

(No Model.)

S. A. NOLEN.
Buggy Body.

No. 238,246.

Patented March 1, 1881.

Fig. 1

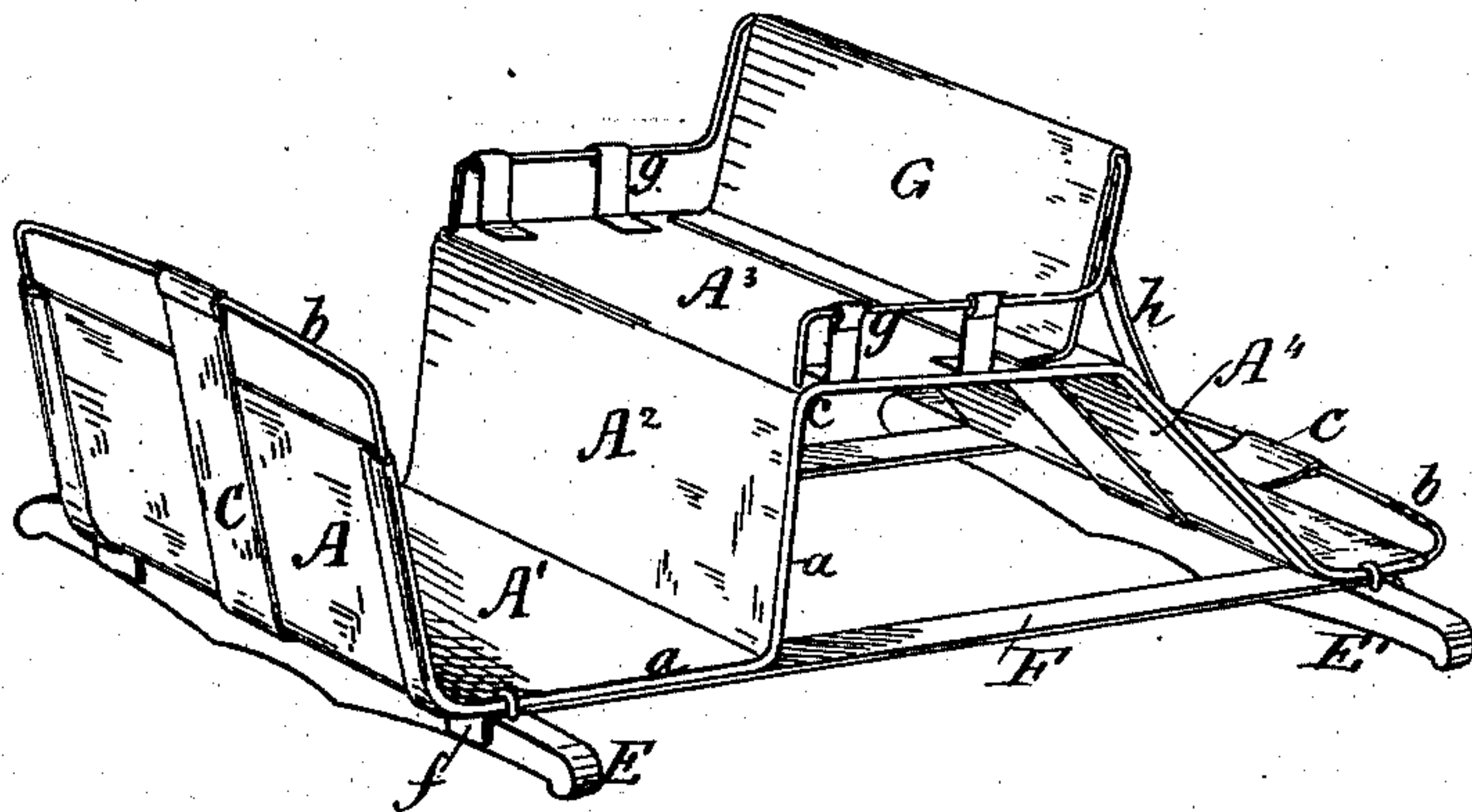


Fig. 2.

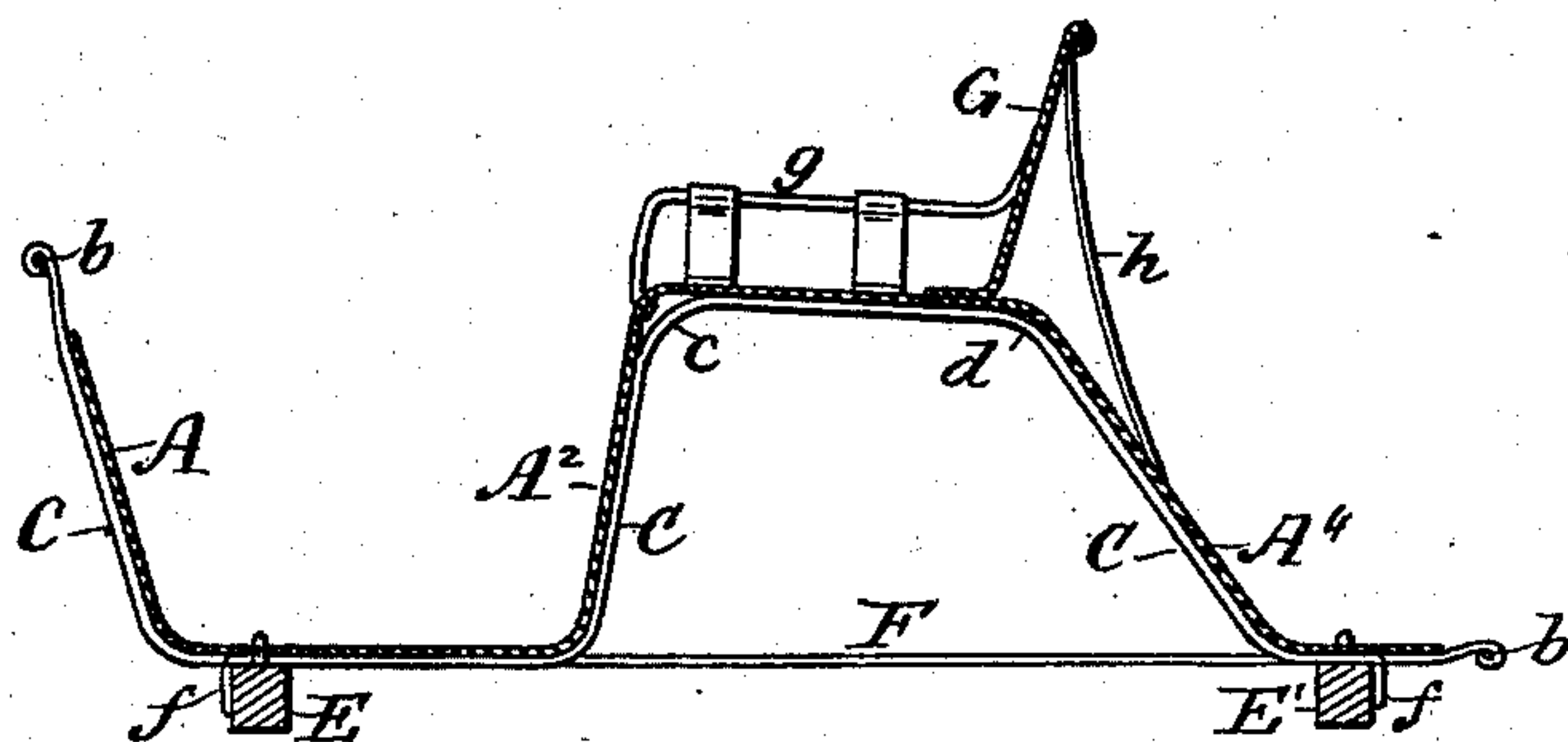


Fig. 3.

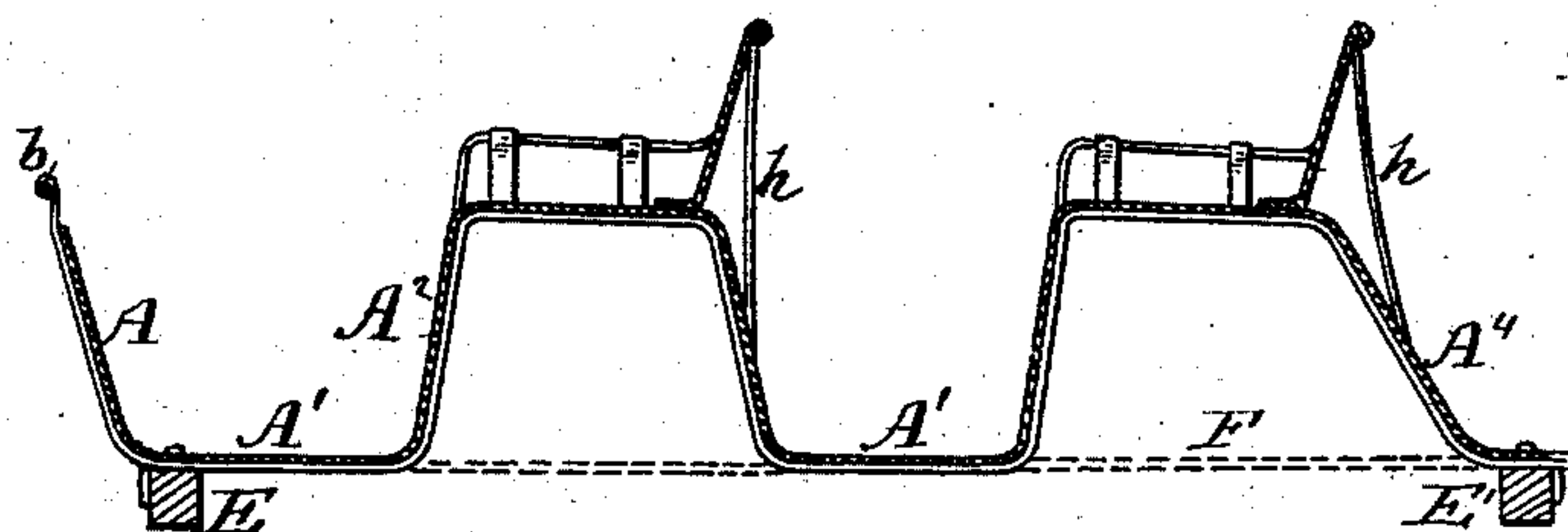


Fig. 4.

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UNITED STATES PATENT OFFICE.

STEPHEN A. NOLEN, OF SEARCY, ARKANSAS, ASSIGNOR TO HIMSELF AND
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BUGGY-BODY.

SPECIFICATION forming part of Letters Patent No. 238,246, dated March 1, 1881.

Application filed November 27, 1880. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN A. NOLEN, of Searcy, in the county of White and State of Arkansas, have invented certain new and useful Improvements in Buggy-Bodies, of which the following is a specification.

My invention relates to improvements in the construction of wagon-bodies made of sheet metal; and the objects of my improvements are to produce the body of a buggy—that is, the dash-board, the floor or foot-rest, the front of the seat, the top of the seat, and the rear or boot of the buggy—of a continuous sheet of steel or iron, whereby durability, strength, and fine appearance of the body of a buggy can be obtained at a small expense.

Heretofore the body of wagons has been made of pieces of corrugated sheet metal, so united and made water-tight that the said body could be used as a boat. The body of light wagons has also been made of sheet metal cut in pieces of various forms, pressed, and embossed to represent panels, secured together and to a frame of wood; but they clearly differ from my construction.

The invention will first be described in connection with the drawings, and then pointed out in the claims.

In the drawings, Figure 1 represents the body of a buggy constructed according to my invention. Fig. 2 represents a longitudinal vertical section of the same. Fig. 3 represents a double-seat buggy. Fig. 4 represents views of clips or bolts used to secure the body to the bolster or cross-bar of the buggy.

In said drawings, A represents the dash-board, A' the floor or foot-rest, A² the vertical front of the seat, A³ the top of the seat, and A⁴ the rear or boot, of the buggy. These parts are made of a continuous sheet of steel or iron. In view of using only light sheet metal, and to stiffen and strengthen its edges, the latter are flanged and turned over at *a*, and inclose a metal rod, *b*, extending the whole length of said edges. It projects over the end of the plate forming the dash-board, and in the rear of the end forming the boot of the buggy, the ends of the rod being preferably welded together.

To prevent the center of the plate forming

the body from sagging, I secure by means of a few rivets to the under side, and in the center thereof, after its edges have been made to inclose the rod *b*, and after it has received the proper bends to form the dash-board, seat, &c., a flat bar or narrow plate, C, of metal, generally thicker than the metal of the buggy. This bar C is bent across its length to conform with the angles made by the dash-board with the foot-rest and the angle of the latter with the front of the seat; but under the seat the angles of said bar may be made more obtuse at *c d* than the angles of the buggy-seat, to brace the latter, although its rear end is made to correspond with the form of the boot and extending in the rear thereof. Its extremity is made to clasp the rod *b*. The forward end of this rod C is also looped around the rod *b* in the upper part of the dash-board. The stiffness of the sheet metal at the angles *c d*, strengthened by the bar C, bent as above described, is generally sufficient to cause the buggy to retain its shape even under strains. The cross-bar E is then secured to the floor A² and the cross-bar E' to the lower end of the boot A⁴ by means of clips. (Shown in Fig. 4.) The clip *e* has a hook to engage with the edge and rod *b* of the buggy. The clip *e* has a cylindrical upper projection to pass through the metal of the buggy and be riveted thereto, or have a screw-thread cut thereon to receive a nut. Their lower ends are united under the cross-bars by saddle-plates in the usual manner. Bent bolts *e*² may be used for the same purpose.

Reaches F may be used to connect the cross-bars E E'. These reaches are also made of metal, and have their ends bent down at *f* over the cross-bars, to which they are suitably secured. These reaches can be placed adjacent to the edges of the buggy, or adjacent to the bar C thereof, and may be made longer than the body of the buggy. The latter, resting upon them, can be secured thereto in proper position with a few bolts or rivets.

If a double-seat buggy is made, as shown in Fig. 3, reaches should be used to give it the proper strength.

To complete the seat of the buggy, a back-rest, G, of suitable size, formed of a sheet-

metal plate, bent at its lower end, is riveted to the top of the seat A³. Its upper end encircles a light rod, *g*, the ends of which are brought forward and form the side rails of the seat, being suitably connected therewith at *g'*.
5 Brace-rods *h* are also placed in the rear of the back-rest G, and have their lower ends secured to the boot.

Sheet-metal seats constructed as the above-described body can be used also with buck-boards or open-box light wagons.

Having now fully described my invention, I claim—

1. In a buggy's body, the combination of a
15 plate forming the dash-board, foot-rest, front of seat, top of seat, and rear or boot with a rod, *b*, inclosed by the edges of said plate and projecting beyond the ends thereof, substantially as and for the purpose described.

20 2. In a buggy's body, the combination of a plate forming the dash-board, foot-rest, front

of seat, top of seat, and rear or boot with a rod, *b*, inclosed by the edges of said plate and projecting beyond the ends thereof, and a narrow plate or bar, C, secured to the under side
25 of the plate of the body and extending from the top of the dash-board to the rear of the boot, substantially as and for the purpose described.

3. In a buggy's body, the combination of a
30 plate forming the dash-board, foot-rest, front of seat, top of seat, and rear or boot with metal reaches F, having bent ends *f* over the cross-bars, cross-bars E E', and clips *e* or *e'*, having their bent portion provided with a pro-
35 jection to engage with the plate forming the body of the buggy, substantially as and for the purpose described.

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