

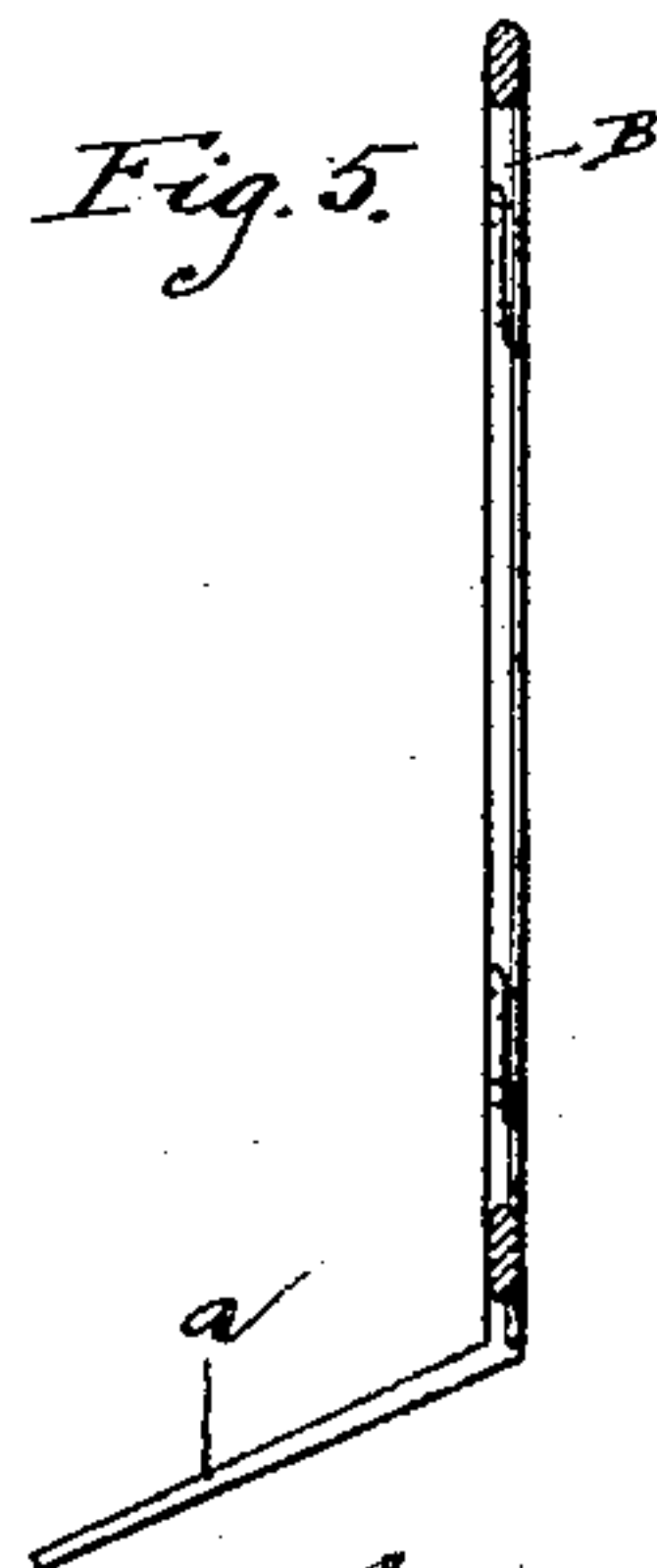
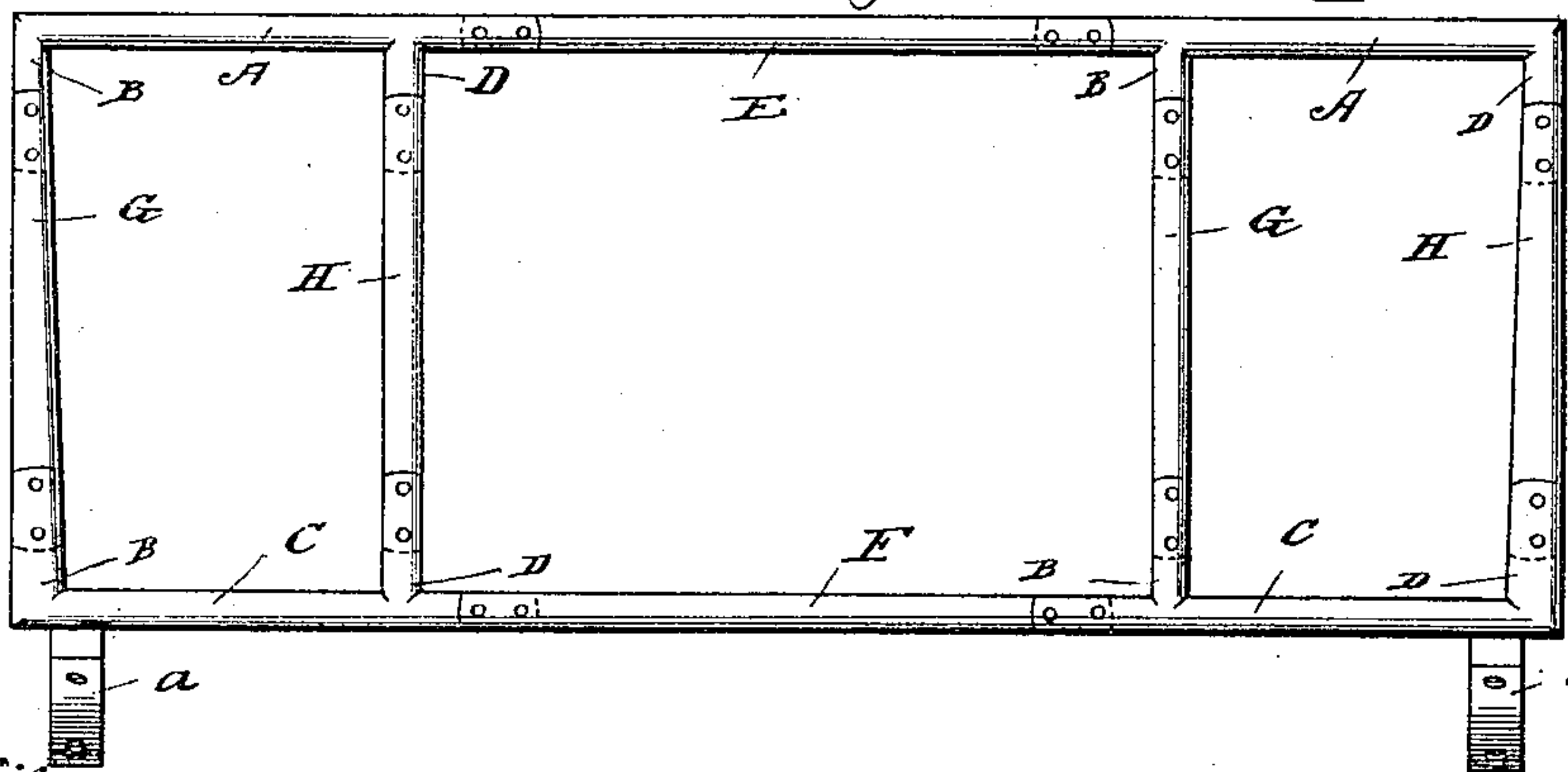
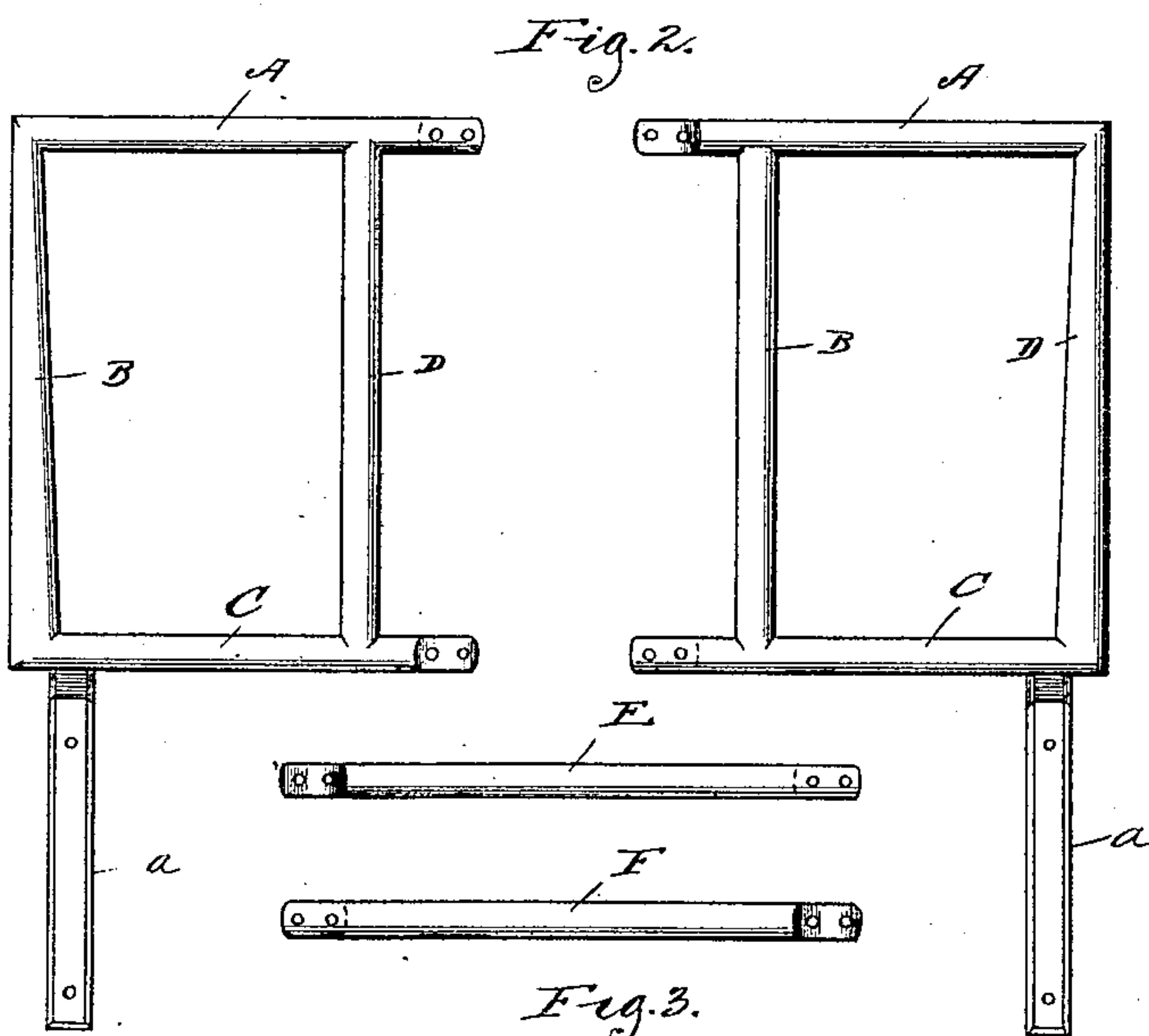
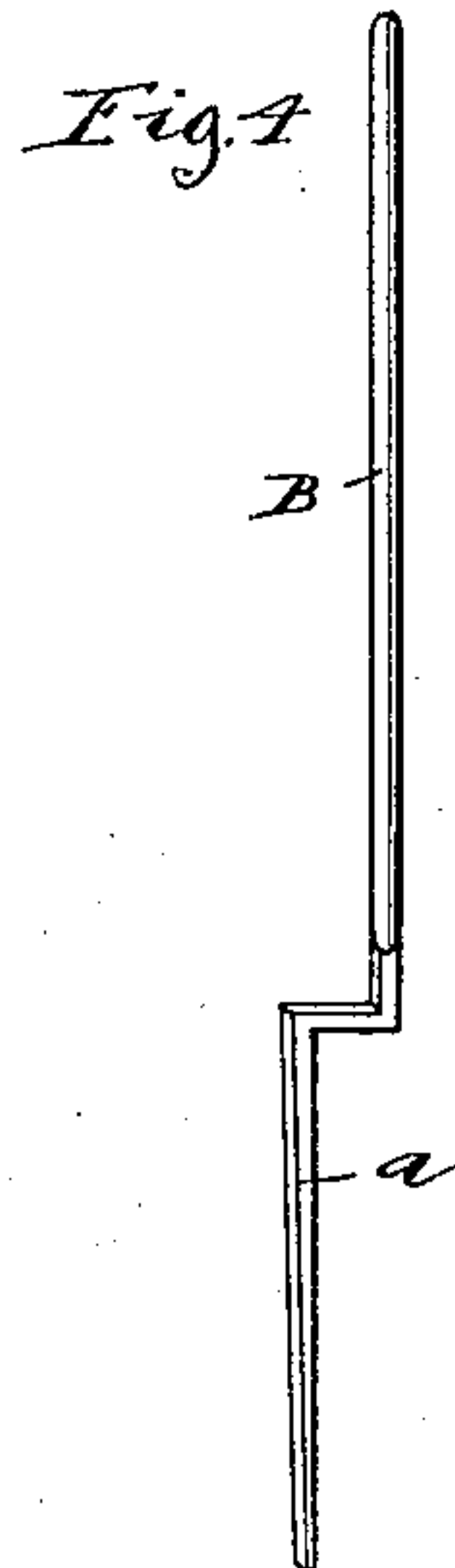
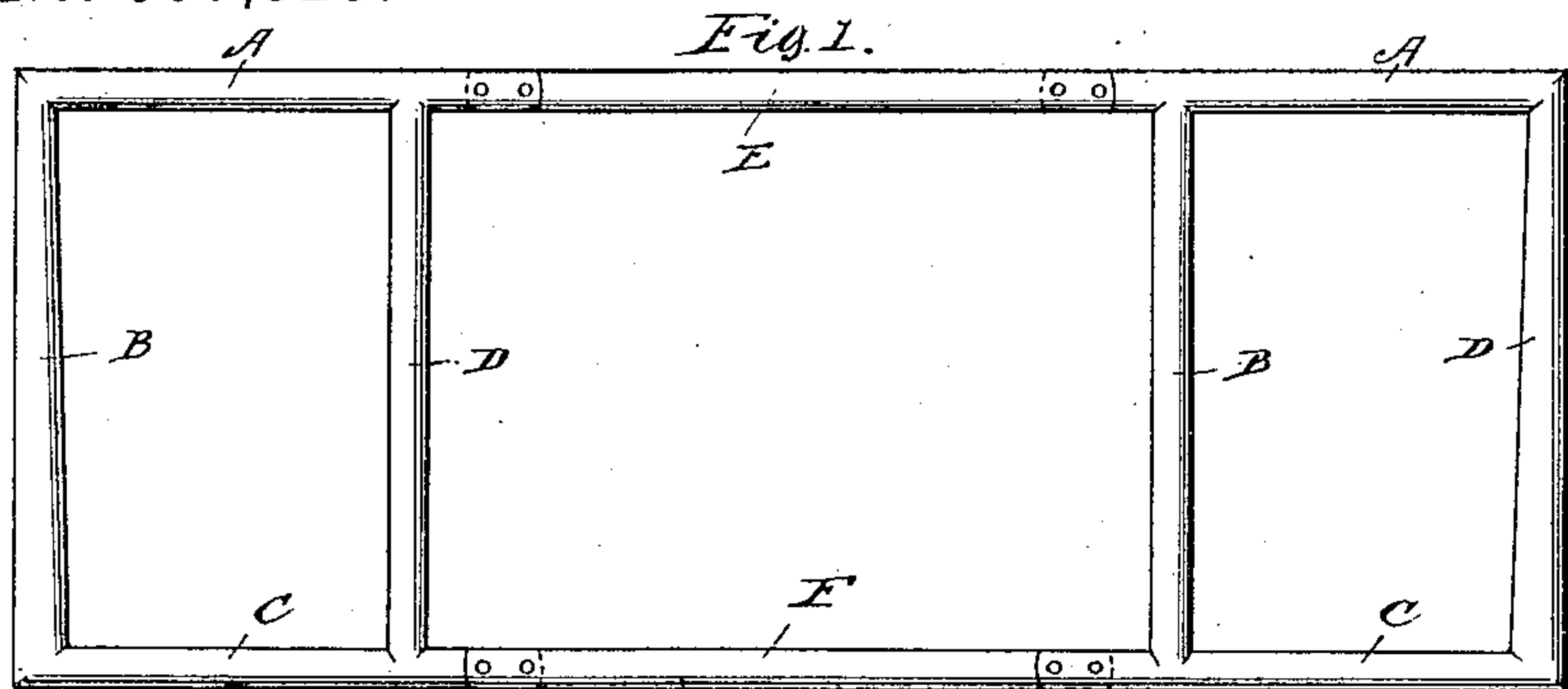
(No Model.)

C. L. BAKER.

DASH BOARD FOR VEHICLES.

No. 397,329.

Patented Feb. 5, 1889.



Witnesses,
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UNITED STATES PATENT OFFICE.

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DASH-BOARD FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 397,329, dated February 5, 1889.

Application filed March 26, 1888. Serial No. 268,466. (No model.)

To all whom it may concern:

Be it known that I, CLAYTON L. BAKER, a citizen of the United States, residing at Englewood, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Dash-Boards for Vehicles, of which the following is a specification.

My invention relates to an improved method of forming the metallic frame-work of dash-boards for vehicles. As usually constructed such dash-boards consist of a metallic skeleton frame-work covered with leather, the frame-work having suitable means for securing it to the vehicle-body. This frame-work has heretofore been made of light wrought-iron bars or rods welded together to form a rectangular frame of the required size, and usually having cross-bars to impart strength to the frame as well as to support the material used for covering the same. These dash-boards are of different lengths and heights, and have been, both with respect to labor and material, comparatively expensive.

The object of my invention is to construct these dash-board frames of suitable material, (preferably of malleable iron,) in sections and interchangeable, so that dash-boards of various sizes are readily made up by selecting parts of suitable length, and to produce a dash-board frame of the desired strength and lightness at a small initial cost.

One special advantage of my improved construction consists in my being able to cast said interchangeable sections when made of malleable iron, the expense of thus casting the same being considerably less than when wrought-iron bars or rods are used, which reduction in expense applies equally to the saving in putting the frame-work of the dash-board together, the wrought-iron bars requiring labor in welding, while my interchangeable malleable-iron sections are easily and securely united by the employment of rivets, as shown by the drawings, or by other suitable means.

In the accompanying drawings, Figure 1 represents my improved frame in elevation ready for the covering material. Fig. 2 is a similar view of the end sections thereof, the side connecting-bars for connecting the end sections omitted. Fig. 3 is a similar view of

the complete frame, but showing the upright bars of the frame adjustable, with provision whereby they may be adjusted to different heights. Figs. 4 and 5 show the end bars provided with means for connecting them to vehicles having straight and slanting bodies, respectively.

In the form of construction illustrated in Figs. 1 and 2 the frame is composed of two rectangular frames, A B C D, which are preferably cast in one piece from malleable iron. These corner frames are then connected by bars E F, also of malleable iron, by means of rivets, bolts, and nuts, or other suitable device. It is obvious that the frame may be made long or short by selecting longer or shorter connecting-bars. I prefer to cut away the meeting ends of these sections and of the frame-sections, as shown—say half the thickness of each—whereby when the frames are joined by means of the connecting-sections the frames and sections shall stand in the same plane.

In Fig. 3 the corner frame A B C D is made adjustable vertically by providing it with connecting-sections G H.

Fig. 4 shows a dash-board having a shank suitable to be connected to the ordinary phaeton.

Fig. 5 illustrates a shank or connecting-arm which adapts the dash-board to be connected to a surrey. This shank or connecting-arm is formed integrally with the end sections of the dash-frame, and this construction is a great improvement upon the old method of welding the shank to the corners of the frame. By casting it integral therewith the metal may be spread so as to give a considerable thickness or breadth of material, and at the same time it is much cheaper than the old method of welding the shank to the frame. Another method heretofore employed has been to make the shank and dash-frame separately and bolt the two together. This construction is objectionable for the reason that the bolts work loose. Actual experiment with dash-frames of the various sorts above mentioned has demonstrated that a cast malleable frame with an integral shank whereby to attach it to the vehicle-body can be made lighter, cheaper, and stronger than either of

the other forms. It is necessary, however, in order to cast the shank of the frame, to make the frame in sections, because the shrinkage of the metal and its tendency to warp would
5 prevent the casting of the frame with the shanks all in one piece.

I claim—

A dash-frame for wheeled vehicles of cast malleable metal, comprising end sections of
10 rectangular form having at the outer corners

thereof integral attaching shanks or feet provided with bolt-holes, whereby to adapt the frame to be secured to the vehicle-body, and connecting-bars whereby to secure the end sections together, substantially as described. 15

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