

No. 799,288.

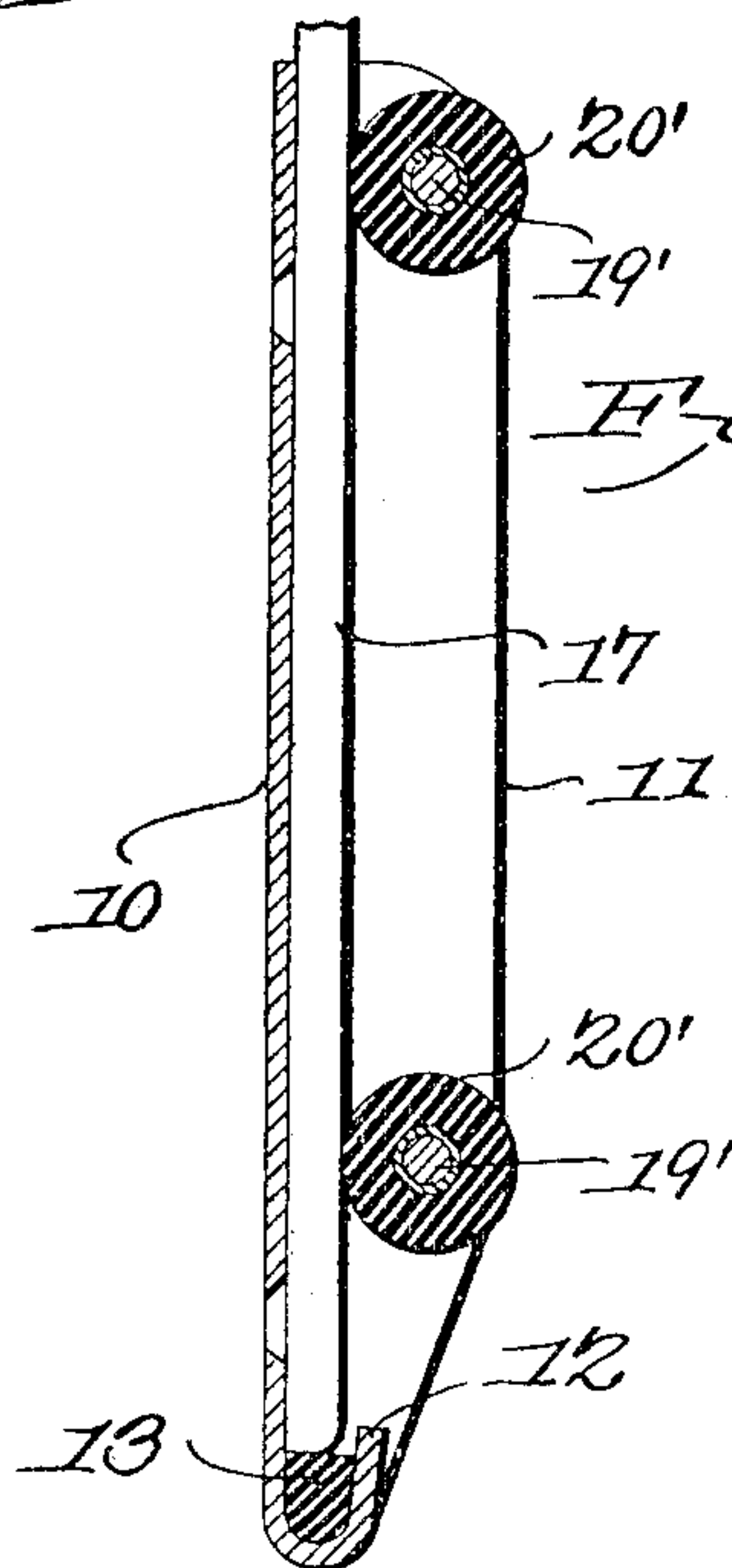
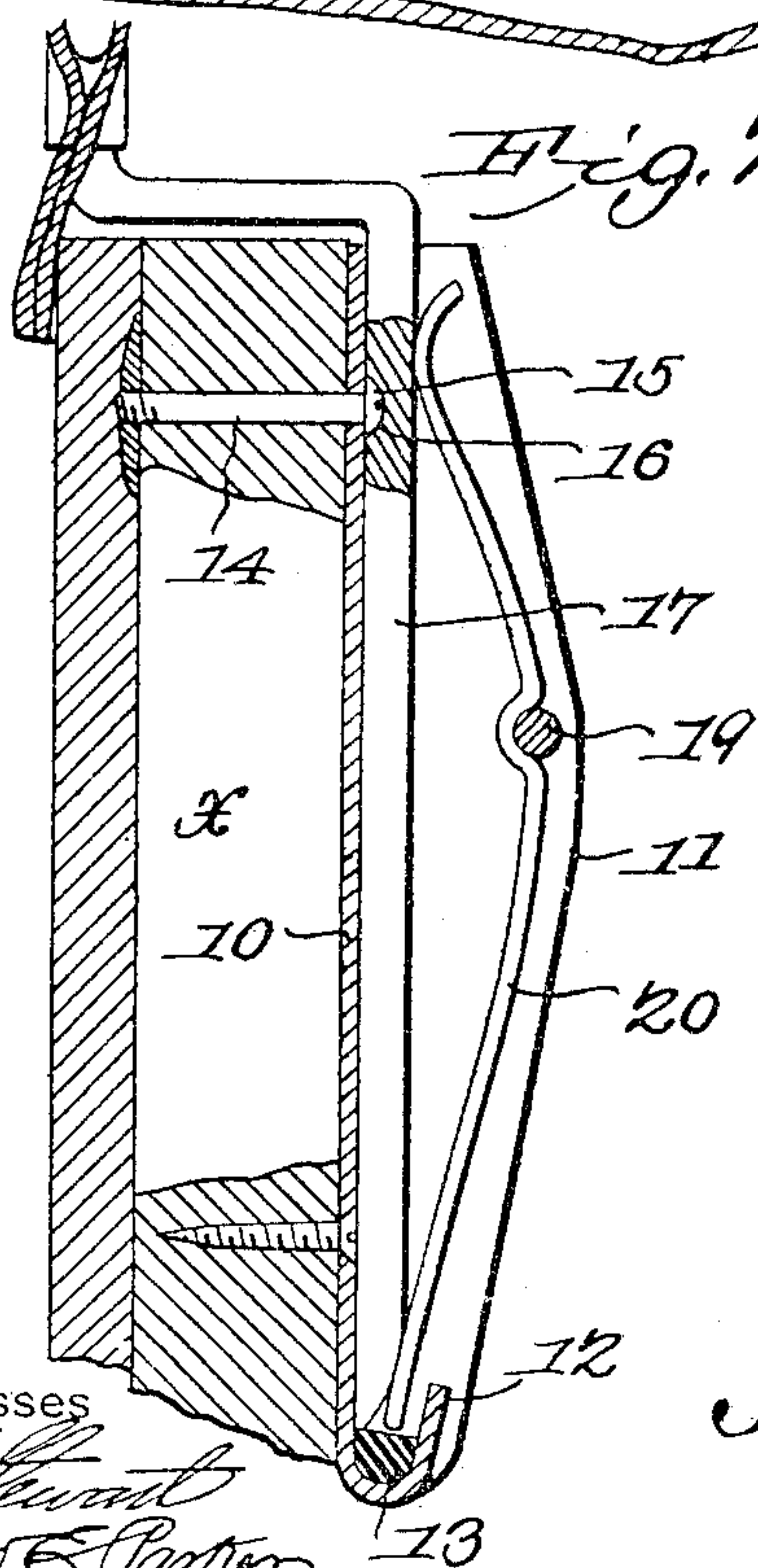
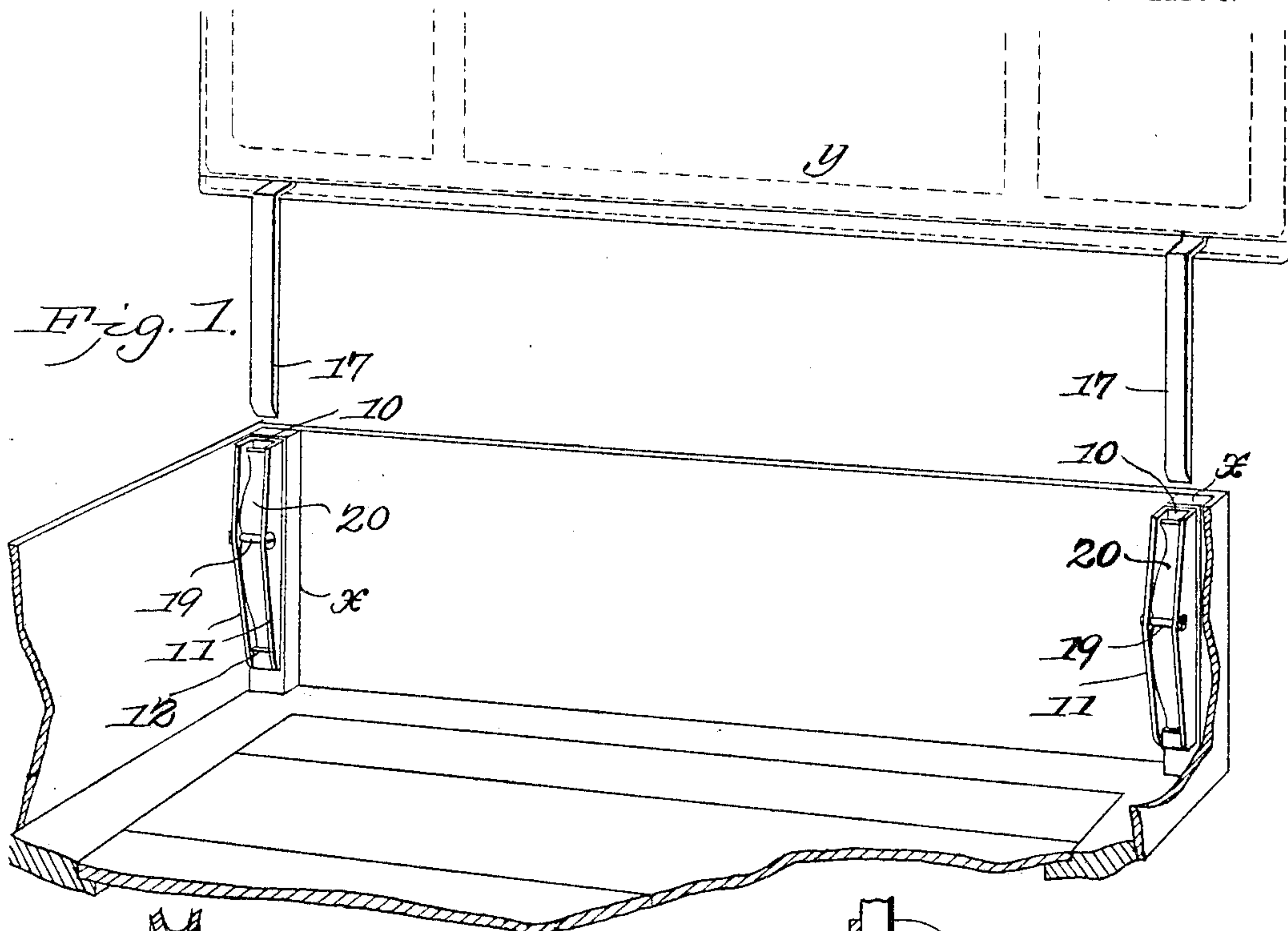
PATENTED SEPT. 12, 1905.

J. W. YOCHER.

DASHBOARD HOLDER.

APPLICATION FILED APR. 12, 1905.

2 SHEETS—SHEET 1.



Witnesses

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2 SHEETS-SHEET 2.

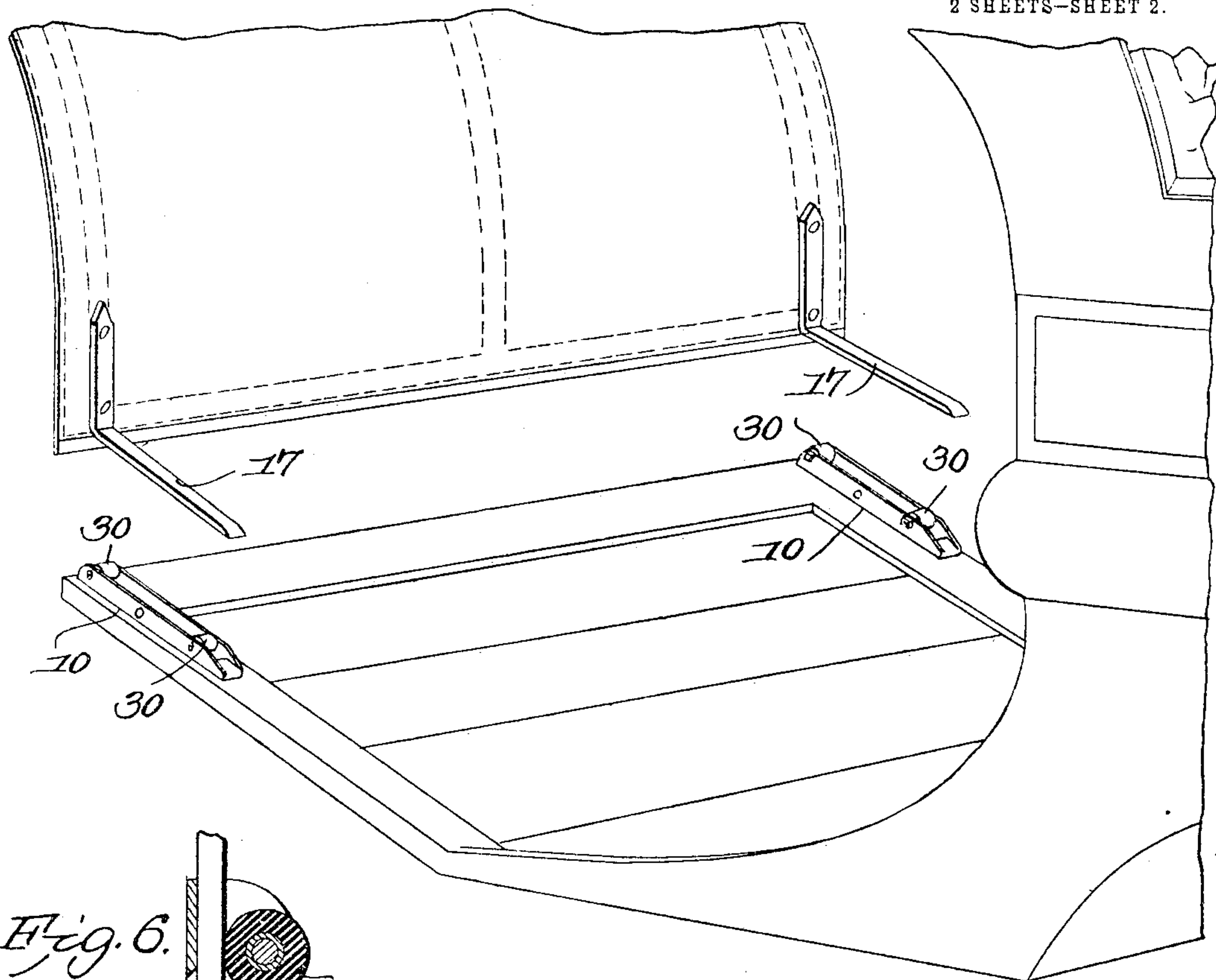


Fig. 6.

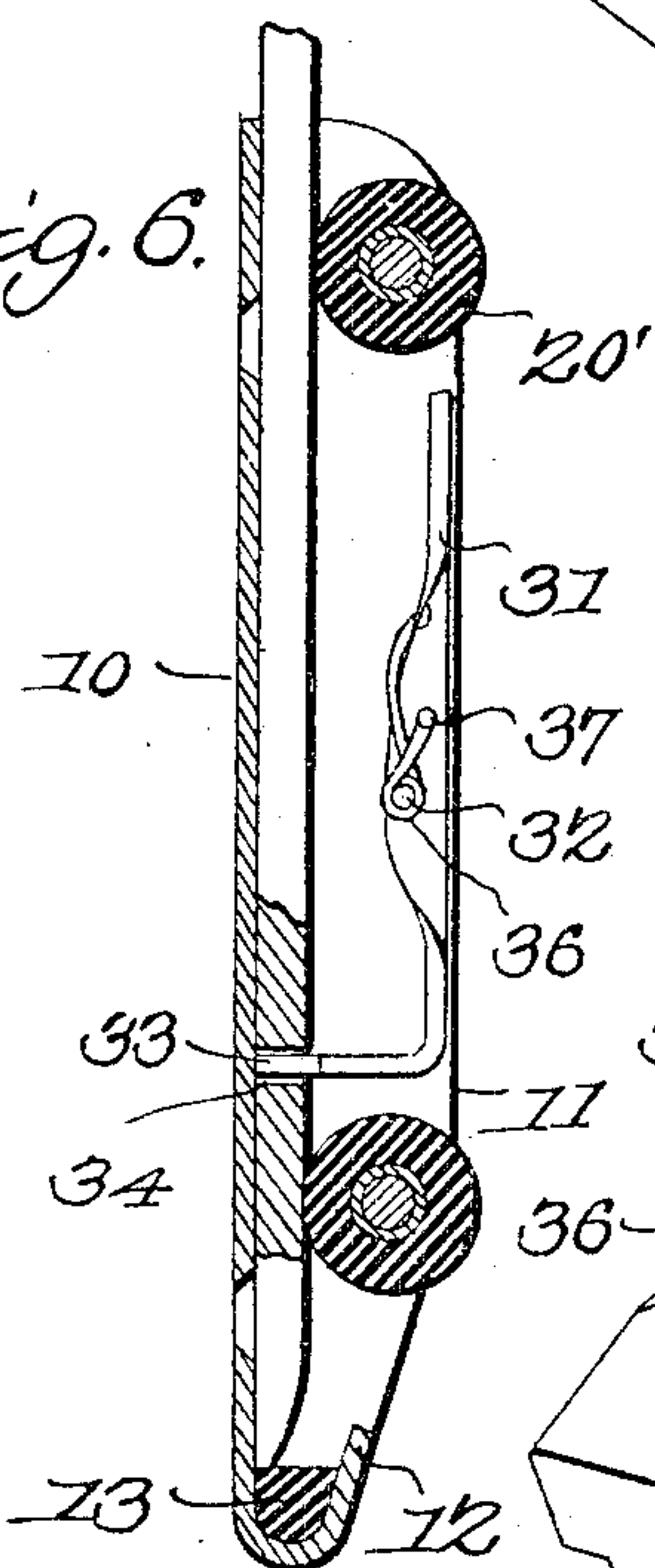


Fig. 4.

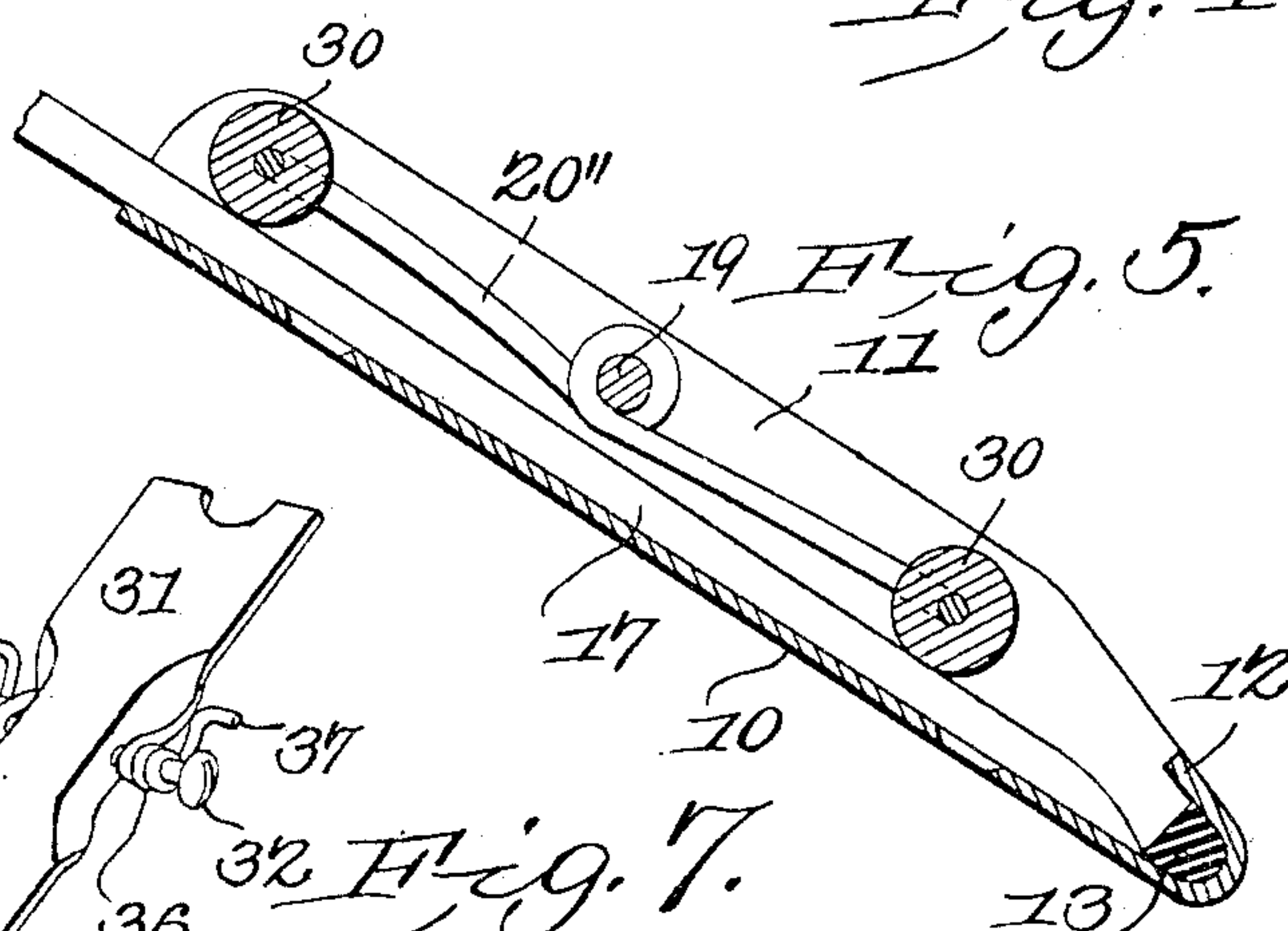


Fig. 5.

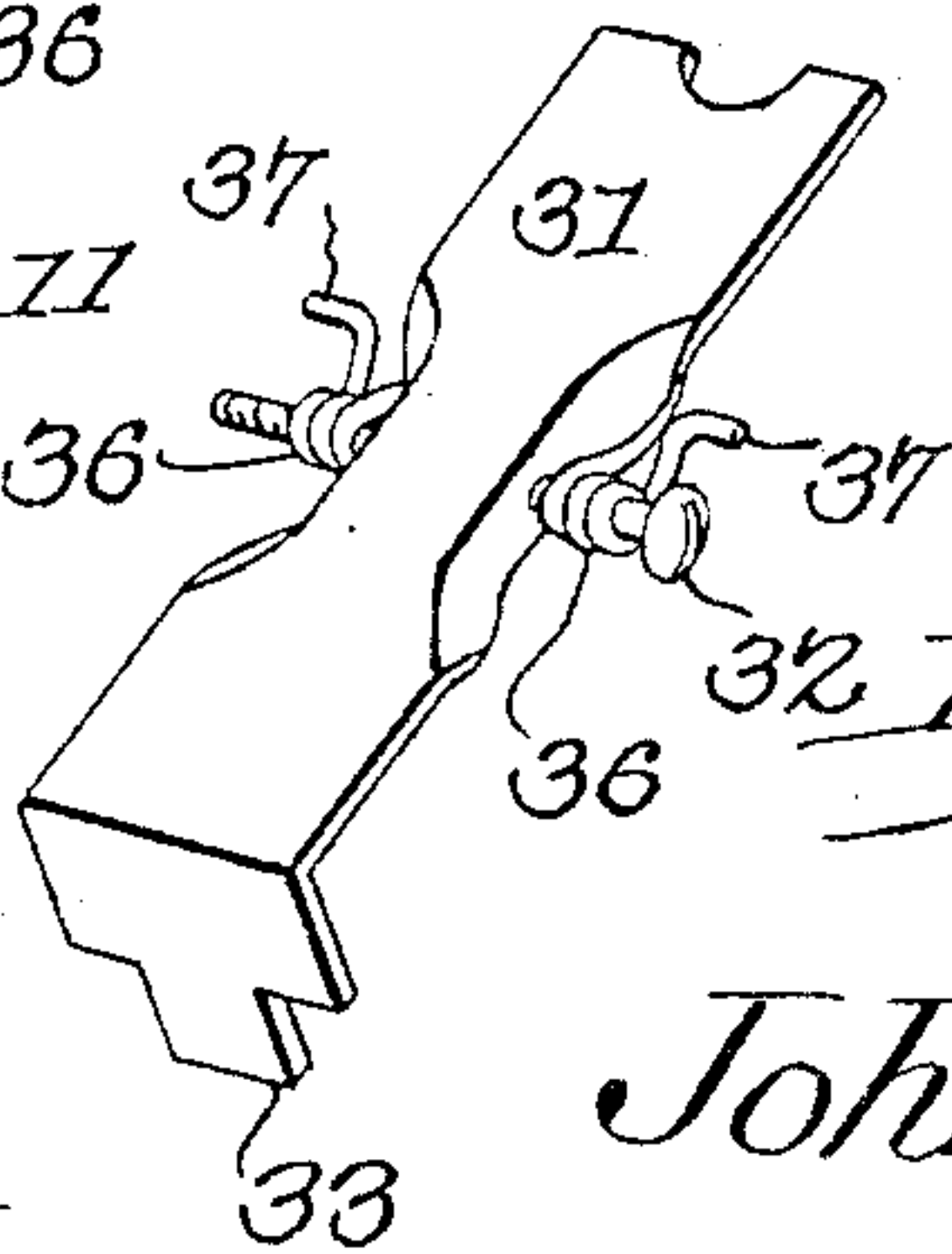


Fig. 7.

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DASHBOARD-HOLDER.

No. 799,288.

Specification of Letters Patent.

Patented Sept. 12, 1905.

Application filed April 12, 1905. Serial No. 255,158.

To all whom it may concern:

Be it known that I, JOHN W. YOCHER, a citizen of the United States, residing at Tiffin, in the county of Seneca and State of Ohio, have
5 invented a new and useful Dashboard-Holder, of which the following is a specification.

This invention relates to dashboard-securing devices, and has for its principal object to provide a means whereby a dash may be
10 readily removed and replaced, its removal permitting the raising of the thills of a buggy, phaeton, or other vehicle to an approximately vertical position, so that the vehicle may be stored without occupying unnecessary space.

15 A still further object of the invention is to provide an attaching device of simple construction that will firmly hold the dashboard in place and prevent any rattling of the connections.

20 With these and other objects in view, as will more fully hereinafter appear, the invention consists in certain novel features of construction and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and particularly pointed
25 out in the appended claims, it being understood that various changes in the form, proportions, size, and minor details of the structure may be made without departing from the spirit or sacrificing any of the advantages
30 of the invention.

In the accompanying drawings, Figure 1 is a perspective view looking toward the front portion of a box-buggy, showing the dash-
35 board detached, the dash and buggy-body being provided with interengaging means constructed in accordance with the invention. Fig. 2 is a detail sectional view, partly in elevation, of a preferred form of detachable
40 dash connection. Fig. 3 is a similar view illustrating a slightly-modified construction. Fig. 4 is a perspective view looking toward the front of a phaeton and showing a detachable dashboard arranged in accordance with
45 the invention. Fig. 5 is a view similar to Fig. 1, illustrating a still further modification of the invention. Fig. 6 illustrates a connecting device employed with a positive locking means. Fig. 7 is a perspective view of the
50 locking-catch of Fig. 6 detached.

Similar characters of reference are employed to indicate corresponding parts throughout the several figures of the drawings.

55 In buggies and other vehicles the upward movement of the thills is limited by the dash,

and the thills are usually arranged in an oblique position, taking up considerable room and necessitating the employment of a supporting means.

In carrying out the present invention provision is made for removing the dash, so that the thills may be turned upward to an approximately vertical position, where they will not occupy any space beyond the limits of
60 the vehicle proper and will not require auxiliary supporting devices.

In applying the invention to a buggy or similar vehicle having a box-body the corner-posts *a* of the body are provided with
65 channel-bars 10, having vertically-disposed parallel webs or flanges 11, the upper end of each channel-bar being open, while the base-web is turned at the lower end to form a flange 12, that serves as a support for a cushion 13,
70 formed of rubber or similar yieldable material.

In securing the channel-bar in place screws or other fastening means are employed, the upper screw 14 being preferably provided
75 with a rounded head 15, which projects somewhat beyond the face of the base-web of the channel-bar and is arranged to enter a recess 16, formed in a flat bar or arm 17, that is secured to the bottom or lower portion of the
80 dash *y*, the lower end of said bar being tapered or pointed, as shown more clearly in Fig. 2.

The two parallel webs 11 of the channel-bar are provided with openings for the re-
85 ception of a transverse bolt 19, which forms a backing for a leaf-spring 20, having a pocket for the reception of the bolt, the lower end of the spring extending within the housing formed by the upturned end of the flange
90 12, while the upper end of the spring is flared outward, but does not protrude beyond the limits of the side webs 11.

To remove the dash, it is merely necessary to push or pull the same toward the rear of
95 the vehicle to an extent sufficient to free the recesses 16 from engagement with the heads of the bolts and then raise the dashboard vertically. In inserting the dash the pointed or rounded lower ends of the bars 17 are
100 simply introduced between the base-web of the channel-bar and the flared upper end of the spring 20 and forced downward until the lower ends of the bars strike against the cushions 13, the heads of the bolts 15 automati-
105 cally seating in the pockets 16.

In some cases a spring or springs of the

character shown in Fig. 3 may be substituted for the leaf-spring 20. In this case the parallel webs of the channel-bar are provided with cross-bars or standards 19', carrying 5 rollers 20', formed of rubber or other elastic material, and these engaging at two points against the bars 17 serve to firmly hold the latter in place and prevent rattling.

Dashes of the construction described may 10 be employed in connection with vehicles of the class illustrated in Fig. 4, where the channel-bar is secured to the platform of the vehicle and the bars 17 are bent at an approximately right angle for engagement with the 15 dash.

In Fig. 5 is illustrated a further modification of the invention, wherein the two rollers 30 are formed of metal or of other suitable material and are carried by the opposite ends 20 of a spring 20'', the intermediate portion of which is coiled around the bolt 19.

Figs. 6 and 7 illustrate a construction similar to Fig. 3, with the addition of a locking member in the form of a lever 31. This lever 25 is preferably formed of stamped sheet metal and is mounted on a pivot-pin 32, carried by the side webs 11, and one end of the lever has a tongue 33, arranged to engage in an opening 34, formed in the bar 17, while the 30 opposite end of said lever forms a thumb-piece which may be depressed for the purpose of raising the tongue from the opening 34. The pivot-bolt 32 carries a torsion-spring 36, the intermediate portion of which passes 35 under and in engagement with the lever 31, while the opposite ends of the spring are bent, as at 37, for engagement in suitable openings or recesses formed in the side webs 11.

In all cases the dash may be removed with 40 comparatively slight exertion and when forced in position will be firmly held without any rattling, while the connections are of sufficient strength to give the necessary rigidity and maintain the board in proper position.

45 Having thus described the invention, what is claimed is—

1. In a dash connection for vehicles, a channel-bar carried by the body of the vehicle, a bar or tongue carried by the dash and arranged to enter the channel-bar, and spaced yieldable 50 binding means carried by the channel-bar and arranged to engage said bar or tongue.

2. In a dash connection for vehicles, a channel-bar secured to the body of the vehicle, a projecting knob or lug at the base of the channel-bar, a bar or tongue carried by the dash 55 and having a recess for the reception of said knob or lug, and a yieldable means carried by the channel-bar and tending to force said bar or tongue into locking engagement with the 60 channel-bar.

3. In a dash connection for vehicles, a channel-bar including a base and side lugs, the lower web being turned to form a flange or pocket, a cushion seated in said flange or 65 pocket, a bar or tongue carried by the dash and arranged to seat against said cushion, and spaced yieldable members carried by the channel-bar and adapted to engage said bar or tongue. 70

4. In a dash connection for vehicles, a channel-bar including a base and side webs, the lower end of the base-web being turned to form a flange or pocket, an elastic cushion arranged in the pocket, a channel-bar-securing 75 member having its head projecting above the base-web, a spring arranged within the channel-bar and having its lower end housed by the lower flange or pocket thereof, and a dash-board bar or tongue having a tapered lower 80 portion arranged to enter the channel-bar, and to seat against the cushion, said bar or tongue having a recess for the reception of the head of the securing means.

In testimony that I claim the foregoing as 85 my own I have hereto affixed my signature in the presence of two witnesses.

JOHN W. YOCHER.

Witnesses:

FRANK T. DORE,
B. G. ATKINS.