(No Model.)

G. B. SLATE.

DASH BOARD.

No. 457,421. Patented Aug. 11, 1891.

Fig. 1.

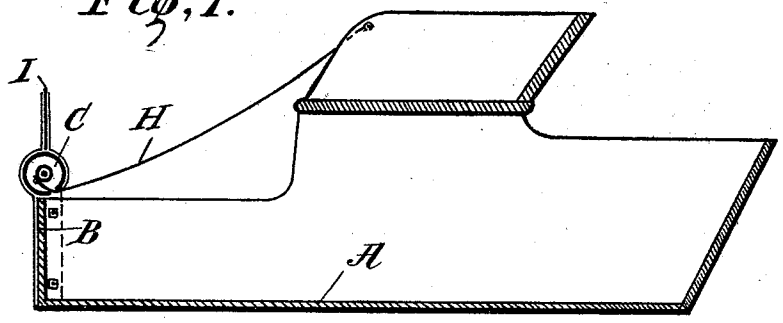


Fig. 2.

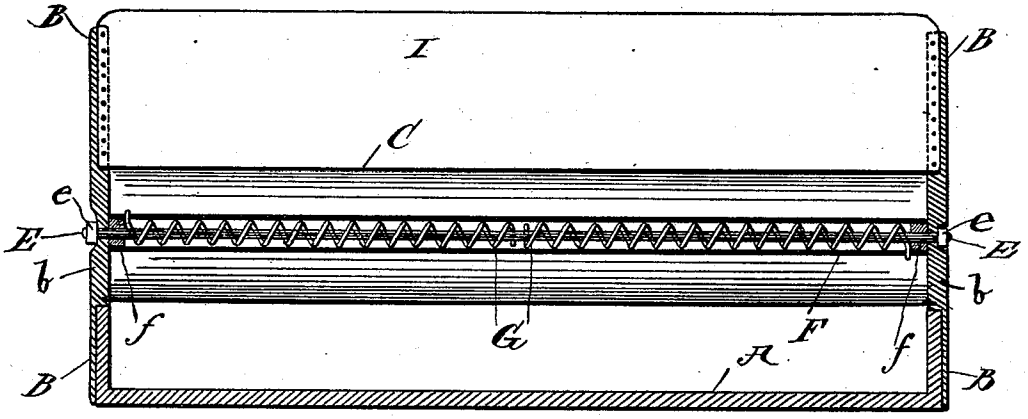


Fig. 3.

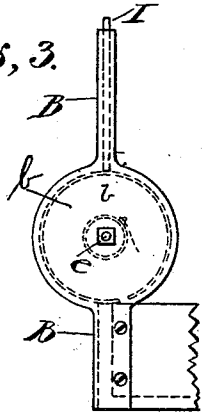
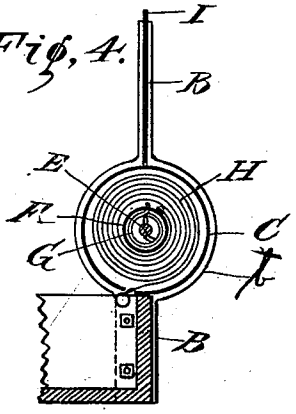


Fig. 4.



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UNITED STATES PATENT OFFICE.

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DASH-BOARD.

SPECIFICATION forming part of Letters Patent No. 457,421, dated August 11, 1891.

Application filed November 10, 1890. Serial No. 370,877. (No model.)

To all whom it may concern:

Be it known that I, GEORGE B. SLATE, a citizen of the United States, residing in Chicago, in the county of Cook, in the State of Illinois, have invented certain new and useful Improvements in Dash-Boards for Buggies or Carriages, of which the following is a specification.

The object of my invention is to provide a dash-board with an apron for protecting the occupants of the buggy or carriage, which apron when not in use is concealed within the housing of the dash-board.

The further object of my invention is to so construct the housing for the apron as to furnish a brace for the frame-work of the dash-board.

In the accompanying drawings, Figure 1 is a vertical longitudinal section of the body of the buggy to which my improvement is applied. Fig. 2 is a vertical section of the dash-board and housing for the apron. Fig. 3 is an end elevation of the dash-board on a larger scale than Fig. 1. Fig. 4 is a cross-section of the same, the point of view being opposite to that of Fig. 3.

A is the body of the carriage or buggy, and to it are affixed the standards B B, which constitute the ends of the frame of the dash-board. Where the standards B B rise above the body of the buggy they are widened to form circular disks *b*, the diameter of the inner faces of these disks corresponding to that of the tube C, which forms the housing for the apron D. The bolt E passes centrally through the disks *b b*, and a nut *e* is applied at each end, so that the tube C is firmly secured between the standards and forms a brace therefor. Within the tube C is a smaller tube F, journaled at its ends upon the rod E by means of caps *f* screwed therein. A spiral spring or springs G is secured at one end to the rod E and at the other end to the tube F. To the tube F is secured the apron H, as is best seen in Fig. 4. A slot is made in the tube C for the passage of the apron.

As shown in the drawings, two springs G G are employed, they being secured at their inner end to the rod E and at their outer end to the tube F. It is obvious, however, that a single spring may be employed, if desired, which spring may extend the full length of the roller-tube F. Above the tube C is secured the dash-board proper I, said dash-board being fastened to the standards B in any ordinary manner.

To assemble the parts together, the springs are first placed upon the rod E and the tube G, having the apron affixed thereto, is slipped over the springs and rod. The heads *f* are then screwed into the end of the tube F and the tube C is slipped over the whole. The end of the rod E being inserted in the standards B, all is made secure by tightening the nuts *e* upon the end of the rod E.

The operation of the device is obvious. When wanted for use, the apron H has simply to be pulled out from within the tube C, the spring G serving to return it when it is released. Retaining-catches, like those used upon curtain-rollers, may be used to prevent the action of the spring G till the catches are released, but are not essential.

I claim—

The combination, with standards B, on which are formed disks *b*, of a tube C, secured between said disks by a rod E, extending centrally through the tube and standard, the tubular roller F, journaled on said rod, the spring G, actuating said roller F, and the apron H, secured to said roller F, substantially as described.

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