

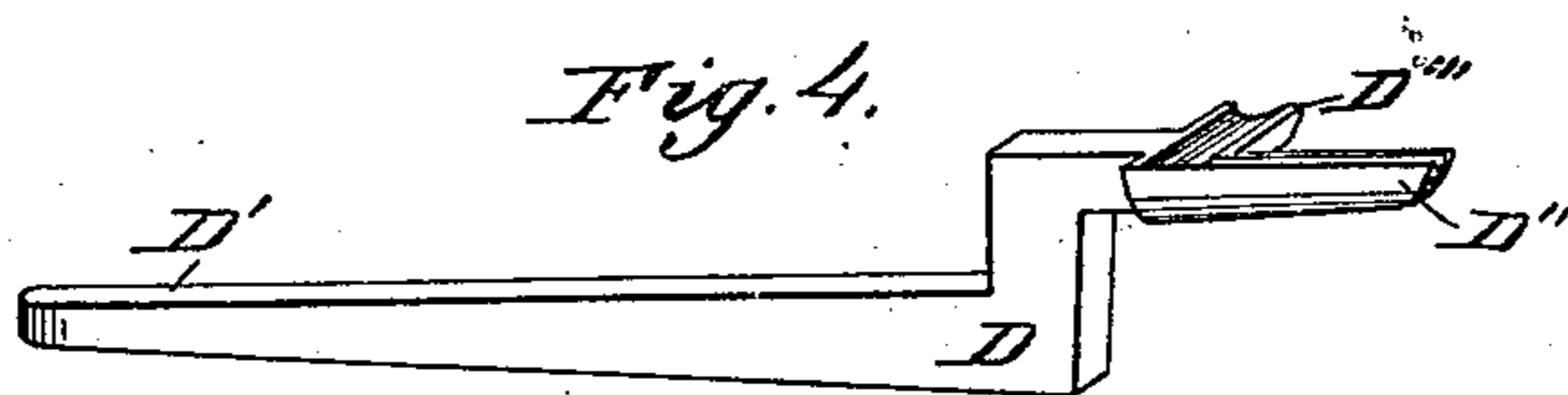
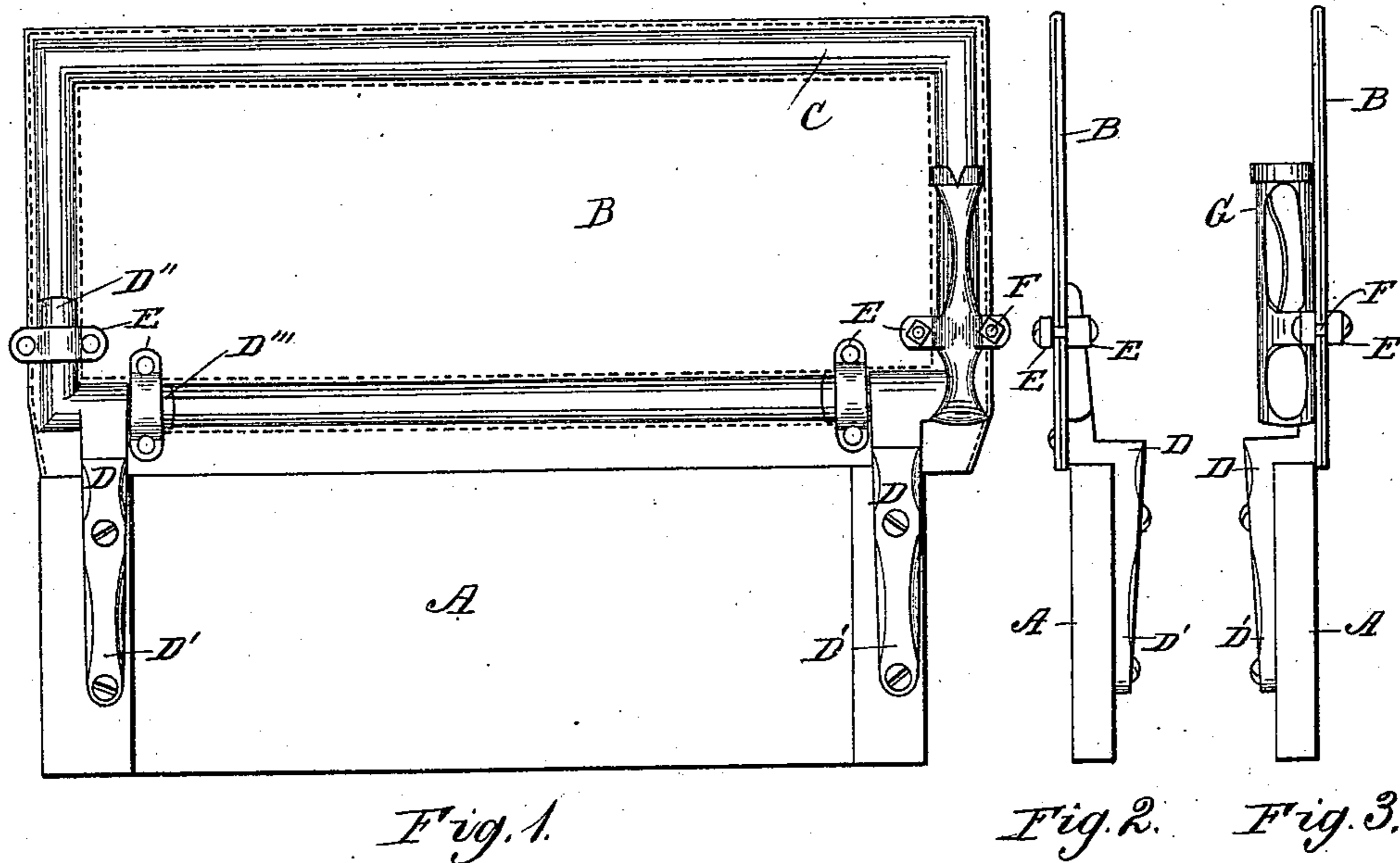
(No Model.)

W. E. MINSHALL.

DASH BOARD.

No. 292,032.

Patented Jan. 15, 1884.



WITNESSES:
W. W. Hollingsworth
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UNITED STATES PATENT OFFICE.

WILLIAM ELLIS MINSHALL, OF MINONK, ILLINOIS.

DASH-BOARD.

SPECIFICATION forming part of Letters Patent No. 292,032, dated January 15, 1884.

Application filed August 25, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. MINSHALL, a citizen of the United States, residing at Minonk, in the county of Woodford and State of Illinois, have invented a new and useful Improvement in Dash-Boards, of which the following is a specification.

My invention relates to that class of dash-boards in which a metallic frame is covered, or partly covered, with leather, oil-cloth, or other suitable material and secured to a carriage by means of metallic feet. Heretofore it has been common for such a metallic frame to be formed with the feet attached thereto, all as one piece. This is an expensive frame to make, and requires to be especially fitted to each carriage and afterward covered, and cannot therefore be put on the market a finished dasher ready to be applied to a carriage. It is also common to make dasher-frames without the feet attached, and to afterward attach them by means of screws or bolts passing through holes in the feet and in the frames. That these holes weaken the frame seriously is evident from the fact that frames are frequently broken at said holes, and seldom broken anywhere else. To obviate these objections is the main object of my invention.

To this end my invention consists in means for securing dasher-frames to their feet without holes in the frames, in means for repairing broken dasher-frames, and in means for securing a whip-socket to a dasher, as hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a rear view of a carriage-dasher and the front board of the carriage-body, showing my method of attachment. Fig. 2 is a left-hand side view of the same. Fig. 3 is a right-hand side view. Fig. 4 is a detail in perspective, and Fig. 5 is an elevation of a frame.

A represents the front board of the carriage-body.

B is the dasher, made of leather or other suitable material incasing the frame C. This frame is made of oval or other suitably-formed iron welded together at the ends. It has no hole through or in it.

D is the foot by which I attach the dasher

to the carriage. The end D' of this foot may have any usual or suitable form adapted for attachment to a carriage by bolts or otherwise. The upper portion is formed into a right angle having two projecting tangs, D'' and D'''. The front face of this angled portion is hollowed, like a trough, corresponding in form to the rear side of one corner of that portion of the dasher which is swelled out by the frame within it, in order that said swelled portion may rest in said groove.

To secure the dasher to the foot, I apply clamps consisting of clips E, one hollowed to fit upon the dasher over the bulge of the frame, and the other to fit over a tang of the foot, and screws or screw-bolts F, passing through the ends of the clips, through the leather of the dasher beside each edge of the frame, and of the tangs D'' and D''' of the foot; or I may use one such clip, E, to rest on the dasher, and provide the tangs of the foot with ears corresponding to the other clip, to register therewith and receive the bolts F. By this means I secure the dasher rigidly in place without weakening its frame with holes, or increasing the weight of the frame to cover such weakness. I also provide means whereby broken frames may be mended, for the break almost invariably occurs where the holes are made to secure said frame to the feet, and the tang D'' is adapted to lap across that region, and for this purpose of repairs two clips may be placed on the tang D'', if required.

For use in making new work, the clip at the tang D''' may be dispensed with, if desired, for the frame, bound by its uprights at two corners into the grooves in the faces of the feet, is rigidly held. When it is desirable to connect a whip-socket to the dasher, I cast the socket G as a portion of the tang D'' of the right foot, thus avoiding any possibility of the whip-socket working loose from the foot, to which it has heretofore been sometimes fastened by bolts.

The clips may be made as ornamental rosettes, or they may be so light as to show very little.

In some cases the dasher-frame may be made of half-oval iron; then the rear side will be

flat, will not raise a swell on the rear side of the dash-leather, and the front side of the foot will not require to be hollowed.

What I claim as my invention, and wish to secure by Letters Patent, is—

1. The combination, with an imperforate and footless dasher-frame, of a foot having angular tangs and an angular groove in their faces, and means, substantially as specified, for clamping said frame to said foot, whereby the vertical and horizontal bars of said dasher-

frame may be held at the same time in vertical and horizontal grooves of said clamp.

2. The combination, with a dasher-frame, of a foot adapted to secure one end of the same to a carriage, said foot containing a whip-socket in one and the same piece, as shown and described.

WILLIAM ELLIS MINSHALL.

Witnesses:

E. HARRIS,
JEROME EGBERT.