

March 31, 1925.

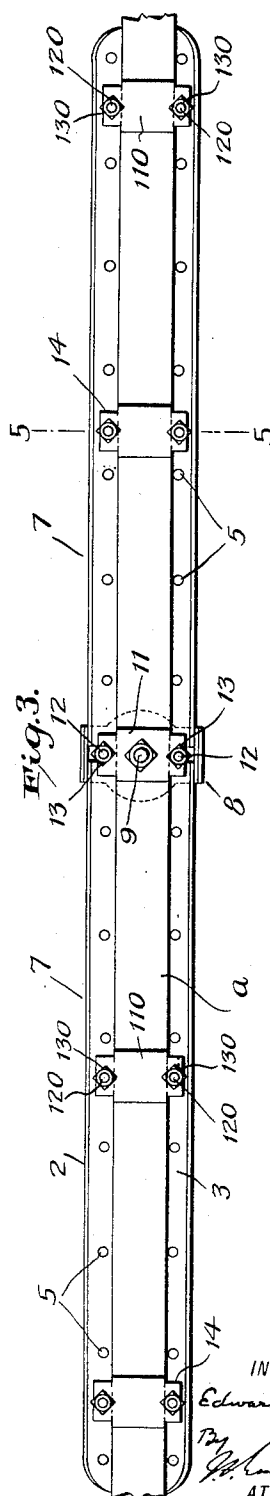
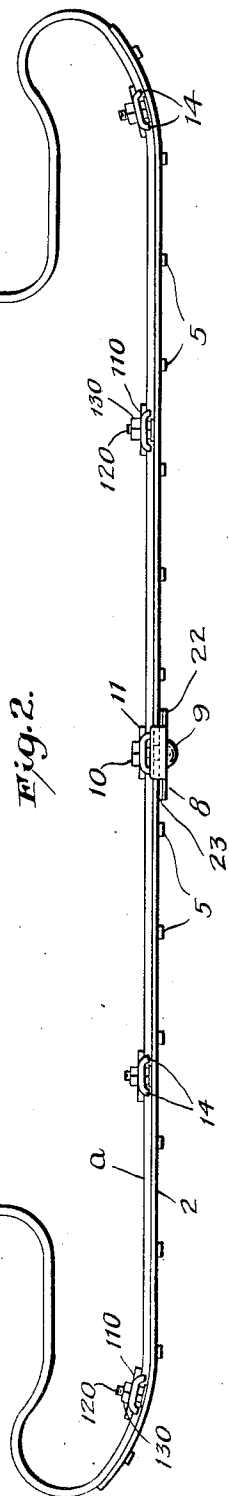
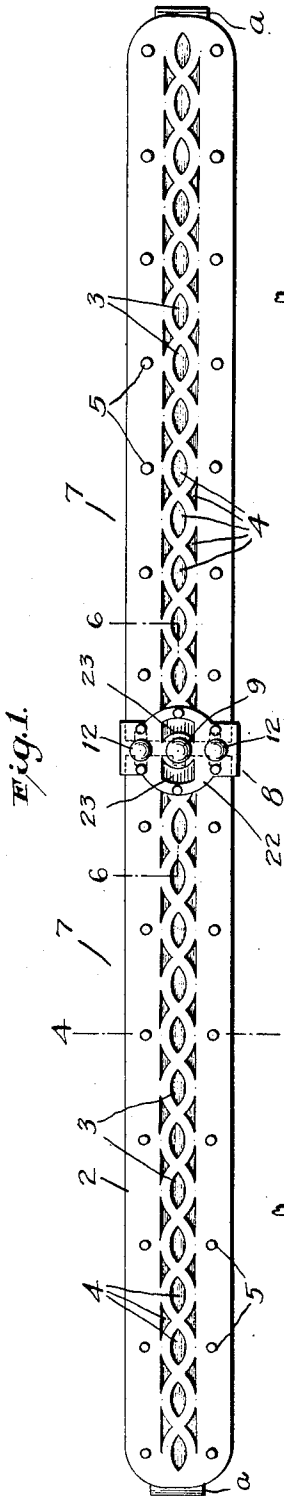
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E. P. BEACH

FACEPLATE FOR AUTOMOBILE BUMPERS

Filed July 19, 1924

2 Sheets-Sheet 1



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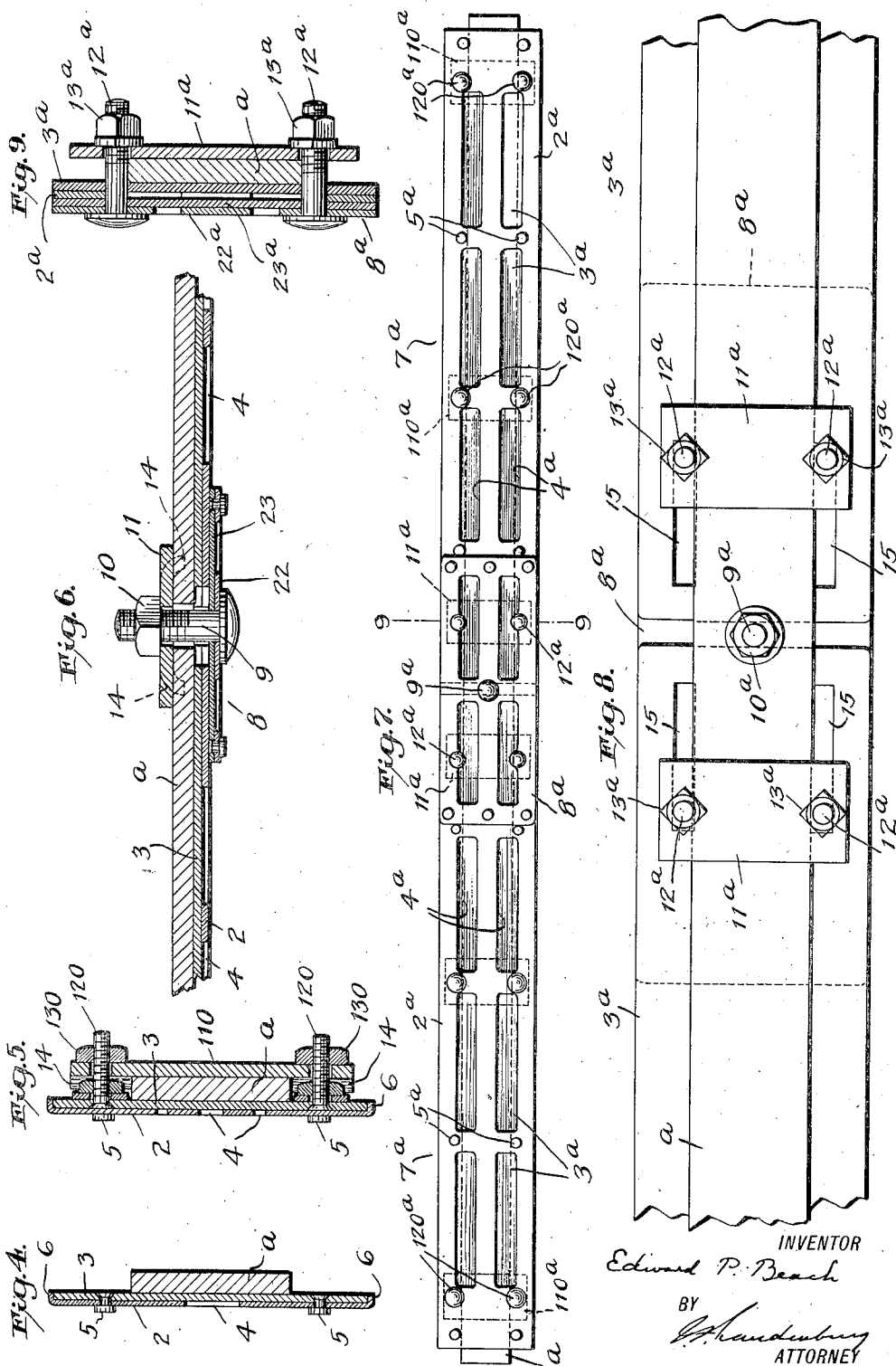
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FACEPLATE FOR AUTOMOBILE BUMPERS

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2 Sheets-Sheet 2



UNITED STATES PATENT OFFICE.

EDWARD P. BEACH, OF FREEHOLD, NEW JERSEY.

FACEPLATE FOR AUTOMOBILE BUMPERS.

Application filed July 19, 1924. Serial No. 726,959.

To all whom it may concern:

Be it known that I, EDWARD PIERSON BEACH, a citizen of the United States, and a resident of Freehold, in the county of Monmouth and State of New Jersey, have invented a new and useful Faceplate for Automobile Bumpers, of which the following is a specification.

The object of the invention is to provide an advantageous construction of an ornamental, anti-rusting and strengthening cover plate for automobile bumpers.

In the accompanying drawings forming part hereof:

Fig. 1 is a front elevation of one form of the invention applied to a bumper;

Fig. 2 is a top edge view thereof;

Fig. 3 is a back view;

Fig. 4 is an enlarged cross-section on the line 4—4 of Fig. 1;

Fig. 5 is a cross-section on the line 5—5 of Fig. 3;

Fig. 6 is a horizontal, longitudinal section on the line 6—6 of Fig. 1;

Fig. 7 is a front elevation of another form;

Fig. 8 is an enlarged, fragmentary back view thereof; and

Fig. 9 is an enlarged cross-section on the line 9—9 of Fig. 7.

Reference will first be made to Figs. 1 to 6.

The base plate is composed of two plates or layers 2 and 3 of contrasting surfaces, superposed and permanently united or joined with each other. While the particular materials may be varied, a very good effect, and the one particularly contemplated, is secured by using a highly polished, non-rusting and non-tarnishing metal, such as duralumin, for the front plate or part, and a steel plate coated block for the under part, the coating protecting the under part from rust. By forming the front part with a system of ornamental openings 4 through which the contrasting under part is visible a very excellent appearance may be obtained. The two thicknesses are united into an integral structure by rivets 5, or otherwise. The upper and lower edges of the front sheet may be turned rearward over and under the edges of the under part as shown at 6 in Figs. 4 and 5, if it is desired to conceal these edges.

The face plate is divided centrally and

transversely into two halves 7, 7, each adapted to cover approximately one-half of the bumper bar, *a*, and a center-piece 8 has been devised to cover their proximate inner ends. This center piece or section is made up of two superposed, riveted-together plates 22 and 23, after the manner of the main sections 7, and it has a rearwardly projecting bolt or stud 9 passing through a hole made in the bumper bar and receiving a nut 10, whereby the center-piece is anchored. The center-piece preferably also carries a clamp plate 11 at the back, pierced by the stud 9, and by other studs 12 projecting rearward from the center piece above and below the bumper bar, the latter studs receiving additional clamping nuts 13.

The two main sections 7 likewise carry concealed clamp plates 110 at the back, pierced above and below the bumper bar, which they embrace, to pass over studs 120 projecting rearward from the under plate parts 3. Nuts 130 on these studs clamp the clamp plates against the bumper bar and hold the sections of the face plate firmly in place.

The clamps 11 and 110 may have ears 14, as shown, bent forward to overlie and underlie the upper and lower edges of the bumper bar. By substituting different clamps the face plate can be applied to bumpers of different styles and widths.

The form shown in Figs. 7 to 9 comprises parts similar in construction and relation to those of the other form and designated by like reference characters with super-character *a*. The openings 4^a are shown of different form, but neither form of ornamental designs, as such, is claimed herein. A two-layer face plate, the outer part of which is formed with numerous, comparatively small openings, with integral portions of the metal part extending between the openings, as illustrated in the two forms, has manifest advantages in respect to lightness and strength.

The center piece 8^a of this form is considerably wider in the longitudinal direction than the center piece 8, and permits of a range of longitudinal adjustment of the two main sections 7^a to fit bumper bars of different lengths. The central anchoring stud 9^a passes through the bumper-bar and receives a nut 10^a. Other studs 12^a projecting rearward from the center piece pass through longitudinal adjustment slots 15 in

the proximate portions of the sections 7^a which are covered by the center piece, and through clamp plates 11^a, which are clamped against the bumper bar by nuts 13^a. The sections 7^a carry other clamp plates 110^a on studs 120^a.

Various other changes in form and detail are within the scope of the invention. By slight changes in the clamps or in the bolt positions the device can be applied to a variety of bumpers. I do not necessarily limit myself to a plurality of sections. The device itself may also be made in various sizes and styles. It can be applied to either new or old bumpers. The drawings show a wide face plate on a plain, narrow bumper of inexpensive character, converting it at moderate cost into a broad bumper of a highly ornamental nature which it would be impracticable to obtain in the bumper itself. The additional thicknesses of metal, and the increased depth, likewise add greatly to the effectiveness of the bumper in event of collision. The face plate, or its sections, made of two thicknesses of metal permanently joined or united as an integral unit or structure gives a high degree of strength for the amount of metal employed, because of the mutual support of the layers; and a large part of the area of the outer part can be open without sacrifice of strength. In a structure to be mounted on a bumper occupying an overhanging position at the extreme end of a road vehicle, where the effect of shocks and vibration is most pronounced, it is, on the one hand, advisable not to add greatly to the load to be supported from the bumper brackets, while, on the other hand, the device must be strong enough in itself to withstand racking and minor contacts. Furthermore, the provision of two extra layers covering substantially the whole front of the bumper necessarily contributes to the cushioned resistance of the bumper to impact, even though the layers be comparatively light. The face plate is readily removable for repair or replacement in event of injury; and a substantial advantage is that it provides an anti-rusting cover for the bumper, which ordinarily becomes unsightly due to this cause after it has been on the car for a time, a fact which causes some automobile owners to forego the protection. It is one of the purposes of the invention to promote the use of bumpers.

What I claim as new is:

1. A face plate for automobile bumpers made up of two immediately superposed contrasting plates united together to form an integral structure of two thicknesses of metal and having means for attachment as a cover to a bumper bar, the front part of the composite plate having numerous comparatively small openings through which

the under part or plate is visible, with integral portions of said front part extending between the openings.

2. A face plate for automobile bumpers comprising two halves or sections, each made up of two superposed contrasting plates, the outer part or plate having openings revealing the under part, clamps for securing the sections to a bumper bar, and a center piece covering the inner ends of the two halves or sections.

3. A face plate for automobile bumpers comprising two halves or sections, each made up of two superposed contrasting plates, the outer part or plate having openings revealing the under part, clamps for securing the sections to a bumper bar, and a center piece covering the inner ends of the two halves or sections, said center piece having means for anchoring it to the bumper bar.

4. A face plate cover for automobile bumpers composed of two superposed contrasting parts joined to form an integral structure of two thicknesses of metal, with means for attaching this structure as a cover to a bumper bar, the front part of the double plate having openings with integral portions of said front part extending between the openings, substantially as set forth.

5. An anti-rusting front cover plate for automobile bumpers composed of superposed contrasting parts or plates forming a double thickness cover for substantially the whole front of a bumper bar, with means for attaching the same to the bar, substantially as set forth.

6. A face-plate cover for automobile bumpers comprising two halves or sections each made up of two contrasting plates joined to form an integral unit, and a center piece or section, with means for attaching the sections to a bumper bar, substantially as set forth.

7. A face-plate cover for automobile bumpers comprising two lateral halves or sections and a center piece or section adapted to cover the inner ends of the lateral sections, with means for attaching the sections to a bumper bar, substantially as set forth.

8. A face-plate cover for automobile bumpers made up in two thicknesses of superposed contrasting plates or layers, with the outer layer of open construction, the face plate thus constituted being in sections adjustable to cover substantially the whole front of a bumper bar, substantially as set forth.

9. In combination with a transverse automobile bumper bar, a cover plate clamped to said bar covering substantially its whole front, said cover plate comprising a solid plate of rustless metal of open construction revealing a contrasting protected surface beneath.

10. A face-plate made to cover an automobile bumper bar, said plate being made up of two superposed thicknesses of metal, the outer thickness being a solid plate of non-rusting metal of open construction revealing the under part, said under part having a protective coating.
11. A face plate for automobile bumpers made up of two immediately superposed contrasting plates united together as an integral structure of two thicknesses of metal, the front part of the composite plate having numerous comparatively small openings, with integral portions of said front part extending between the openings, through which openings the under part is visible, the composite face plate thus constituted comprising two relatively adjustable half sections to cover the whole length of a bumper bar, together with means for clamping the sections to the bumper bar.

EDWARD P. BEACH.