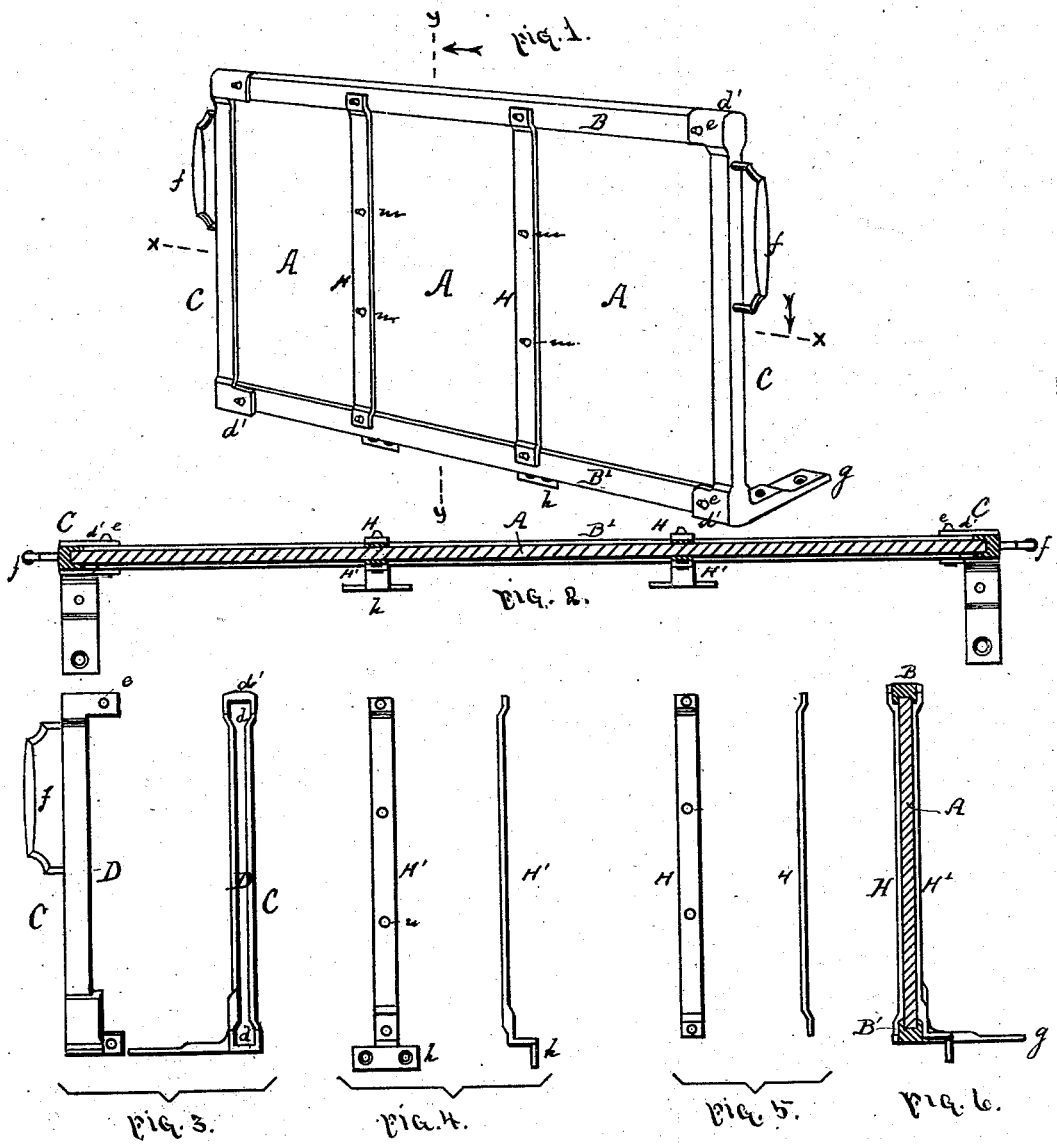
B. BURR.

DASH-BOARD.

No. 187,450. Patented Feb. 20, 1877.

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# UNITED STATES PATENT OFFICE.

BRADLEY BURR, OF BATAVIA, ILLINOIS.

## IMPROVEMENT IN DASH-BOARDS.

Specification forming part of Letters Patent No. **187,450**, dated February 20, 1877; application filed October 3, 1876.

*To all whom it may concern:*

Be it known that I, BRADLEY BURR, of Batavia, in the county of Kane and State of Illinois, have invented certain Improvements in Dash-Boards for Vehicles, of which the following is a specification:

In the accompanying drawing, which forms a part of this specification, Figure 1 is a perspective view of one of my improved dash-boards. Fig. 2 is a horizontal section of the same, taken on the line *x x* of Fig. 1. Fig. 3 is a side and edge view of one of the metal end standards. Fig. 4 is a side and edge view of one of the intermediate metal standards, showing the form used upon the back of the dash-board. Fig. 5 is a side and edge view of one of said intermediate metal standards, showing the form used upon the front of the dash-board. Fig. 6 is vertical section of the dash-board, taken on the line *y y* of Fig. 1.

Like letters of reference made use of in the several figures indicate like parts wherever employed.

This improved dash-board is made of wood and metal, so constructed and united in the several parts as to obviate the necessity of mortising and tenoning or framing, and so that the full strength and economy of the two materials are utilized.

In the said drawing, A represents the body of the dash-board, which I prefer to make of light stuff, most usually white wood, and find that a thickness of one-fourth of an inch (more or less) will be sufficient. B B′ are the top and bottom rails, made preferably of hard wood, and grooved to receive the upper and lower edges of the dash. These wooden parts, it will be seen, are all plain work, and the stuff may be gotten out in any quantity by the usual wood-working machinery, no fitting or joining of the wooden parts, beyond the mere insertion of the dash into the grooves of the top and bottom rails, and the cutting off of material to the requisite length, being necessary.

At each end of the wooden screen so constructed is applied a metal standard, C, which may be cast of malleable iron. This standard—a separate view of which is given at Fig. 3 in two positions—is made with a lateral socket, D, to receive the end of the screen or dash, said socket being enlarged at the top and bottom, as at *d d*, to receive the thickness of the top and bottom rails, and said enlarged portion being prolonged or extended laterally, to give a greater bearing, $d^2$, at the corners, and to give more room for inserting a rivet, *e e*, through each rail, to secure the standard in place. Upon these standards—and cast integrally therewith, if desired—are the usual handles *f f*.

The bottom of each of said standards is prolonged into a tang, *g*, pierced to receive screws, whereby it may be secured to the body of the wagon.

At suitable intervals between the end standards are applied one or more intermediate standards, each consisting of a front strap, H, and a back strap, H′, the latter being provided with a tang, *h*, pierced for screws to fasten to the wagon-body. These straps, preferably made of malleable cast-iron, are formed to fit against the board and rails, and, being placed opposite each other, are riveted together, by rivets *m*, through the iron and wood. The form of these metal straps will be clearly understood from the four views given at Figs. 4 and 5 of the drawing.

The dash-board thus constructed is of a pleasing and ornamental appearance, and is unusually strong and durable. Moreover, it is very cheaply and easily made, requiring no nice fitting or joining. The work is all plain, and the parts all go together in such manner that the labor of constructing the dash-board after the materials are assembled is very trifling and simple.

Having thus described the construction of my invention, that which I claim as new, and desire to secure by Letters Patent, is—

1. The wooden dash-board, strengthened and inclosed at the ends by socket-pieces of metal riveted to the dash-board, and furnished with tangs by which the whole may be secured to the wagon-body, substantially as specified.

2. The socket-piece or standard C, made with a lateral socket, D *d d*, prolongations $d^1$ $d^1$, and tang *g*, substantially as specified.

3. The wooden dash-board provided with the metal-socketed end standards and the double intermediate standards, applied in pairs and riveted through the board, substantially as specified.

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