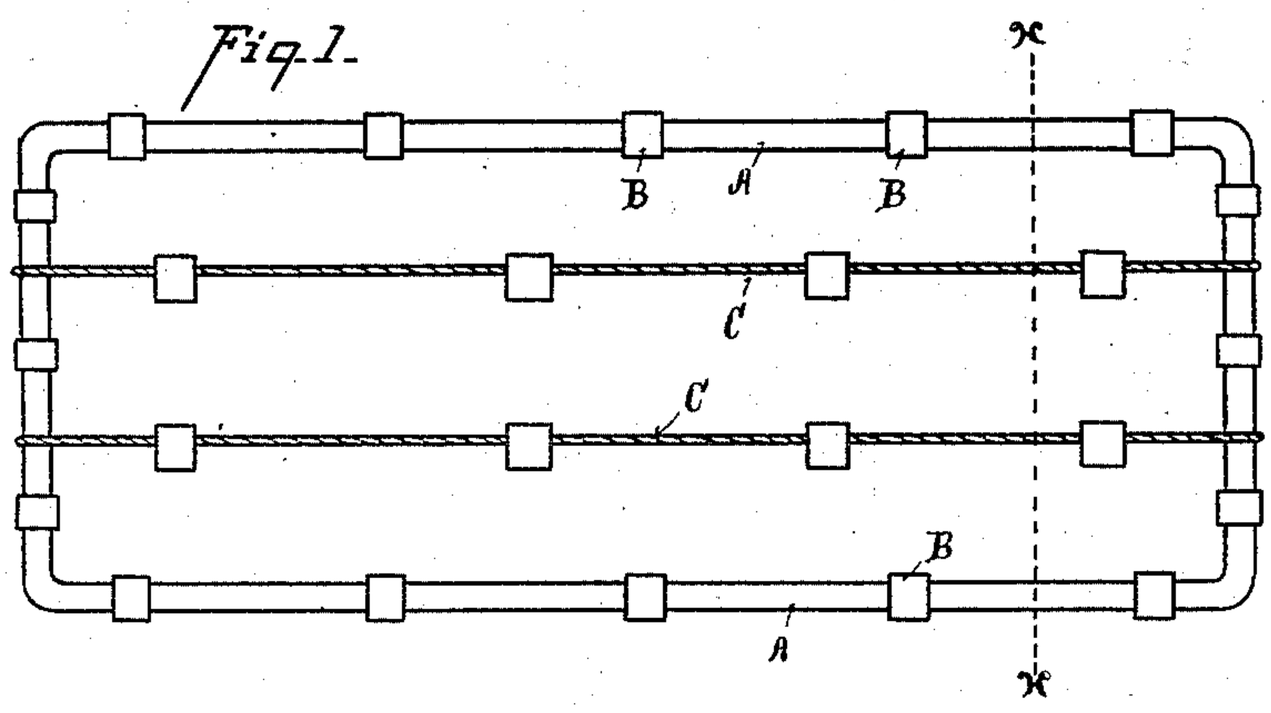
(No Model.)

C. A. BEHLEN.

VEHICLE DASH.

No. 500,845. Patented July 4, 1893.

Fig. 1.



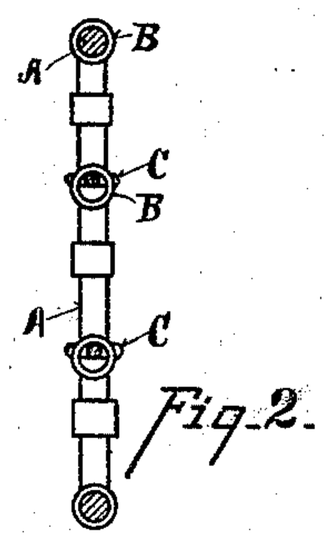
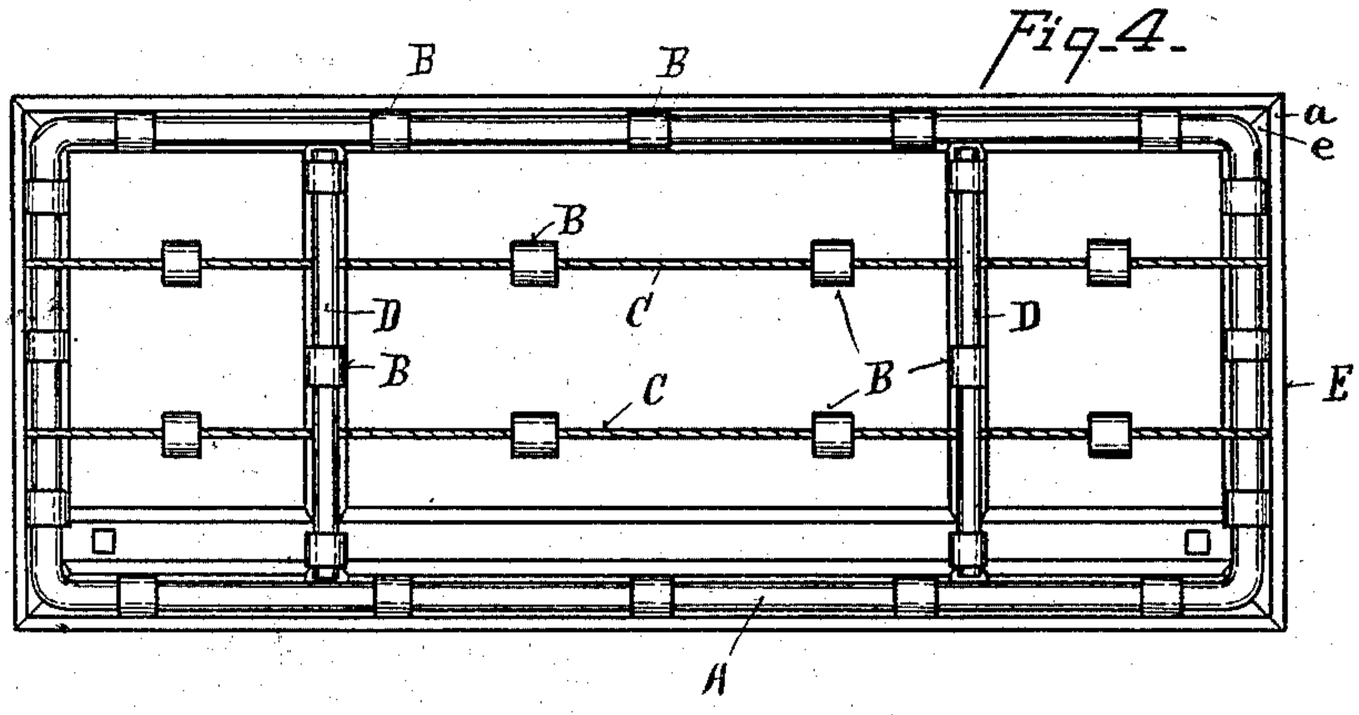


Fig. 2.

Fig. 3.

Fig. 4.



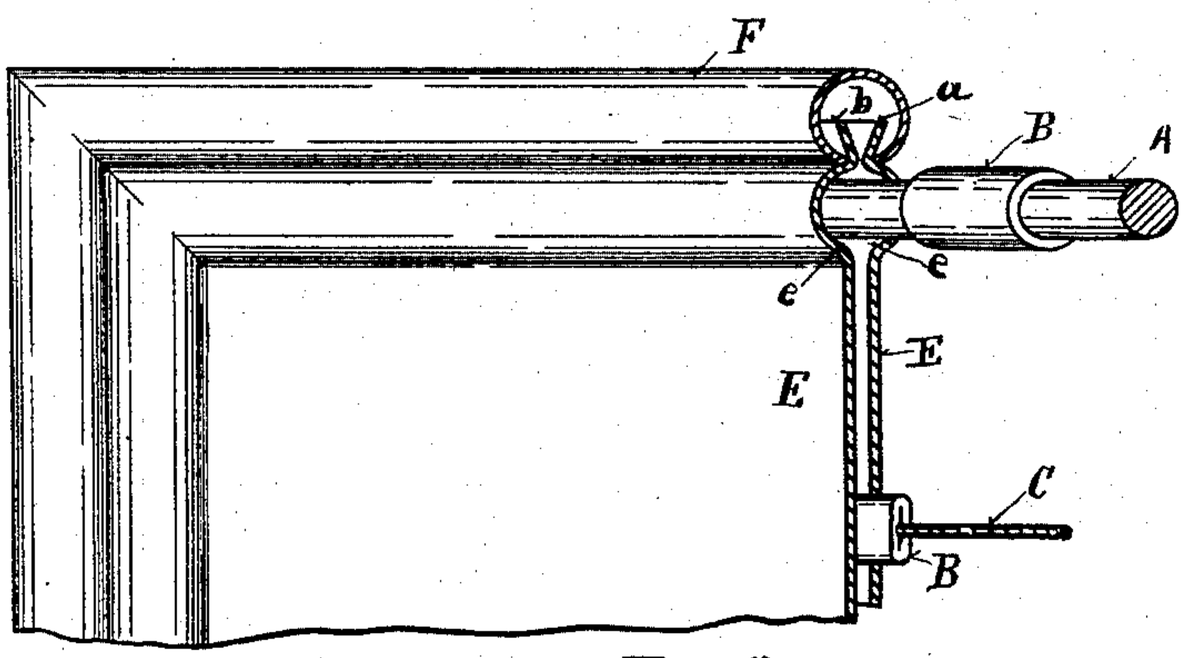


Fig. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES A. BEHLEN, OF CINCINNATI, OHIO.

VEHICLE-DASH.

SPECIFICATION forming part of Letters Patent No. 500,845, dated July 4, 1893.

Application filed March 30, 1893. Serial No. 468,368. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. BEHLEN, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Vehicle-Dashes, of which the following is a specification.

My invention relates to a metallic dash.

The object of my invention is to combine the parts in a strong, durable manner, and the employment of novel cushioning features with rim closing attachments which keep the inside of the dash free from moisture.

The various features of my invention are fully set forth in the description of the accompanying drawings making a part of this specification, in which—

Figure 1 is a plan view of the skeleton frame cushioning device. Fig. 2 is a section on line *x*, *x*, Fig. 1. Fig. 3 is a plan view of one of the cross ribs. Fig. 4 is a plan view of the dash with one side of the covering in position. Fig. 5 is a perspective view of one corner of the completed dash, the parts being broken off to show the construction.

A represents a metallic frame made integral approximately of the proper contour of the dash.

B represents tubular cushions which are shown in the preferred form as a series of rings placed at intervals around the frame; these rings are put on before the frame is united or welded together to make the same integral.

C represents cross cords or wires upon which the rubber rings are strung at suitable intervals. In the preferred form of construction I employ cross ribs D with similar cushioning rings placed at intervals thereon.

E represents metallic plates which are corrugated around the edges, the recess in each of said plates being a little larger than one-half the area of the frame A, but smaller in cross section than the cushions B. When the cross ribs are employed similar cross recesses are stamped to receive the ribs and their cushions.

a, *b*, represent flanges projecting beyond the recess *e* over which the slit or split cylinders F engage and clamp the parts together. The cushions are preferably made of rubber and larger than the recess in which they are inclosed, so as to receive all the strains of the sheets clamped together. The rings suspended on the cords C rest loosely thereon so that when the two sheets are clamped together they compress the same and form an elastic filling.

Mode of construction: The frame A is preferably made of a rod of steel or iron and bent into the required form; cushions B are then strung on and placed at suitable intervals around and the frame welded together; the metal sheets are stamped out with appropriate recesses *e* and flanges *a*, *b;* the cords C with their cushions B are stretched across the frame; the frame is then placed in the recesses of one of the plates, and the cross ribs D with their cushions are placed in the central recess; then the outer sheet is placed over the same and the two are rigidly clamped together; the cushions B being large enough to receive the major portion of the strain allowing the edges of the metal opposite the neck of the flanges *a*, *b*, to come close together. The split cylinder F is then slipped on the flanges *a*, *b*, and the bevel joints of the corners secured by brazing or other suitable means to render the center of the frame impervious to moisture. In the preferred construction the tubular cushions are shown as a series of sectional tubes arranged at intervals along the frame of the dash; this is for the purpose of cheapening the construction, rubber being the best cushioning material, and it saves a great deal in cost and is very nearly as effective as if tubes extended along the entire frame work. By this means of construction metal sheets may be employed to cover the dash and the contraction and expansion of the cushioning device prevent rattling of the metal and sonorous vibration which would otherwise occur; the cushioning material being elastic cushions the noise which would otherwise occur by the flexible vibration of the metal sheets. These cushions prevent the edges of the metal from coming quite in contact outside the frame, and I obtain an absolutely noiseless metallic dash.

Having described my invention, what I claim is—

1. A dash composed of the metallic frame A, tubular cushions B inclosing said frame, corrugated metal sheets E, E, clamped upon the tubular cushions of said frame, substantially as specified.

2. A metallic dash composed of the frame A, tubular cushions B, corrugated metal sheets E, E, split clamping cylinders F, secured upon the flanges *a*, *b*, outside of the frame, substantially as specified.

3. A metallic dash composed of the frame A, ribs D, tubular cushions B placed upon said frame, and ribs, corrugated metal sheets E, E, clamped upon said tubular cushions around the frame, substantially as specified.

4. A dash composed substantially of the metallic frame A, cross cords C, and tubular cushions B placed upon said frame clamped upon said cushion frame and cords, substantially as specified.

In testimony whereof I have hereunto set my hand.

CHARLES A. BEHLEN.

Witnesses:
T. SIMMONS,
C. W. MILES.