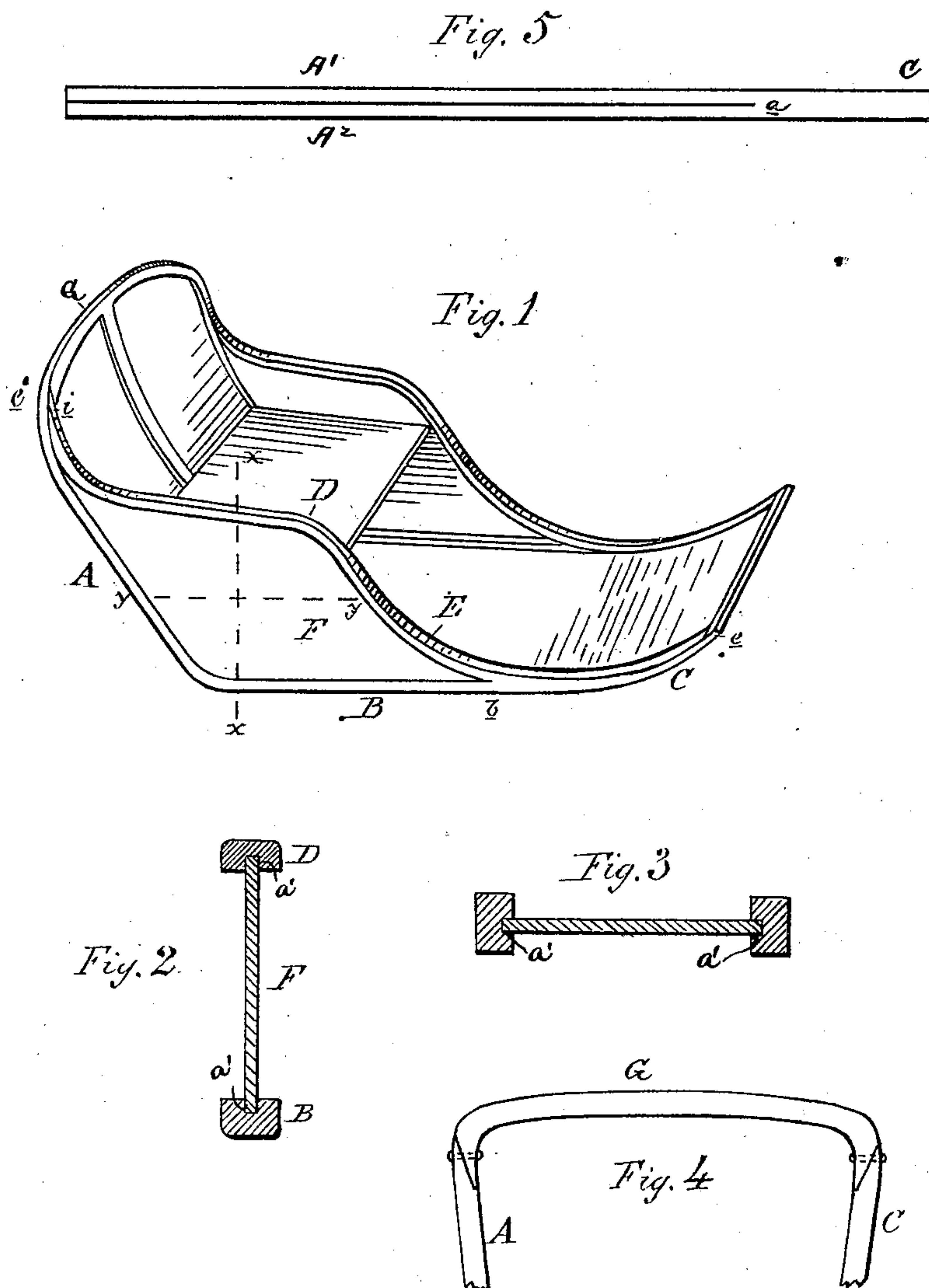


(No Model.)

J. C. F. PAGEL.  
VEHICLE BODY.

No. 284,754.

Patented Sept. 11, 1883.



Attest  
A. J. Sprague  
Chief Clerk

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J. C. F. Pagel  
By  
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Atty

# UNITED STATES PATENT OFFICE.

J. C. FRIEDRICH PAGEL, OF DETROIT, MICHIGAN, ASSIGNOR TO O. F. HALL,  
OF SAME PLACE.

## VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 284,754, dated September 11, 1883.

Application filed December 8, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, J. C. FRIEDRICH PAGEL, of Detroit, in the county of Wayne and State of Michigan, have invented new and useful  
5 Improvements in Vehicle-Bodies; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

10 This invention relates to certain improvements in the construction of that class of vehicle-bodies peculiarly adapted for "Portland" cutters and phaeton bodies; and it consists in forming the back corner rail, floor-sill,  
15 foot-board sill, front rail, and arm-rail all of one piece of timber sawed partially in two and bent into peculiar shape, as will be hereinafter more fully set forth.

Figure 1 is a perspective view of my improved vehicle-body. Fig. 2 is a vertical section on line *x x* of Fig. 1. Fig. 3 is a horizontal section on line *y y* of Fig. 1. Fig. 4 is a view showing the method of securing the parts together; and Fig. 5 is a plan view of a  
25 piece of timber sawed partially in two, of which the rails and sills are formed.

I take a piece of timber of the desired contour and cut a saw-kerf, *a*, from one end nearly to the other, thus forming bifurcations  
30 *A' A'*, which are then bent substantially in the form hereinafter described, and the coincident faces provided with a groove, *a'*, (shown in Figs. 2 and 3.)

In carrying out my invention the solid end  
35 *C*, forming the foot-sill, may be any desired length, but shown in Fig. 1 extending from *b* to *e*, and bent more or less to conform to the general form or outline of the whole body. The upper part or bifurcation, *A'*, is from the  
40 point *b* bent upwardly, forming the front rail, *E*, then at an angle thereto, forming the arm-rail *D*, then curved-upwardly and inwardly at *i*, and tapered down to a sharp edge to fit snugly against the back rail, *G*, where it is

secured by screws passing through the inner  
edge of said rail. By this construction the screws securing this end of the rail *A'* to the back rail are inserted crosswise of the grain of the wood in both pieces, and thus form a stronger and more durable joint. The bifur-  
50 cation *A'*, extending back from the point *b*, forms the floor-sill *B* and the back corner rail, *A*, which latter is formed by bending the end of said bifurcation *A'* upwardly and at an angle with the floor-sill *B*, where it is spliced  
55 to the curved back *G*, as shown by Fig. 4 of the drawings. The panel *F* is arranged in the grooves *a* of the parts *A' A'* before the free ends of said parts are secured, which, when received, confines the panel in the grooves,  
60 where it is held without the addition of nails or screws, and the grain of the wood arranged in any desired direction without such liability of splitting as in the old manner of securing the panels in place.

I have only described one side of the body; but as both sides are identical in construction and arrangement of parts, a description of the other side is not deemed necessary.

I am aware of Patents Nos. 243,008 and  
70 247,436, and make no claim to the construction shown thereby.

I am aware of Patent No. 29,386, of 1860, and the construction therein set forth is not sought to be covered in this application.

What I claim as new is—

In a body-frame, the foot-sill *C*, floor-sill *B*, arm-rail *D*, front rail, *E*, and corner rail, *A*, formed of a single piece of timber and bent as shown, having interior grooves *a'*, to receive  
80 the panel *F*, and joint connections with the back rail, *G*, and the whole combined and operating as and for the purposes set forth.

J. C. FRIEDRICH PAGEL.

Witnesses:

H. S. SPRAGUE,  
E. J. SCULLY.