

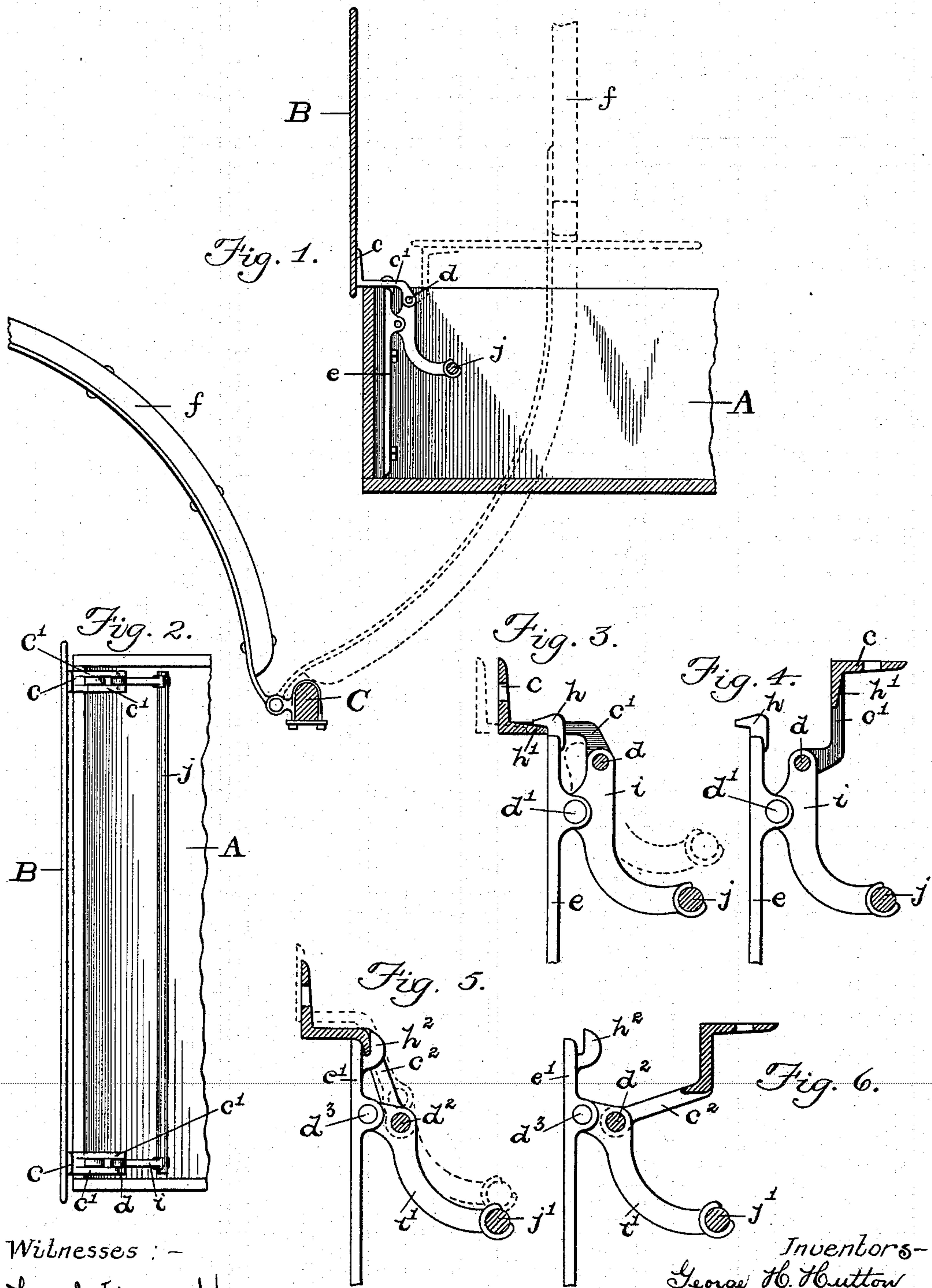
No. 612,205.

Patented Oct. 11, 1898.

G. H. HUTTON & G. H. HUTTON, JR.
TILTING DASHBOARD.

(Application filed Aug. 26, 1898.)

(No Model.)



Witnesses : -
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UNITED STATES PATENT OFFICE.

GEORGE H. HUTTON AND GEORGE H. HUTTON, JR., OF BALTIMORE,
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TILTING DASHBOARD.

SPECIFICATION forming part of Letters Patent No. 612,205, dated October 11, 1898.

Application filed August 26, 1898. Serial No. 689,560. (No model.)

To all whom it may concern:

Be it known that we, GEORGE H. HUTTON and GEORGE H. HUTTON, Jr., citizens of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Tilting Dashboards, of which the following is a specification.

This invention relates to means for hinging dashboards to vehicle-bodies.

The object of the invention is to provide a dashboard that can be turned or thrown back to a rearward or inclined position to permit the shafts when elevated to clear the front end of the vehicle-body and take substantially a vertical position in order that vehicles may be stored close and occupy as little space as possible.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a sectional view of a dash and front portion of a vehicle-body with our improved construction and illustrates by broken lines the relative positions of the dash and shafts when the dash is thrown back and the shafts raised in a vertical position. Fig. 2 is a plan view of the front portion of the vehicle-body, the dash, and foot-rail, and illustrates our invention. Fig. 3 is a side view of our improved dashboard-foot and a section of the foot-rail and shows by broken lines the position the parts take to enable the dash to be thrown back. Fig. 4 is also a side view of the dashboard-foot and illustrates the position the parts take when the dash is thrown back. Fig. 5 illustrates a side view of one form of a modified dashboard-foot and shows by broken lines the position the parts take to enable the dash to be thrown back. Fig. 6 is a side view of the same and shows the position the parts take when the dash is thrown back.

Referring to the drawings, the letter A designates the vehicle-body, B the dashboard, and C the axle.

The dashboard is connected to the body of the vehicle by a foot *c*, one at each side. The dash-foot *c* is bolted to one end of the dashboard and the other end terminates in two projecting arms *c'* *c'*, which are pivoted at *d* to a rock-arm *i*. The rock-arm *i* is piv-

otally connected at *d'* to the base-plate *e*, which is rigidly secured to the vehicle-body. The two rock-arms *i*, one at each side of the vehicle-body, carry and are rigidly connected to the foot-rail *j*, on which the driver's feet rest, and as the rock-arms are pivoted at *d'* it will be seen that the foot-rail *j* is free to raise and lower, as indicated in Fig. 3. The base-plate *e* in this instance has a vertical position and at its top terminates in a hook-shaped lug *h*, and this lug in Figs. 1 to 4 projects horizontally. When the dash is in its upright position, the hook-lug *h* has position between the two arms *c'* *c'* of the dash-foot *c* and the lug *h* takes over and contacts with a bevel-face *h'* between the two arms *c'* *c'*. When the dash is in its upright position, the weight of the rock-arms *i* and foot-rail *j* draws the bevel-faces *h'* into engagement with the hook-lugs *h*. It will be seen that the dash and foot *c* have a slight horizontally-sliding movement.

The operation is as follows: The foot-rail *j* and rock-arms *i* are raised, as seen by broken lines in Fig. 3, and as each dash-foot *c* is pivotally connected to a rock-arm *i* a sliding movement will be imparted to dash-foot which will cause the bevel-face *h'* to disengage from the hook-shaped lug *h*, and the foot *c* can then be turned back, as seen in Fig. 4. The shafts *f* can then be raised to a vertical position, as shown in Fig. 1 by broken lines. The operation to restore the dash to the normal upright position is just the reverse and is obvious.

Referring now to the modification shown in Figs. 5 and 6, the lug *h*² on the top of the base-plate *e'* projects vertically or parallel with same and has position between the projecting arms *c*² of the dash-foot. These arms *c*² are pivoted by a pin *d*² to the lever *i'*. The lever *i'* is also pivoted at *d*³ to the base-plate *e'* and is free to move up and down. The two levers *i'* carry the foot-rail *j'*. The position the parts take in operation is clearly shown by full and broken lines and the operation is obvious. The weight of the levers *i'* and foot-rail *j'* serves to retain the dash in its upright position.

Having thus described our invention, what we claim is—

1. In a tilting dashboard for vehicles, the

combination of two base-plates each carrying a hook-lug; an arm pivoted to each base-plate so as to move up and down and the two arms carrying a foot-rail; and a dash-foot connecting each arm with the dash whereby the dash may be tilted back, substantially as described.

2. In a tilting dashboard for vehicles, the combination of a base-plate carrying a hook-lug; a rock-arm pivoted to the base-plate so as to move up and down and carrying at its lower end a foot-rail; a dash-foot connecting the dash with the said rock-arm and coacting with the hook-lug whereby when the foot-rail is raised the dash-foot will be released from the hook-lug and the dash may be tilted back.

3. In a tilting dashboard for vehicles, the

combination of a base-plate; a rock-arm pivoted to the base-plate and carrying a foot-rail; a dash-foot one end of which is rigidly secured to the dash and the other end pivoted to the rock-arm so as to tilt back; and a hook-lug which when the foot-rail is raised takes over a beveled face on the dash-foot and holds the dash in its normal position.

In testimony whereof we affix our signatures in the presence of two witnesses.

GEORGE H. HUTTON.

GEORGE H. HUTTON, JR.

Witnesses:

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