

No. 794,219.

PATENTED JULY 11, 1905.

H. GOTTSCHALK.
ADJUSTABLE DASHBOARD.
APPLICATION FILED NOV. 7, 1904.

Fig. 1.

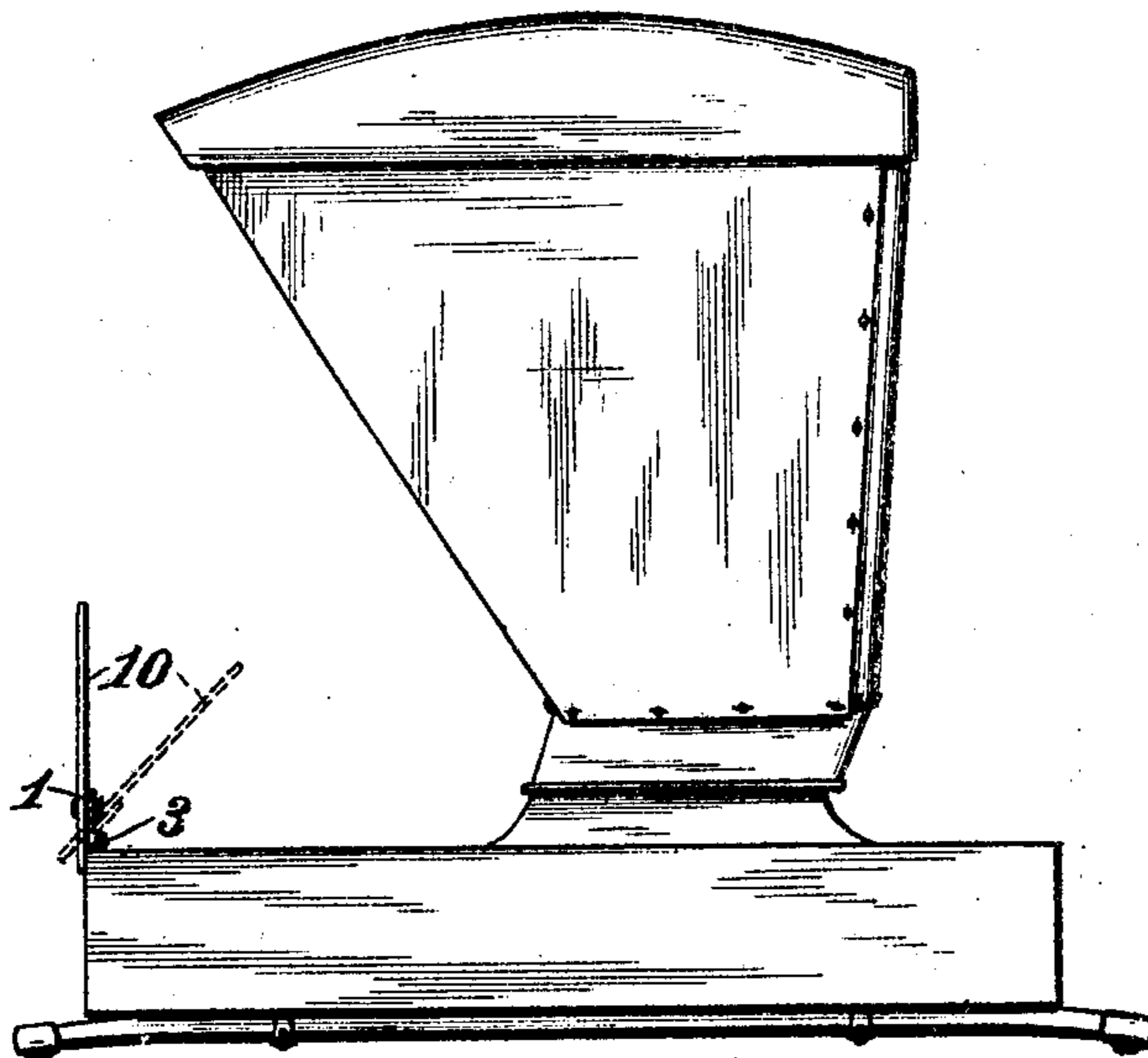


Fig. 2.

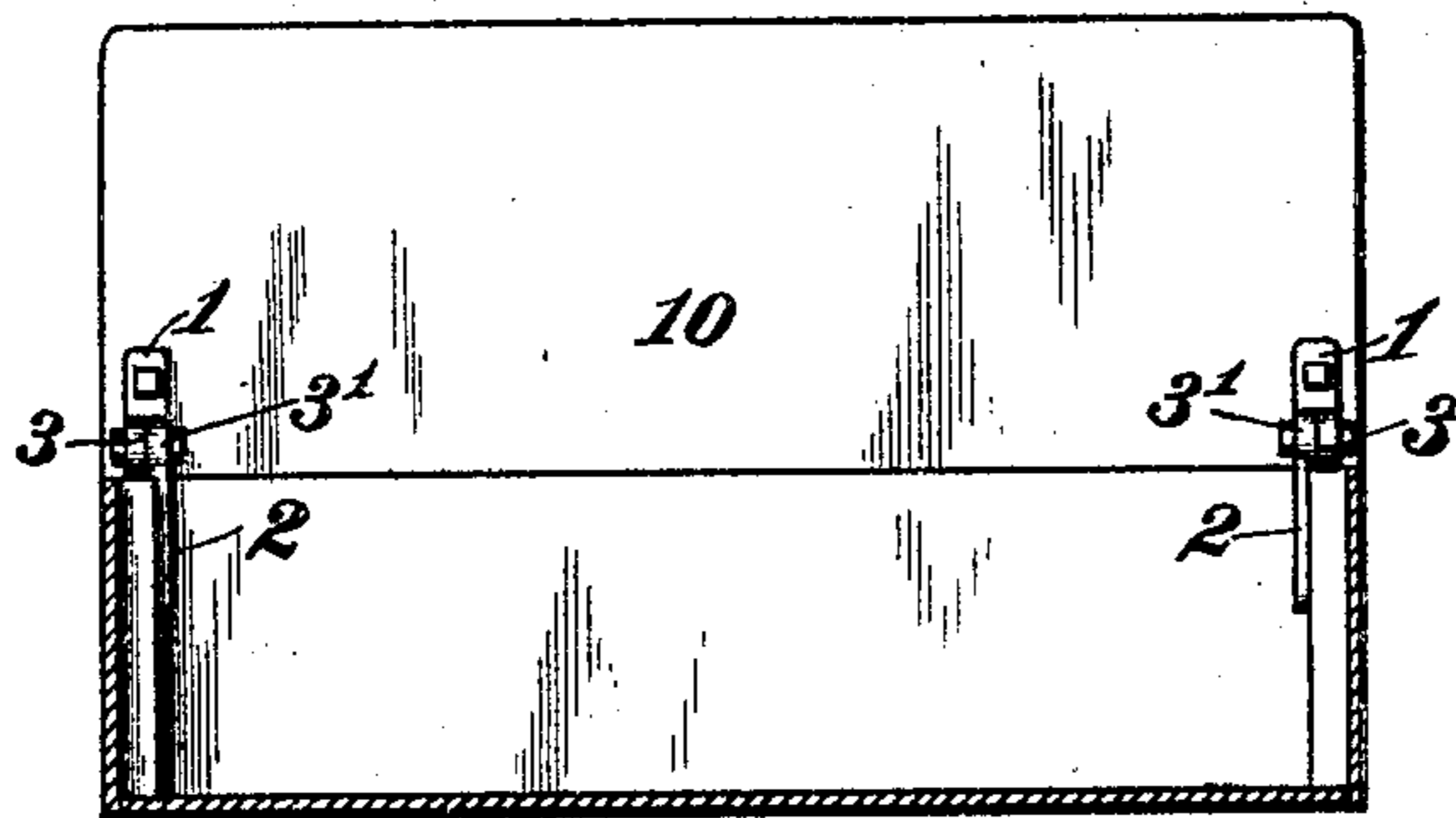


Fig. 3.

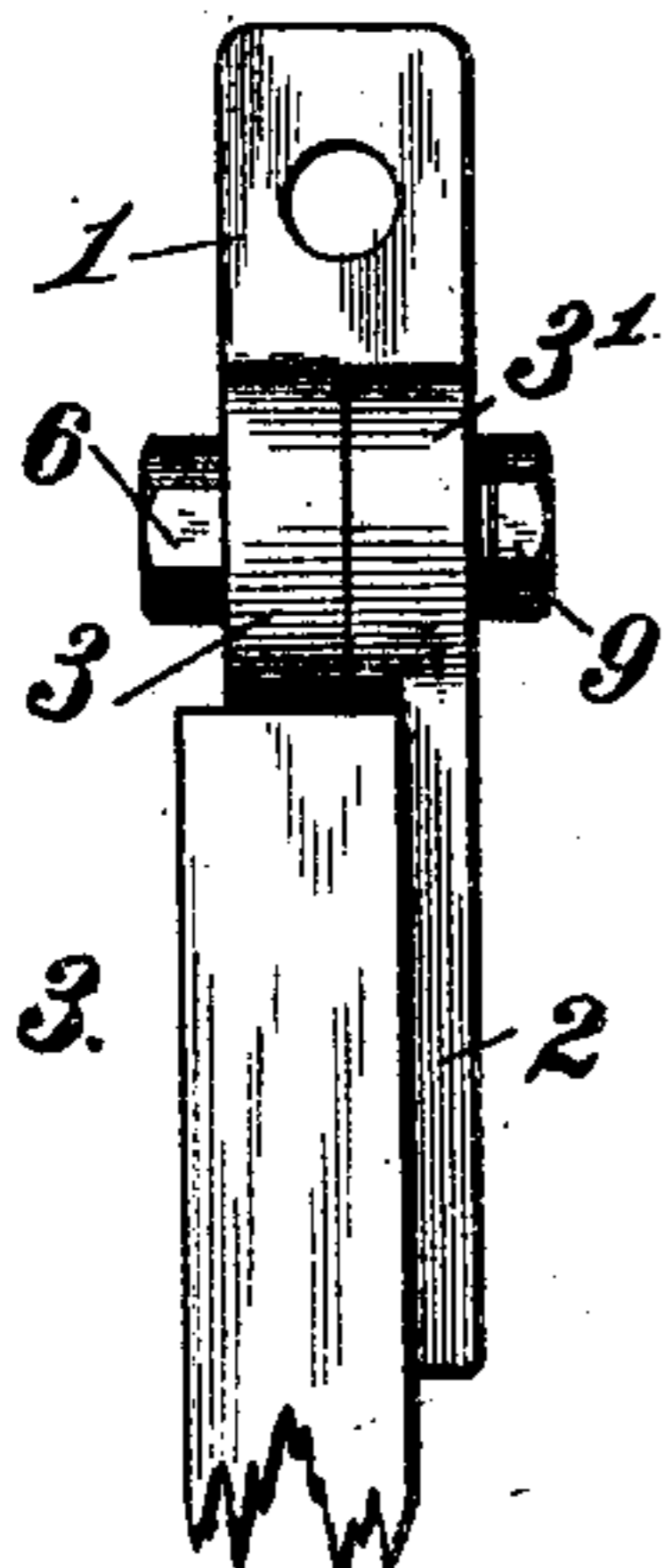


Fig. 4.

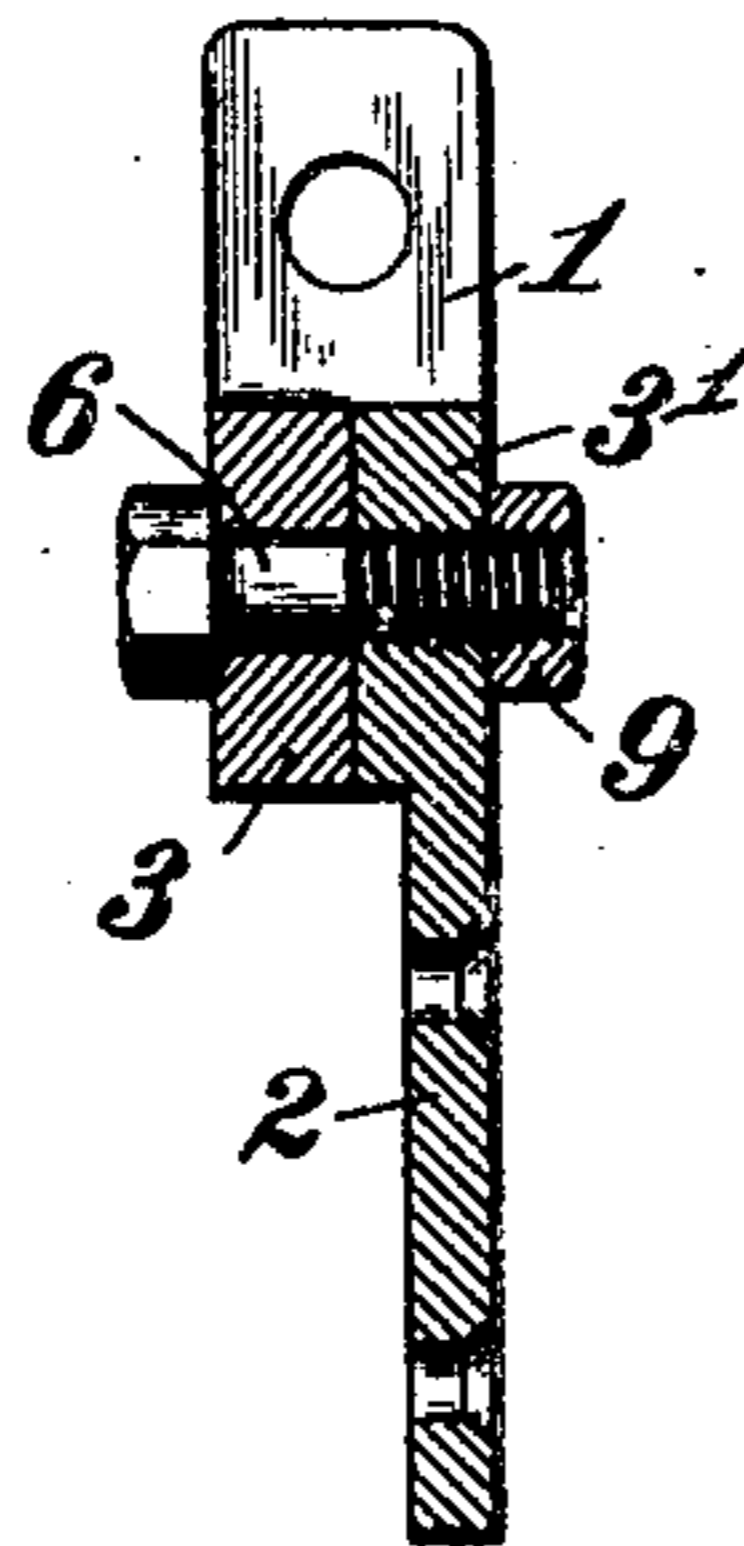


Fig. 5.

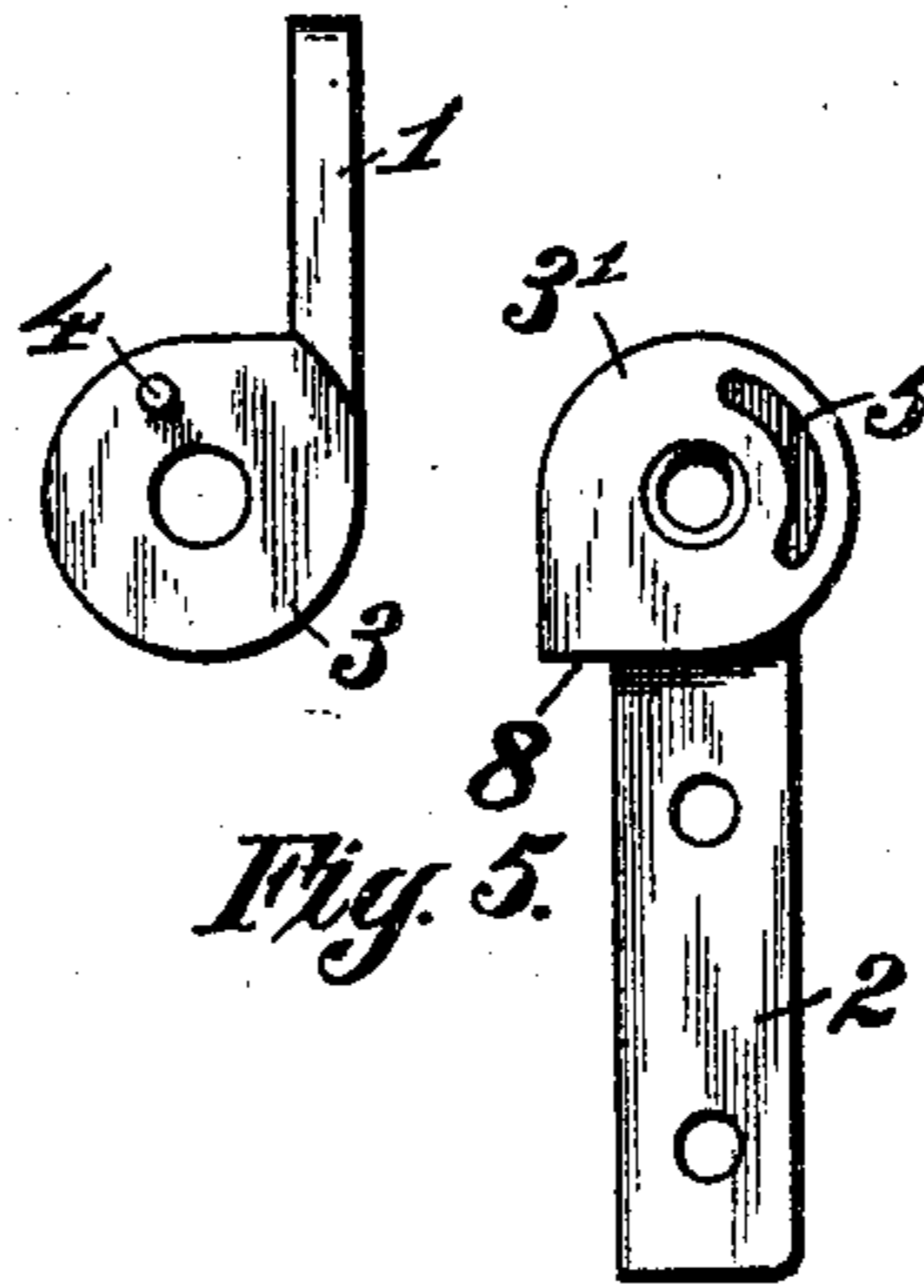
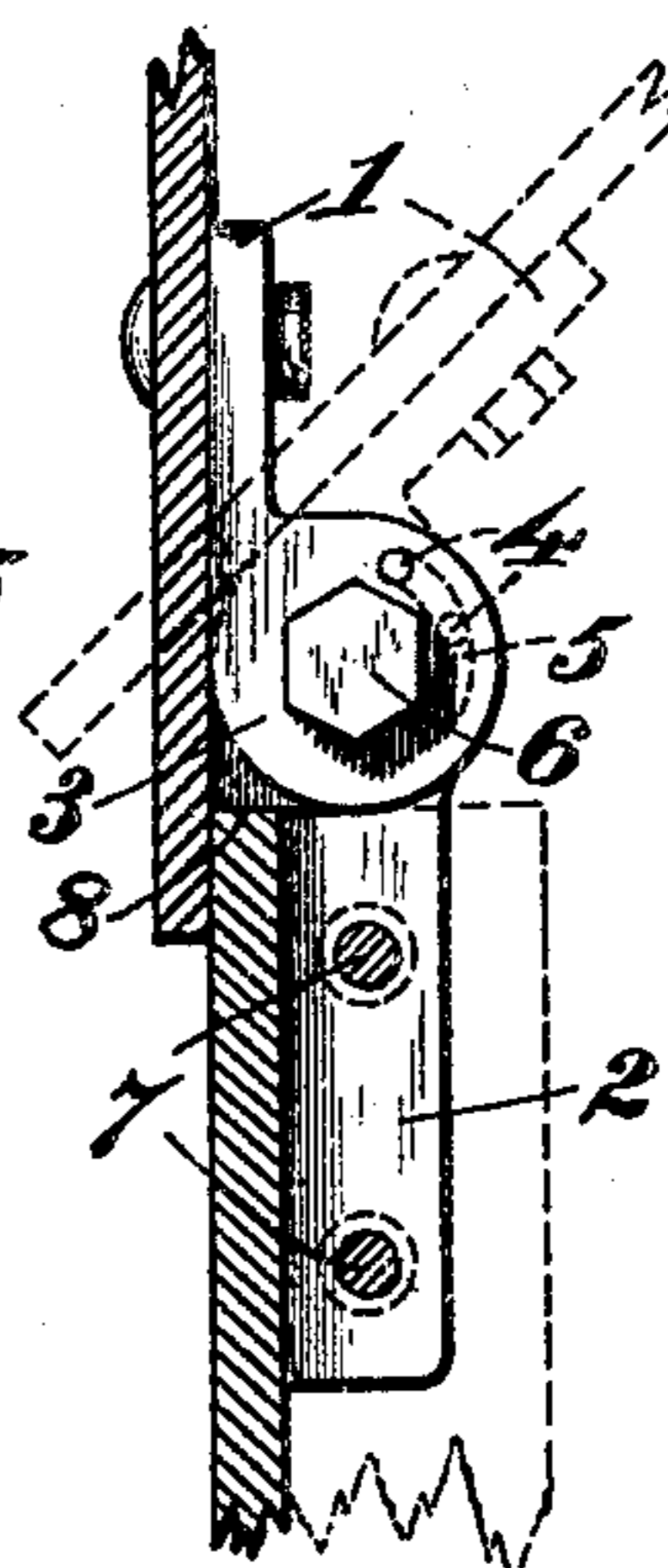


Fig. 6.



Witnesses:

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By

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HUGO GOTTSCHALK, OF REEDSVILLE, PENNSYLVANIA.

ADJUSTABLE DASHBOARD.

SPECIFICATION forming part of Letters Patent No. 794,219, dated July 11, 1905.

Application filed November 7, 1904. Serial No. 231,785.

To all whom it may concern:

Be it known that I, HUGO GOTTSCHALK, a citizen of the United States, residing at Reeds-ville, in the county of Mifflin and State of Penn-
5 sylvania, have invented new and useful Im-
provements in Adjustable Dashboards, of which the following is a specification.

My invention relates to certain new and use-
ful improvements in adjustable dashboards for
10 vehicles; and the primary object thereof is to
produce a device of this type which is ex-
tremely simple in construction and inexpen-
sive to manufacture.

A further object of my invention is to pro-
15 vide a dashboard which can be readily swung
to different adjustments without the require-
ment of the loosening of any nuts or other
fastening means.

In carrying out my invention I provide what
20 might be termed "hinged" members, which
have at their central portions friction mem-
bers, the inner faces of which frictionally en-
gage one another, so that the dashboard can
be moved and held in its adjusted position by
25 frictional engagement between said faces. It
will be obvious that by tightening the secur-
ing element which passes between these fric-
tion members the dashboard can be made to
work stiffer, or vice versa.

30 Further objects and advantages will be set
forth in the following description and those
features of novelty upon which I desire pat-
ent protection defined in the appended claim.

In the accompanying drawings, in which
35 like numerals of reference indicate like parts
throughout the several views, Figure 1 is a
view inside elevation of the buggy constructed
in accordance with my invention, the running-
gear being removed. Fig. 2 is a cross-sec-
40 tional view of the buggy-body, taken in the
rear of the dashboard and looking toward the
same. Fig. 3 is a fragmentary view in rear
elevation of one of the corner-posts of the
buggy-body with one of the hinges connected
45 thereto. Fig. 4 is a vertical cross-sectional
view of the hinge. Fig. 5 is a detail view of the
two hinge-sections, the same being disassem-
bled, so as to show the construction of their
inner faces. Fig. 6 is a detail view showing
50 the relative positions of one of the hinges

with respect to the forward end of the buggy-
body, the dashboard, and the corner-posts,
parts being broken away.

In carrying out my invention I provide a
plurality of hinges—in the present case two 55
being employed—and it will be obvious that
the number can be varied at will without mak-
ing material alterations. Each of these two
hinges comprises two members or sections,
(indicated at 1 and 2,) the same at their adja- 60
cent ends overlapping one another and being
formed with approximately circular heads, as
3 and 3'.

The head 3 is provided with a small stud or
pin 4, which operates in a segmental slot 5, 65
formed in the inner face of the head 3'.

Both of the heads 3 and 3' have their inner
faces formed plain or smooth, so that there
will be a snug engagement, and by means of
a bolt 6, which passes through the two heads, 70
I am enabled to secure the sections together
in the manner more fully explained in the
following.

I preferably form the head 3' so that the
same extends parallel to the body portion or 75
leaf of the section 2, so that said body por-
tion can be secured to the inner face of one
of the corner-posts of the vehicle-body, as by
bolts 7 or other means. (See Fig. 5.)

At the forward edge of the head 3' and at 80
the juncture of said head with the body of its
hinge-section I form a forwardly-projecting
angular shoulder 8, which normally bears on
the upper edge of the forward end of the ve-
hicle-body, thus providing a material brace 85
and reducing to a minimum any strain to
which the bolts 7 might be subjected upon
frequent manipulation of the dashboard.

The upper section 1 has its body portion
disposed at approximately right angles to its 90
head 3, so that it can be readily secured to the
inner face of the dashboard, as clearly shown
in the drawings.

By reference to Fig. 4 it will be observed
that the bolt 6 has its shank formed smooth, 95
so as to be freely received in the bore of the
head 3, which is also smooth; but the remain-
ing portion thereof is threaded, and likewise
the bore of the head 3' is threaded, so that
while the head 3 by reason of its smooth 100

bore engaging on the smooth portion of the bolt-shank is permitted to freely oscillate, the bolt is prevented from moving therewith, as it is held at two points—namely, in the screw-threaded bore of the head 3' and the nut 9, which is removably secured on its projecting end.

For the purpose of illustration I have shown my improvement attached to the well-known box-body type of buggies; but it will be apparent that the same can be applied to any type of vehicle to which the same would be applicable.

In operation I provide a dashboard, as 10, which has its lower edge overlapping the outer face of the forward wall or end of the buggy-bottom, so that any water caught on the dashboard will be carried free of said front wall, and thus prevent it from leaking into the vehicle-body. At each corner of the dashboard I secure the upper sections of the hinges, and the lower sections thereof I secure to the inner faces of the corner-posts of the vehicle-body, the shoulder 8 of each head of said last-named sections bearing on the upper edge of the forward end of the vehicle-body, as heretofore stated, and the nuts 9 are then adjusted to insure the exactness of sufficient friction between the inner faces of the heads 3 and 3' to enable the dashboard to be held in its various inclined positions to which it is adapted to be adjusted.

In order to limit the movement of the adjustment of the dashboard, I provide the pin 4 and groove 5 construction, which has been heretofore described, and the operation of which is believed to be clearly apparent.

My invention is especially adapted for shielding an occupant of the vehicle from rain, which usually drips from the forward por-

tion of the buggy-top, and, as will be apparent by inspection of Fig. 1, the dashboard being shown in dotted lines at a proper position for accomplishing these functions, the water will be caught by the dashboard and will run down the same to a point in advance of the front wall of the vehicle-body.

A further advantage resulting from the foregoing is that the dashboard can be moved or swung to a rearward inclination, so as to be out of the way of the vehicle-shafts when the same are swung to an upward position, as is the usual practice.

In the drawings I have shown a construction capable of carrying out the functions assigned to it; but it will be obvious that I do not wish myself to be restricted to various details, and I therefore reserve the right to make such alterations and changes as fall within the scope of the appended claim.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a device of the type set forth, a hinge comprising two sections formed at their adjacent ends with horizontal heads having smooth inner faces, a stud secured to the inner face of one of said heads, the inner face of the other head being formed with a segmentary slot in which said stud is received, a bolt passing through said heads, and the angular shoulder formed on the forward edge of one of said heads, substantially as and for the purposes specified.

In testimony whereof I affix my signature in presence of two subscribing witnesses.

HUGO GOTTSCHALK.

Witnesses:

DAVIS HENRY,

EMMETT E. BIGELOW.