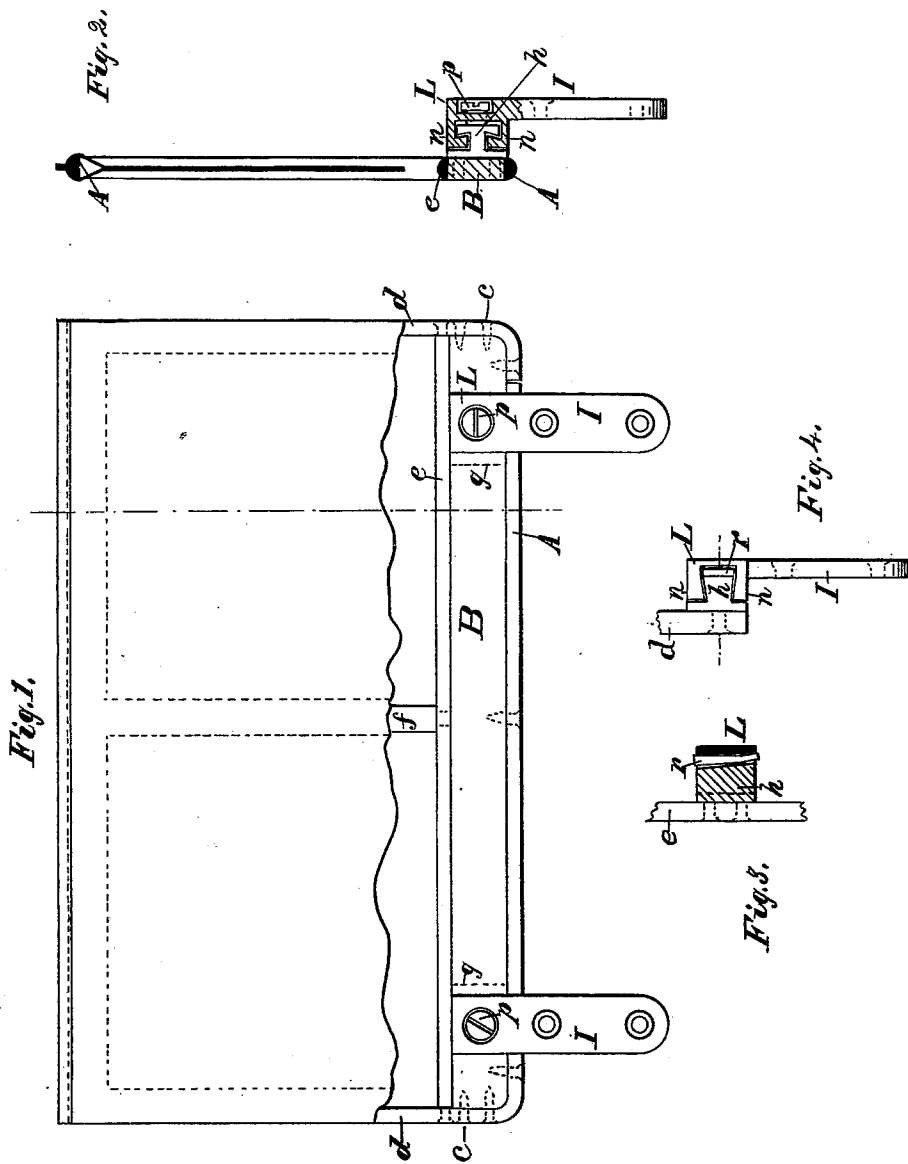


(No Model.)

A. Z. BODA.  
Vehicle Dash.

No. 229,582.

Patented July 6, 1880.



Witnesses:

Geo. A. Boyden  
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Inventor:

Abia Z. Boda  
By his Atty  
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# UNITED STATES PATENT OFFICE.

ABIA Z. BODA, OF COLUMBUS, OHIO.

## VEHICLE-DASH.

SPECIFICATION forming part of Letters Patent No. 229,582, dated July 6, 1880.

Application filed June 10, 1880. (No model.)

*To all whom it may concern :*

Be it known that I, ABIA Z. BODA, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Vehicle-Dashes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My present invention relates to an improvement in the construction of dashes for vehicles, and in means for their attachment to the body of the vehicle, all as hereinafter described and claimed.

In the drawings hereto annexed, Figure 1 is a view of a dash embodying my improvements. Fig. 2 is a vertical section through Fig. 1. Figs. 3 and 4 are details of a modification of the means for attachment to the body.

The letter A designates the metal part of the dash-frame, consisting, preferably, of bar-iron, having one side rounding and one side flat, the rounding side being outermost. The bar is bent cold to form the corners, and the two ends of the bar meet at the bottom, preferably near one corner, as shown in Fig. 1.

A wooden bar, B, of suitable size, is placed within and on the bottom part of the metal frame, and the ends of the metal bar are secured by screws, which enter the lower edge of the wooden bar, while screws *c*, through the lower part of the vertical sides *d* of the metal frame, enter the ends of the wooden bar, securing the parts rigidly.

A cross-bar, *e*, of metal, has its ends made fast in any suitable manner to the vertical sides *d*, and extends across the upper edge of the wooden bar, to which it is secured by screws. One or more vertical bars, *f*, extend from the cross-bar *e* to the top bar.

A dash-frame thus constructed is of very light weight, and yet has a bottom rail of such rigidity that irons attached thereto will hold the dash to the body with sufficient firmness.

If desired, the wood bar extending entirely across at the bottom of the frame may be dis-

posed with, and in lieu thereof a short section of a wood bar may be secured in each lower corner to the metal bars in precisely the same manner as that shown and described for securing the ends of the wood bar.

In the drawings, the letter *g* designates a dotted line across the wood bar near each end. This line denotes where the end would be located of the short section of wood above referred to.

It will be noticed the ends of the metal bar meet below one of the corners, where the short section of wood would be located.

A metal plate having a dovetail or T shaped lug, *h*, is secured to the wood in each lower corner of the frame by screws or rivets. The lugs project from the inner side of the dash, and are so placed that when they are in their holders they permit the dash to be moved endwise.

A suitable iron, I, for attachment to the body, has at its upper end a holder, L, consisting of a head-piece having two projecting lugs, *n*, the space between which forms a transverse slot adapted to receive the lug *h*. The particular shape of the lugs of the holder is not so important, it only being essential that they be immovable with respect to each other.

When the lug *h* is in position in the holder it is secured by means of a set-screw, *p*, (see Figs. 1 and 2,) or by means of a wedge, *r*, (see Figs. 3 and 4.) If the wedge is used, the edge of the lug *h* is made slanting, as seen in Fig. 3, forming an opening on one side, in which the wedge is entered. The thin end of the wedge, at the opposite side of the lug *h*, is bent against the head-piece L, so as to retain it in position.

The means shown for attaching the dash permits the latter to be adjusted slightly endwise, besides enabling it to be readily detached.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. A dash-frame consisting of a single iron bar for the four sides and bent to form the corners and the two ends of the bar meeting at the bottom, and a wood bar on the inner side of the bottom part of the said iron frame, secured in each lower corner, as set forth.

2. A dash-frame consisting of a single iron

bar for the four sides and bent to form the corners and the two ends of the bar meeting at the bottom, and a wood bar on the inner side of the bottom part of the said iron frame, secured in each lower corner, and a metal cross-bar, *e*, having its ends made fast to the vertical sides and extending across the upper edge of the wood bar, as set forth.

3. The combination of a dash-frame having  
10 a T-shaped lug, *h*, secured at each lower corner, and an iron for attachment to the vehicle-

body, having a transverse slot adapted to receive the lug, and means, substantially as described, to secure the lug in position, as set forth.

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

ABIA Z. BODA.

Witnesses:

JNO. T. MADDOX,  
CHAS. B. MANN.