

No. 677,761.

Patented July 2, 1901.

H. L. HALL.
DASHBOARD.

(Application filed Oct. 31, 1900.)

(No Model.)

2 Sheets—Sheet 1.

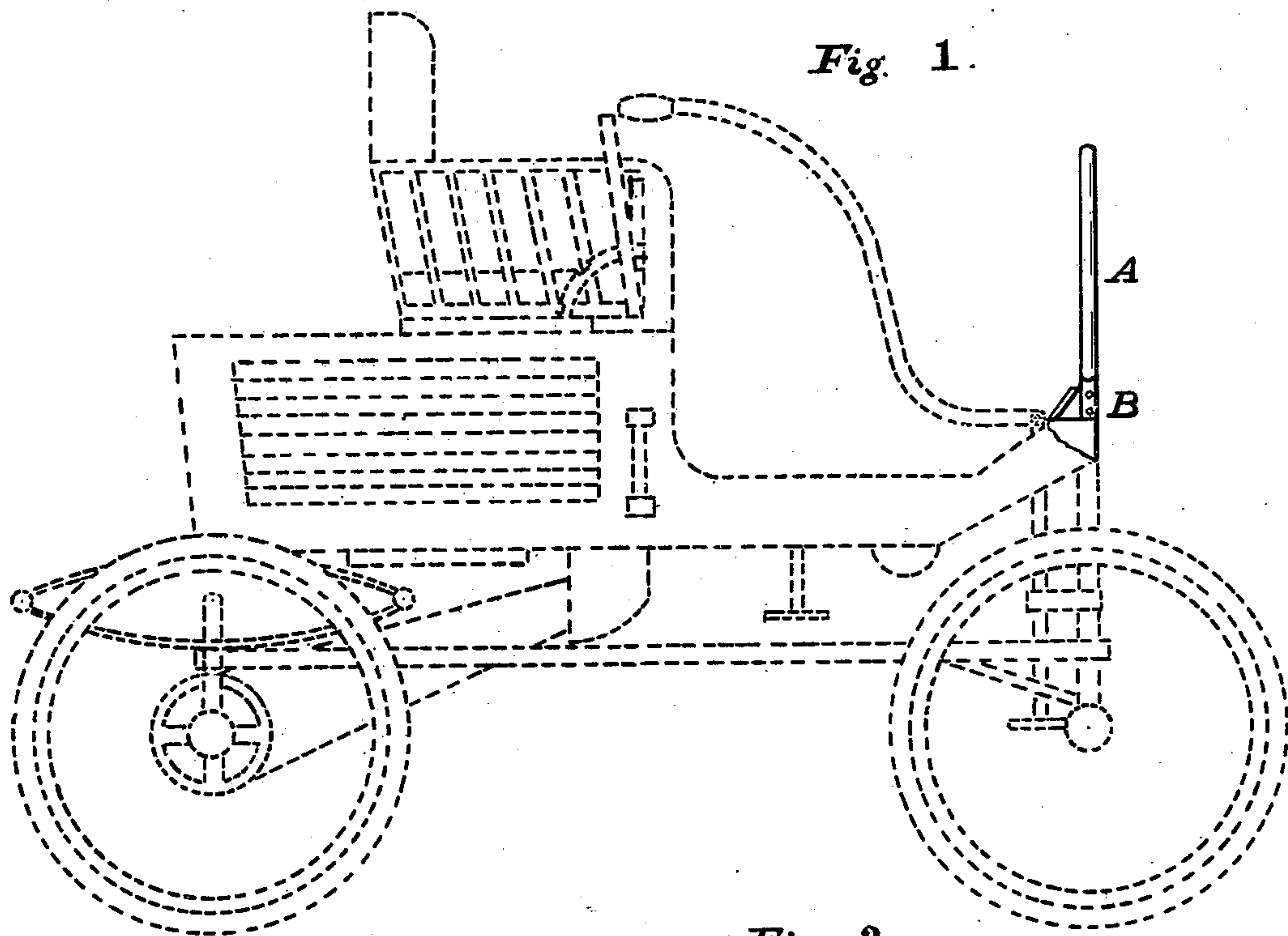


Fig. 2.

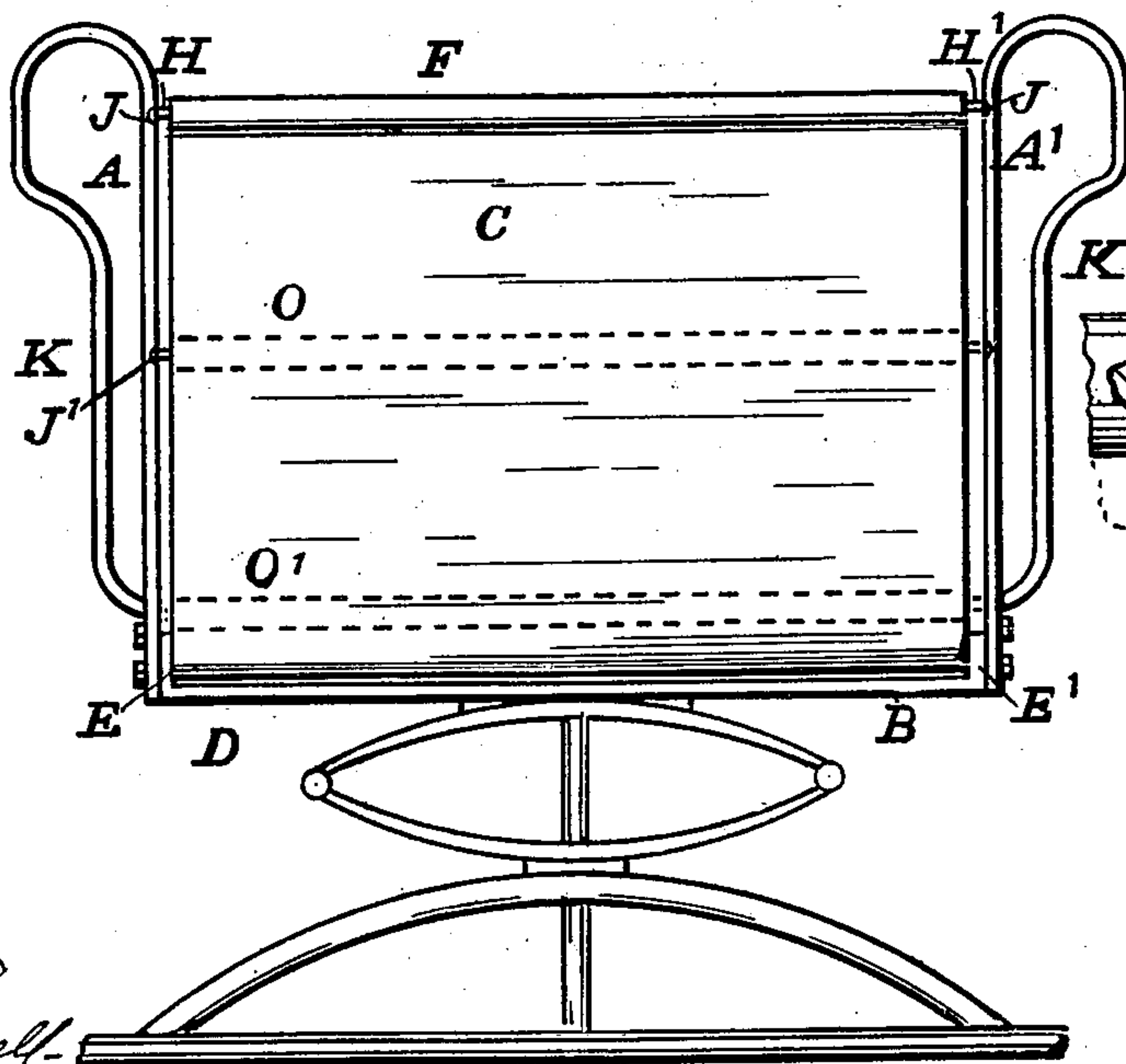
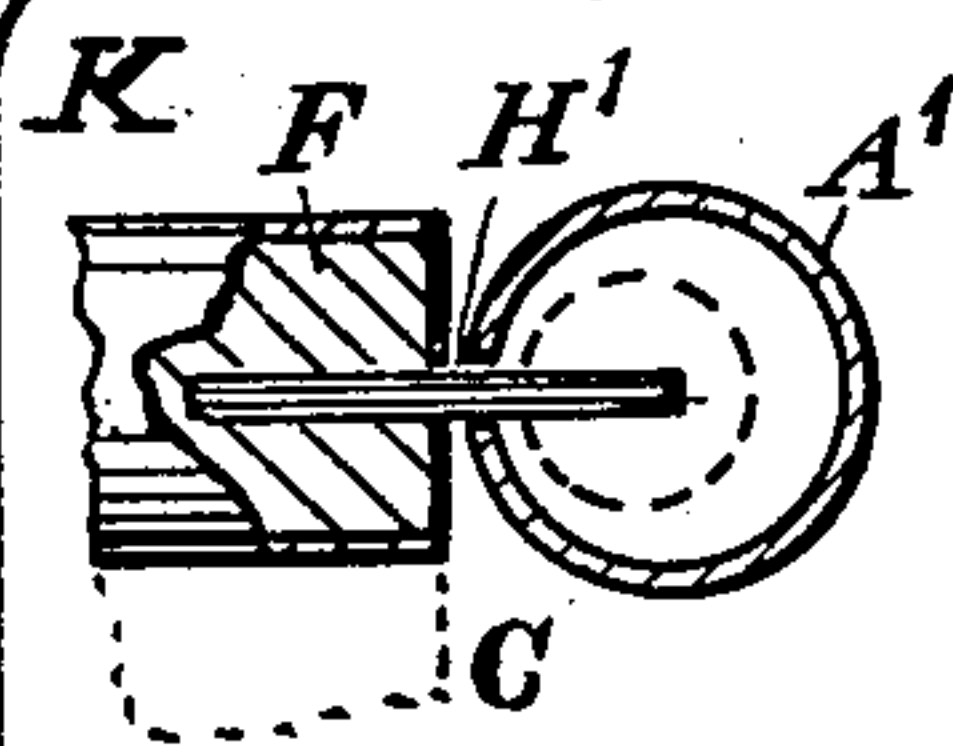


Fig. 3.



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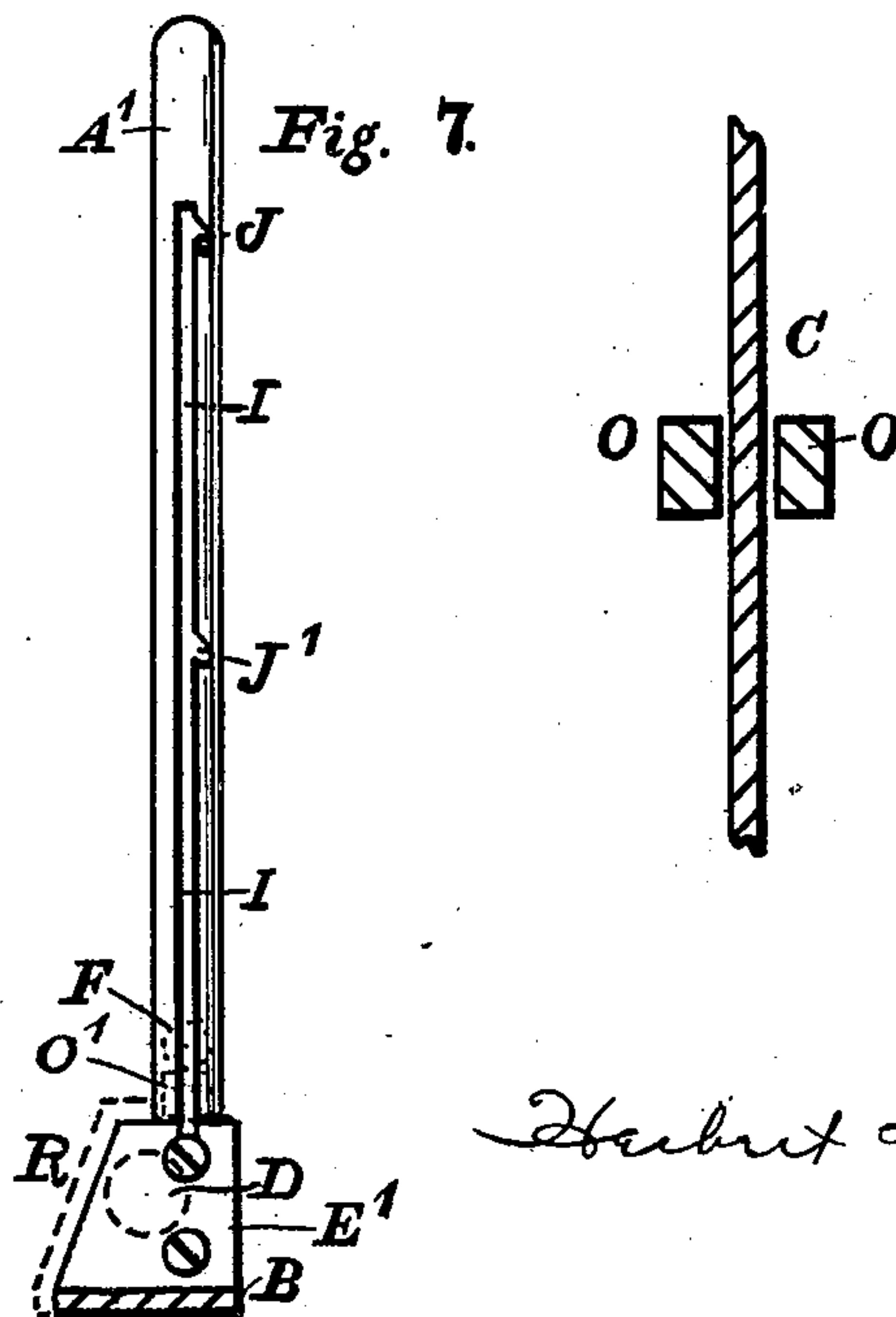
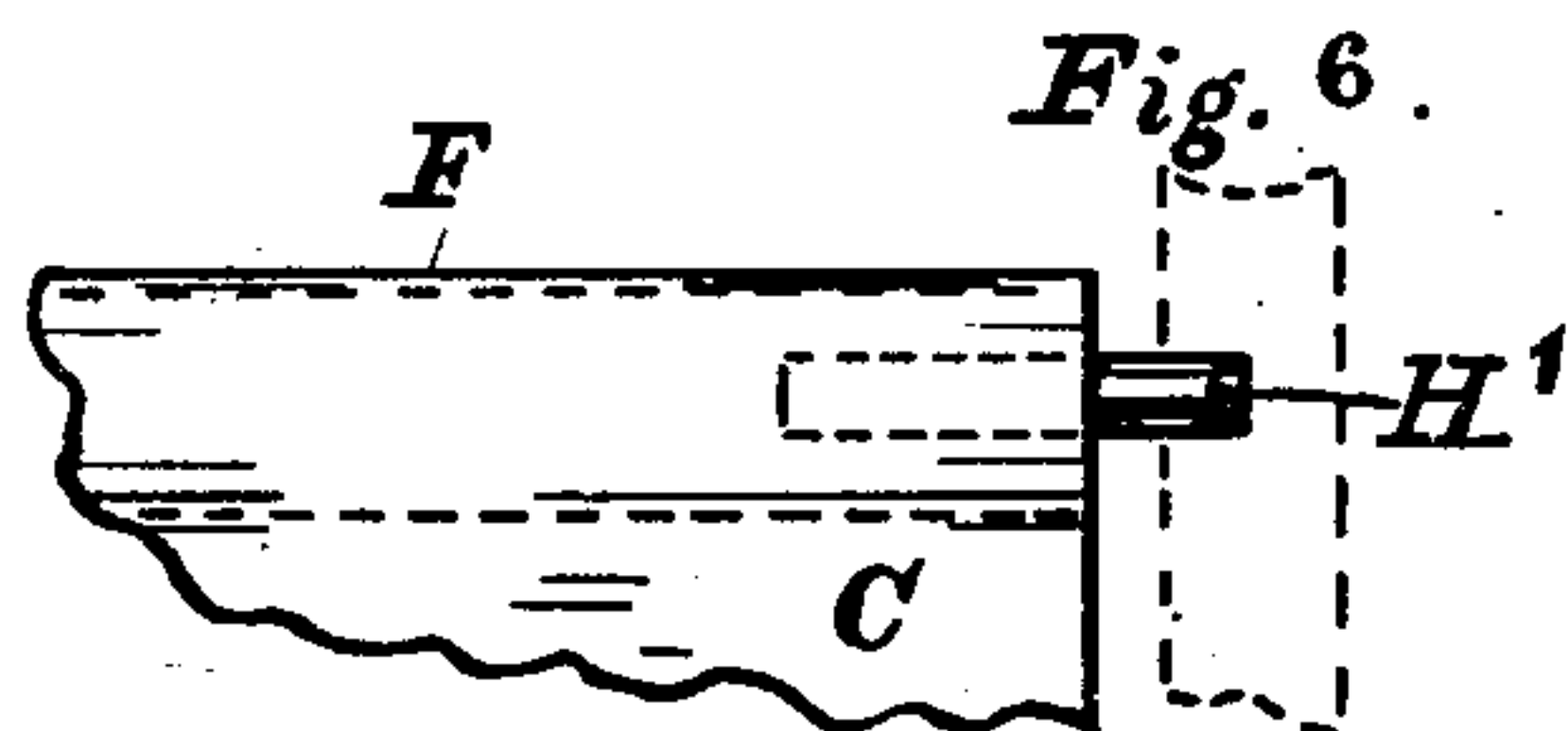
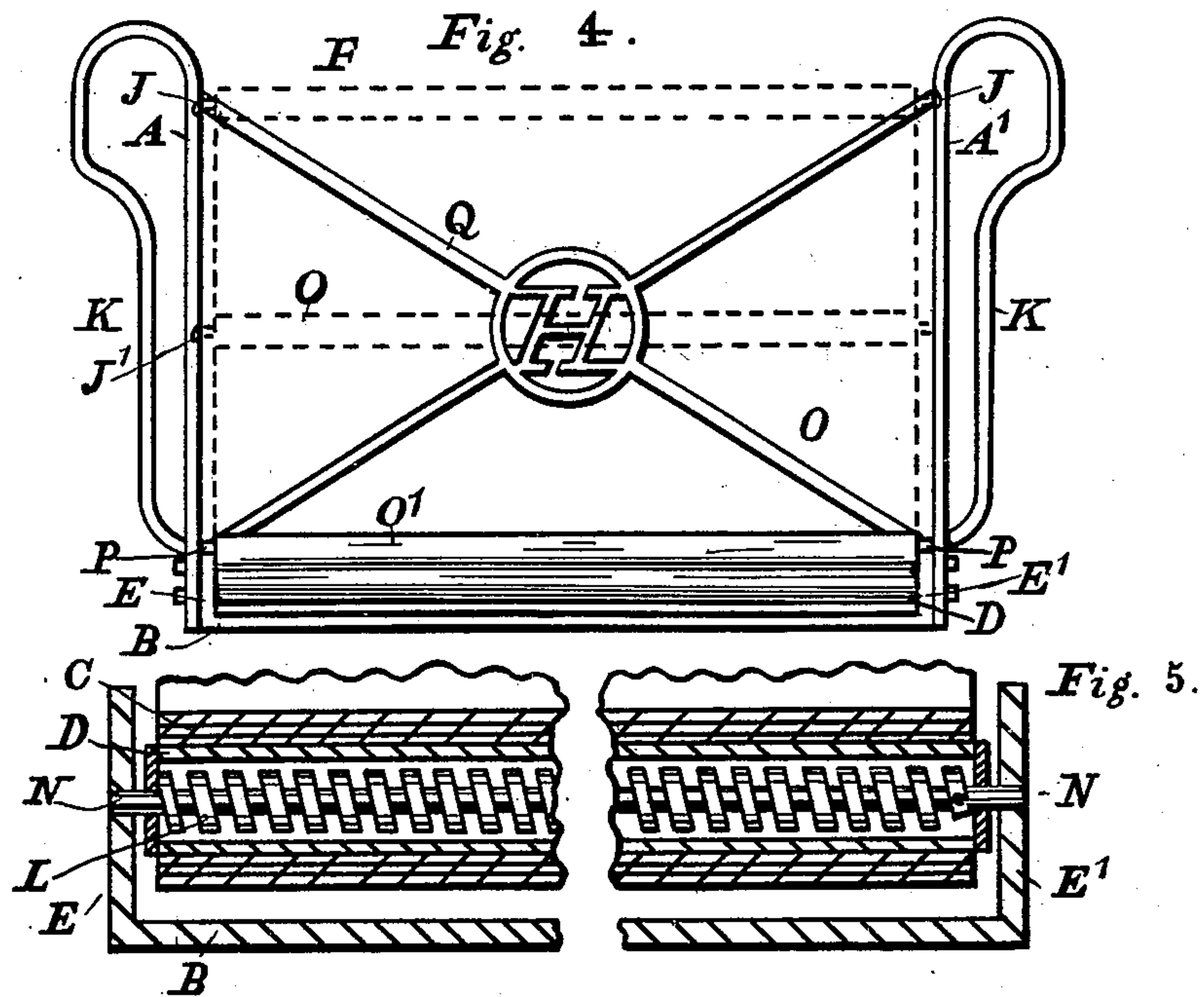
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UNITED STATES PATENT OFFICE.

HERBERT L. HALL, OF ROCHESTER, NEW YORK.

DASHBOARD.

SPECIFICATION forming part of Letters Patent No. 677,761, dated July 2, 1901.

Application filed October 31, 1900. Serial No. 35,028. (No model.)

To all whom it may concern:

Be it known that I, HERBERT L. HALL, a citizen of the United States, residing at Rochester, Monroe county, New York, have invented an Improved Dashboard, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to the construction of an adjustable dashboard designed more particularly for use in connection with automobiles or power-driven vehicles, but capable of application to other purposes.

My invention is fully described and illustrated in the following specification and the accompanying drawings, the novel features thereof being specified in the claims annexed to the said specification.

In the accompanying drawings, representing my invention, Figure 1 is a side view. Fig. 2 is a front view. Fig. 3 is a horizontal section of one of the tubular standards. Fig. 4 is a front view of the dashboard detached, showing it collapsed or folded. Fig. 5 is a section of the spring-roller. Fig. 6 represents the pin and sliding block at the upper corners of the apron. Fig. 7 is a central vertical section showing the inside of one of the standards.

My improved dashboard consists, essentially, of the standards A A', the base B, and the movable apron C, arranged to be wound up on the spring-roller D. The base is secured to the footboard or forward part of the vehicle in any suitable way and supports the standards, which extend upward a suitable distance at each side and carry the apron. The base is made of sheet metal, being provided at each end with the upwardly-turned ears E E', to which the standards are fastened and which support the pivots of the spring-roller D. The lower end of the apron is attached to the outside of the spring-roller in any suitable manner. The outer end of the apron is attached to the bar F, which is provided at its extremities with pins or studs H H', which project into and slide up and down in the vertical slots I in the inner surfaces of the standards. When extended upward, the studs H H' engage in notches J, made in the edges of the slots in the standards, so that the bar F is held in place across the top of the standards and the apron is

kept firmly distended by the strain of the spring in the roller. Any other suitable devices may be employed for this purpose—such, for instance, as a movable latch or catch. The standards may be of any suitable construction. As shown, they consist of metallic tubes bent over on themselves at their upper ends, thus making each standard double, the outer member K of each extending downward and being joined to the inner member, which is secured to the base. The standards may have any other suitable form, and they may be made solid, of any suitable material, and provided with the slots on their inner sides. The spring-roller is of any ordinary or preferred construction, the spring L, Fig. 5, being attached at one end to the shaft or one of the pins N and at the other end to the interior of the roller D. The spring operates to wind up the apron on the roller when the apron is disengaged from the standards at its upper end. In Fig. 2 the apron is shown in full lines as distended and in Fig. 5 as rolled up, leaving the space between the standards open and practically unobstructed, as if the vehicle were not provided with any dash at all.

The apron or curtain may be supported against the pressure of the air in any suitable way. In the drawings I have shown a split or divided bar O, Figs. 2, 4, and 8, which engages the apron on both sides and may be adjusted up and down in the standards. The slats forming the bar are connected together at their ends and provided with the pins P, which slide in the slots I in the standards. The pins P engage in notches J', Fig. 7, in the standards, so that the bar O when in use is supported about midway of the height of the apron. When the apron is rolled up, the bar O will occupy the position just above the roller indicated at O', Fig. 2. The braces Q, of any suitable number or arrangement, may also be employed to support the apron and also to stiffen the standards. These braces may be arranged diagonally, as shown, either with or without the circle or other ornamental shape at their meeting-point, and the braces may be brazed to the standards or detachably applied thereto. Preferably the braces are placed behind the apron, as shown. If the braces are employed, the cross-bar O is not

necessary. A guard or fender R, Fig. 7, may be employed to protect the roller from injury. This guard extends all the way across from one standard to the other and serves
5 also to strengthen the base. Any suitable flexible material may be used for the apron. Double-faced patent or enameled leather constitutes a suitable fabric. The apron may also be made of a series of parallel folding
10 wooden or other slats attached together in any suitable way or secured to a suitable fabric, so it can be wound up on the roller. The standards may also be made removable or adjustable by folding or otherwise arranging
15 them so that they can be put out of the way when the apron is folded up.

The advantages of my improved adjustable dashboard will have been understood from the preceding description. Whenever de-
20 sired, as in warm weather or to reduce the air resistance, the apron is rolled up on the rollers and the front of the vehicle is left open. At the same time the standards afford suitable hand-grasps in mounting or dismount-
25 ing or for the attachment of lamps or gages. My improved dashboard is also cheap and serviceable, and it will of course be understood that the roller at the lower end of the

apron may be operated in any suitable manner without the spring shown. 30

I claim—

1. The combination of the adjustable dashboard, its supporting-standards, and the bracing between the standards, as and for the purposes set forth. 35

2. The combination of the adjustable dashboard, its supporting-standards, the brace between the standards, and the base connecting the same, as and for the purposes set forth.

3. The combination of the adjustable dashboard, its supporting-standards, the spring-roller, and the movable supporting-bar, as and for the purposes set forth. 40

4. The combination of the adjustable dashboard, the standards having slots on their inner faces, the roller for the apron, and means for holding the apron in its distended position, as and for the purposes set forth. 45

5. The combination of the base, the double standards on each side of the same, the apron and means for holding it in the distended position, as and for the purposes set forth. 50

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Witnesses:

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