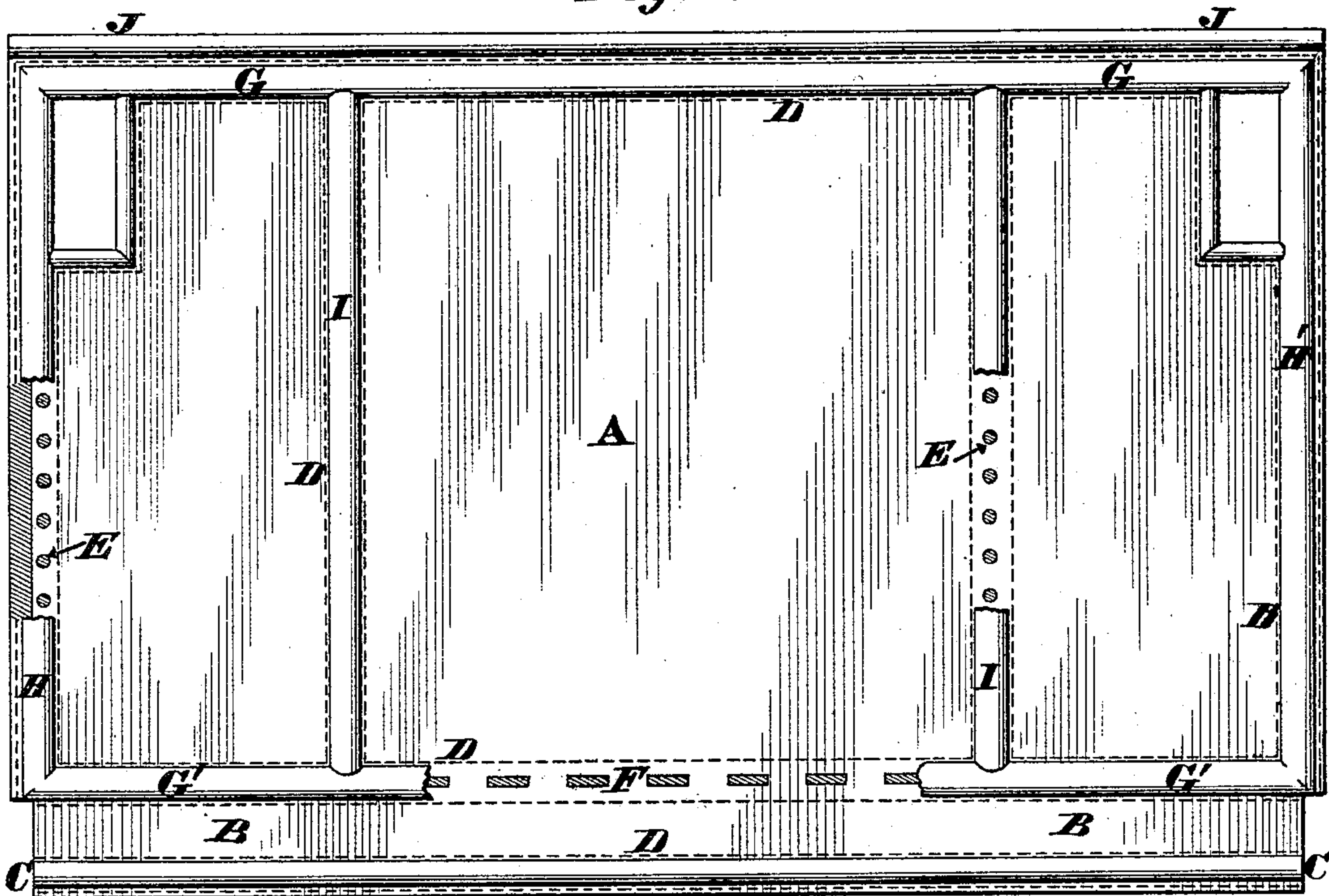


Fig. 2. *Fig. 3.* *Fig. 4.* *Fig. 5.* *Fig. 6.*

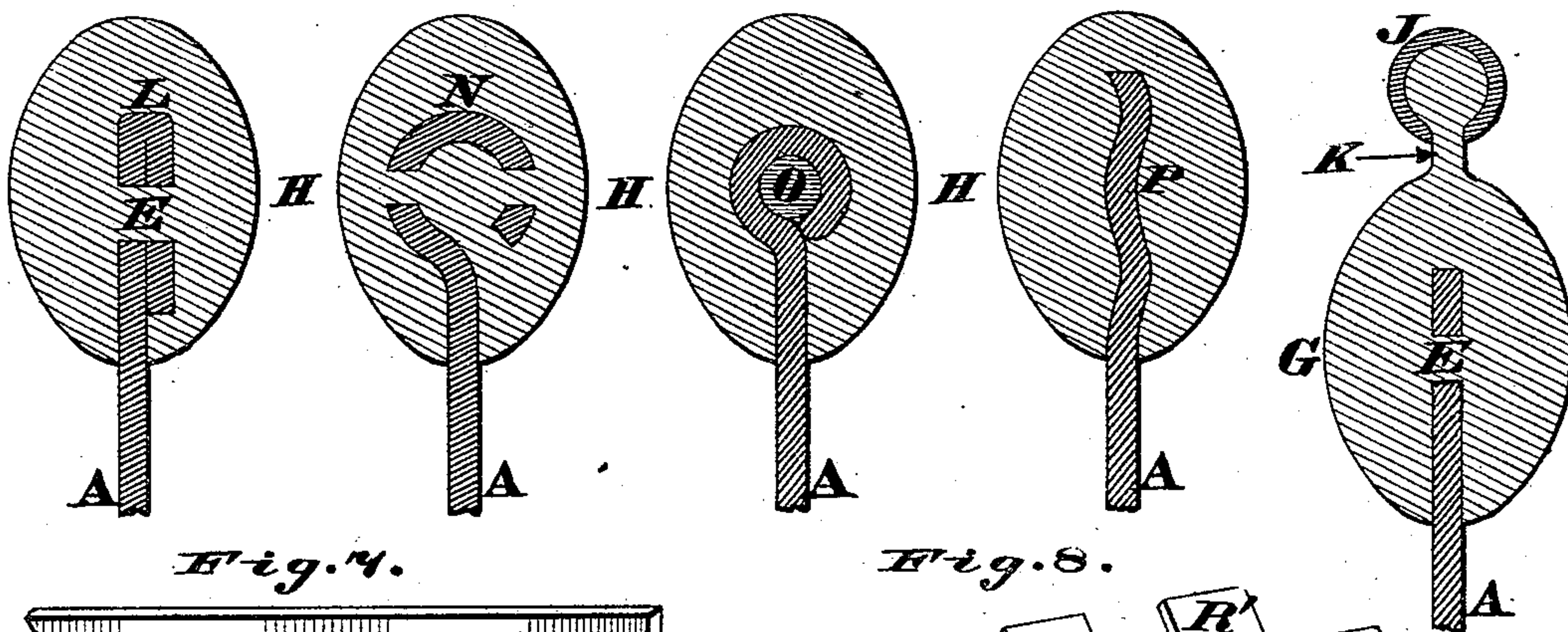


Fig. 4.

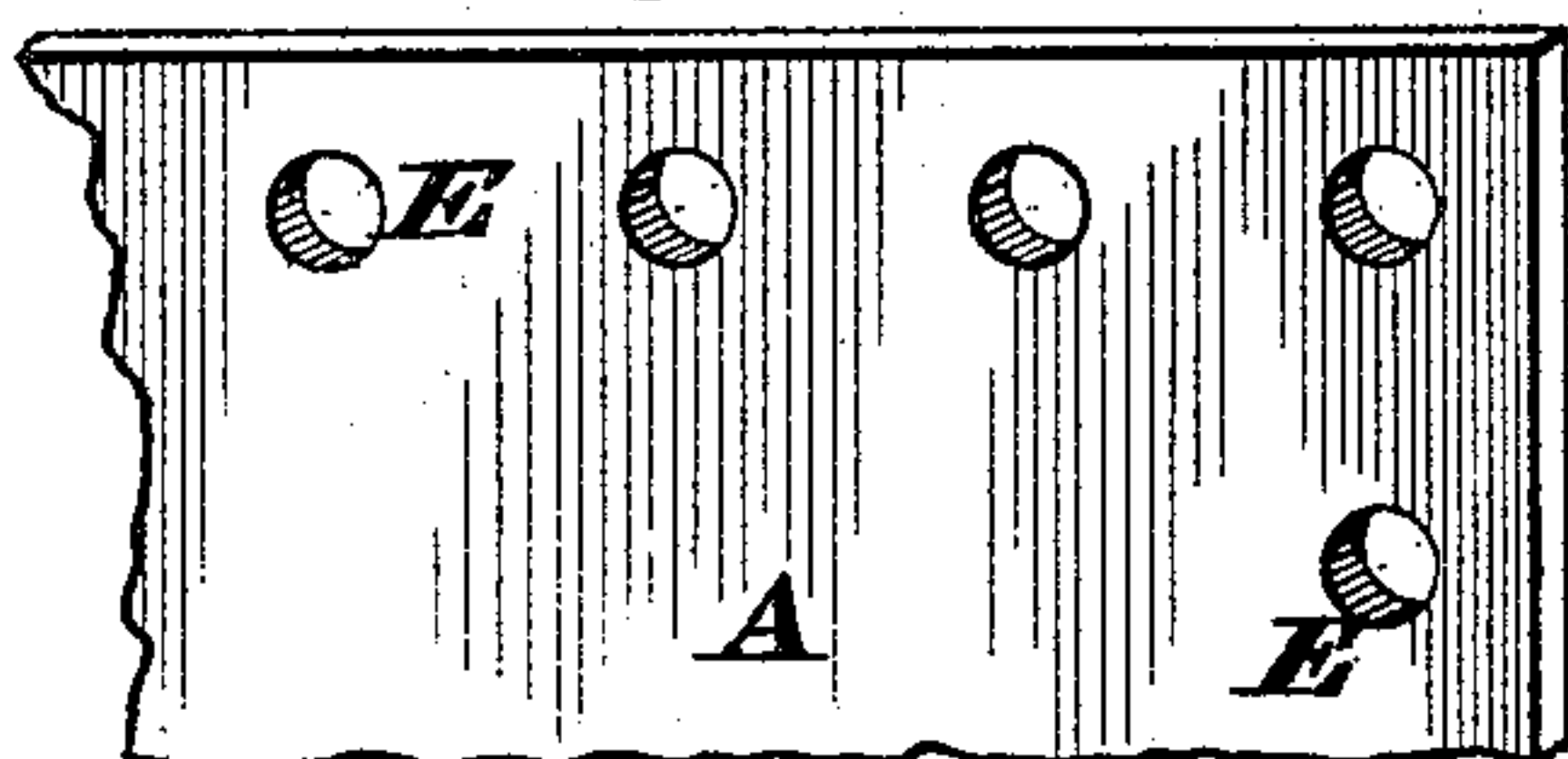
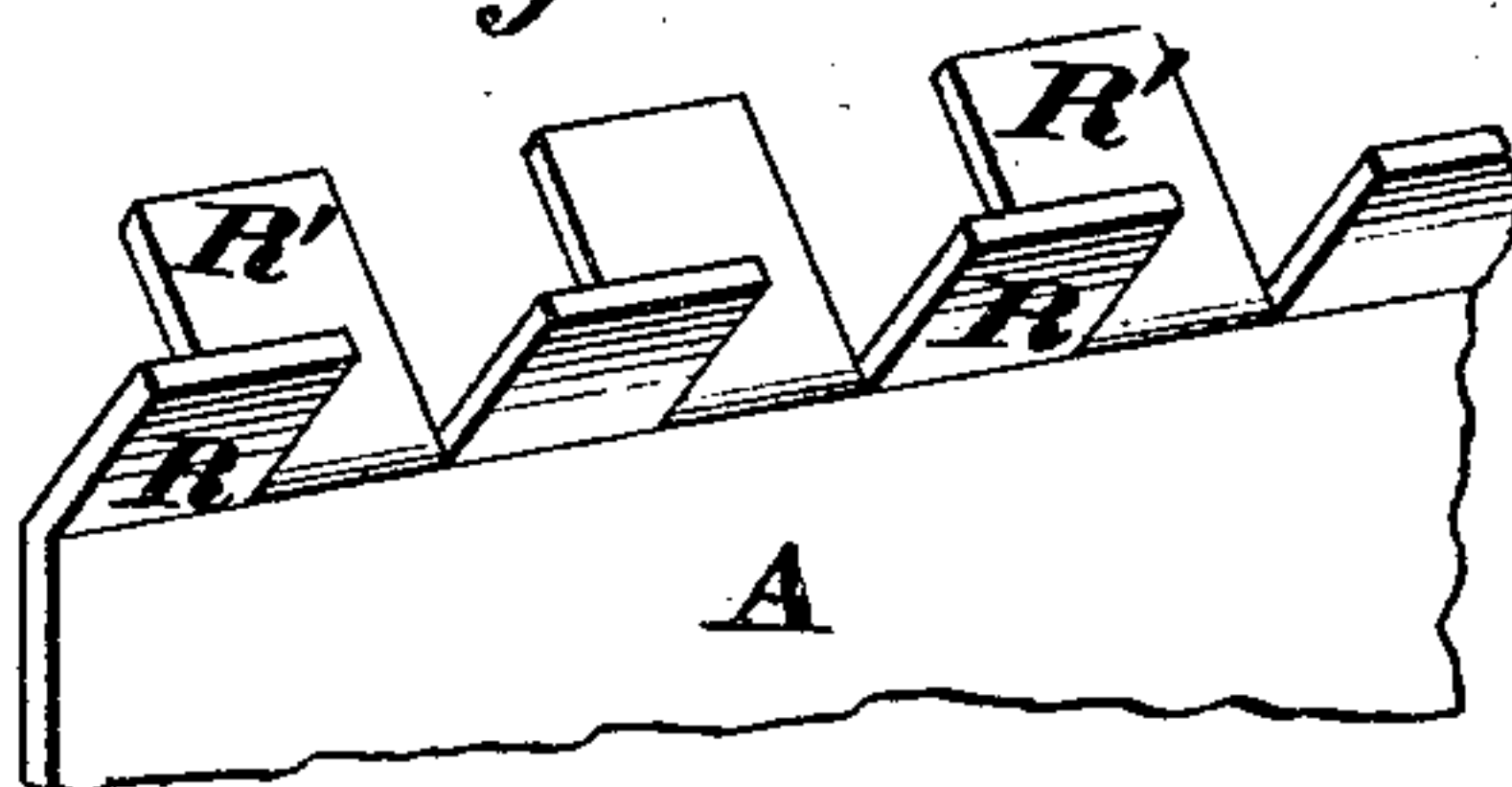


Fig. 8.



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SHEET-METAL DASH FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 246,267, dated August 23, 1881.

Application filed May 28, 1881. (No model.)

To all whom it may concern:

Be it known that I, AMOS WOEBER, of Cincinnati, Hamilton county, Ohio, have invented certain new and useful Improvements in Sheet-Metal Dashes for Vehicles, of which the following is a specification.

The object of this invention is to furnish an attractive, cheap, and durable dash for carriages and other vehicles; and the first part of my improvements consists in substituting a plate of sheet metal for the ordinary board, and then casting around the margins of said plate a suitably-shaped frame, which stiffens the dash and adds a finished appearance to the same, as hereinafter more fully described.

The second part of my improvements consists in perforating or slotting this metallic dash-board near its margins, so as to cause it to be more firmly anchored in its surrounding cast-metal frame, as hereinafter more fully described.

The third part of my improvements consists in doubling or otherwise increasing the thickness of the edges of the plate, in order that it may add to the stiffness and strength of the cast frame, as hereinafter more fully described.

The fourth part of my improvements consists in casting the upper bar of the frame with an extension that runs into a tubular molding, and thereby attaches this ornamental member to the dash in the most secure manner, as hereinafter more fully described.

In the annexed drawings, Figure 1 is a front elevation of my improved dash-board, portions of the frame being broken away so as to expose some of the perforations and slots of the sheet-metal dash-board. Figs. 2, 3, 4, 5, and 6 are enlarged transverse sections of modifications of the invention. Fig. 7 is a perspective view of a portion of the perforated sheet-metal plate. Fig. 8 is a perspective view of another modification of my invention.

The dash-board proper consists of a sheet-metal plate, A, of any suitable size, shape, and thickness, said dash having an extension, B, that serves as a valance or curtain, an ornamental bead or molding, C, being either rolled into or struck up near the lower edge of said curtain. Furthermore, this sheet-metal plate is provided with rows of imitation stitching, D, where such stitching usually occurs on leather dashes. This plate is perforated, as at

E, or slotted, as at F, or otherwise pierced or deeply indented, and is then placed in a suitable mold preparatory to having a frame cast around the margins of said plate, the mold being first heated before the metal is poured in, so as to prevent the latter being chilled. The mold may be so shaped as to impart any desired contour to the frame, which latter can be made of cast-iron or brass or white metal, or any other suitable metal or composition of metals. When removed from the mold the frame will be found to consist of a top rail, G, bottom rail, G', end rails, H H', and as many division or panel bars I as may be desired. Furthermore, it will be found that the metal has run through the apertures or slots in the plate A, and anchored the latter to the frame in the most immovable manner, thereby dispensing entirely with rivets or bolts, &c. Consequently the plate can never become detached, and the contraction of the cast metal in cooling produces such an intimate union between said plate and frame as to effectually prevent rattling. It is preferred, also, to place the ornamental beading J in the mold and allow the cast metal to flow through the slot in said beading and completely fill the interior of the same, by which means this member J is united to the upper rail, G, with a thin web, K, as more clearly shown in Fig. 6.

The above is a description of the more simple construction of my dash; but in order to render the frame stiffer without making it too thick and bulky, the margin of the plate A may be doubled and bent back on itself, as seen at L in Fig. 2, this thickened portion of said plate being then perforated or slotted, if desired; or the margin of the plate may be loosely bent, as shown at H in Fig. 3, the cast metal being allowed to flow in and fill up this coil; or the plate may be tightly bent around a wire frame, O, as shown in Fig. 4; or the same results may be produced by corrugating or crimping the edge of said plate, as seen at P in Fig. 5.

In Fig. 8 the plate is shown as provided with two series of lugs or ears, R R', bent in opposite directions.

After the device has been constructed according to either of the described methods, the dash is then japanned or otherwise finished to suit the demands of the trade. Finally, this

construction is not confined to dashes, but can be employed for manufacturing wheel-guards, fenders, and all other attachments composed of leather coverings applied to frames that have heretofore been employed on carriages and other vehicles.

I am aware it is not new to fasten a sheet-metal dash to a cast-iron frame with rivets and bolts, or by clamping the plate between a two-part frame. Therefore I expressly disclaim any construction which necessitates the use of rivets or other equivalent fastening devices, and confine my invention to a sheet-metal dash of any kind around the margins of which any suitable frame is cast.

I am aware it is not new to cast various articles onto metallic bars, plates, &c., and therefore my claim is not to be construed as an attempt to cover such a process or art of uniting different metals.

I claim as my invention—

1. As a new article of manufacture, a sheet-metal vehicle-dash having a marginal frame cast around it, for the purpose described.
2. As a new article of manufacture, a sheet-metal vehicle-dash having a marginal frame cast around it, said frame having panel-bars integral therewith, as herein described.
3. As a new article of manufacture, a sheet-

metal vehicle-dash having a marginal frame cast around it and anchored thereto, substantially as herein described.

4. The sheet-metal dash A, perforated at E, and having a marginal frame cast around it, which frame anchors in said perforations, as herein described.

5. As a new article of manufacture, a sheet-metal dash strengthened at its edges for the purpose described, and having a marginal frame cast around it, as set forth.

6. As a new article of manufacture, a sheet-metal dash doubled at L, and having a marginal frame cast around it, for the purpose described.

7. The tubular molding J, united to the cast frame of a carriage-dash by a web, K, integral with said frame, as herein described.

8. The combination of sheet-metal dash A, molding J, web K, and marginal frame G G' H H', which frame is cast around said dash, as herein described.

In testimony of which invention I hereunto set my hand.

AMOS WOEBER.

Witnesses:

JAMES H. LAYMAN,
SAML. S. CARPENTER.