

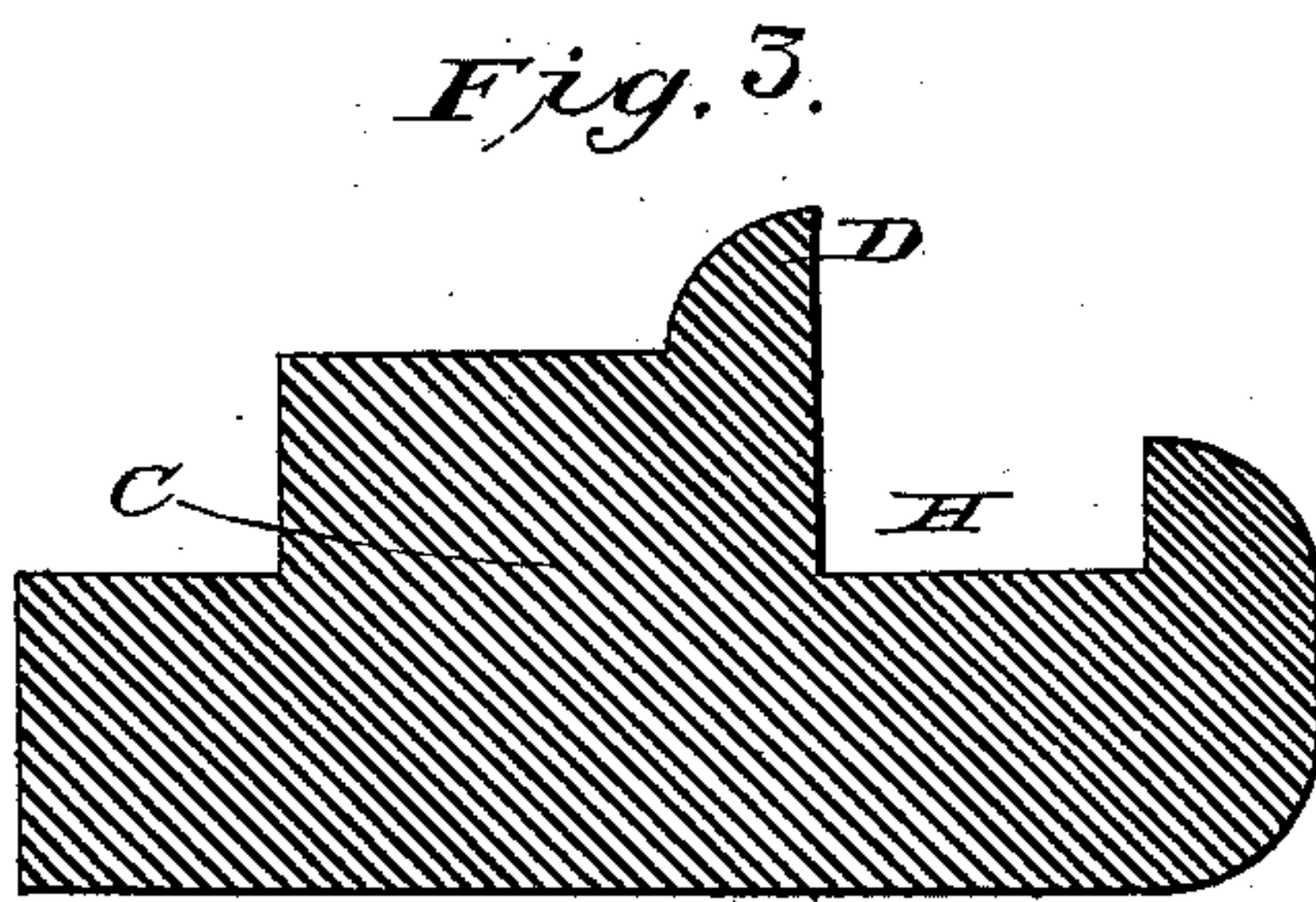
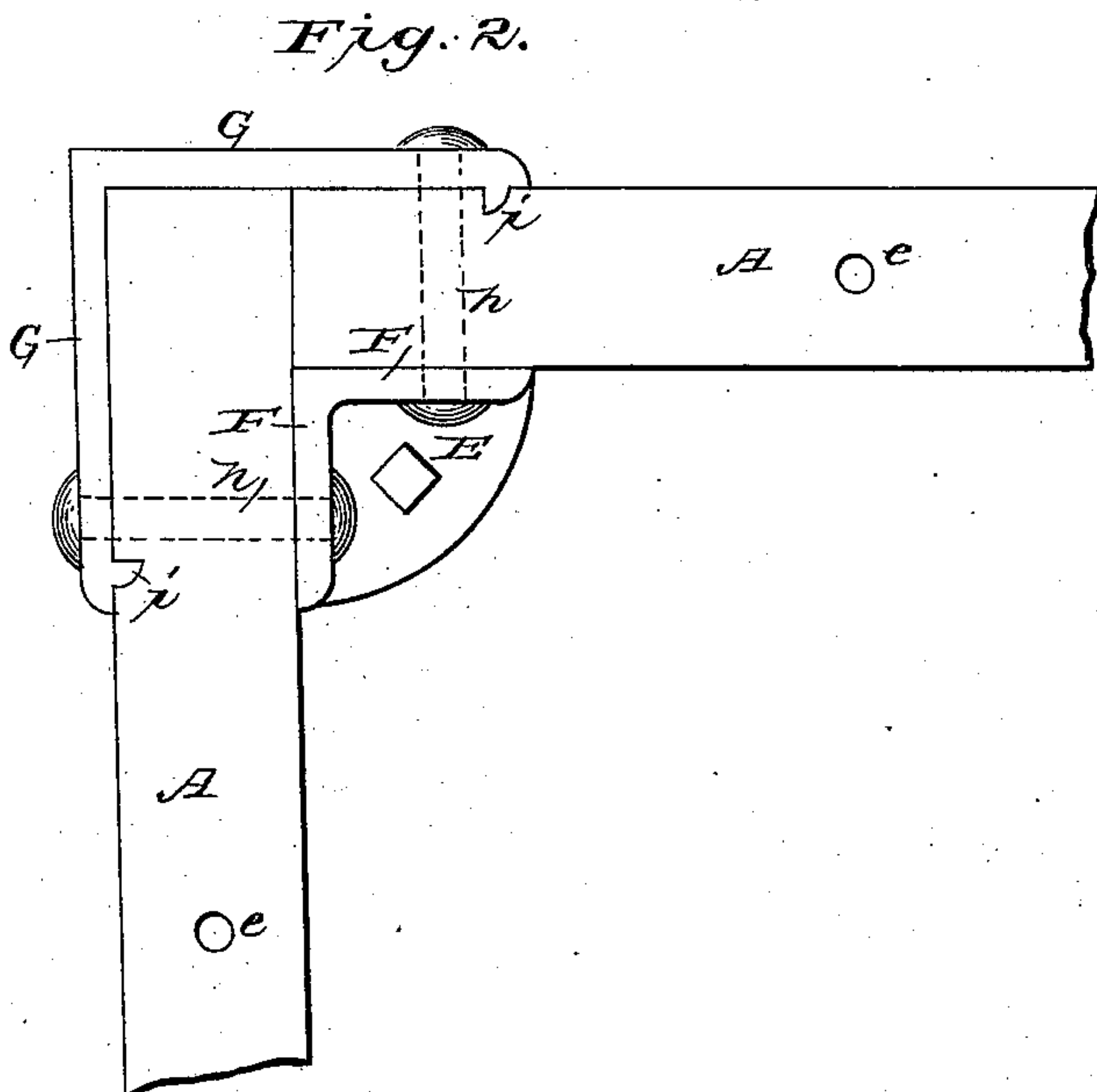
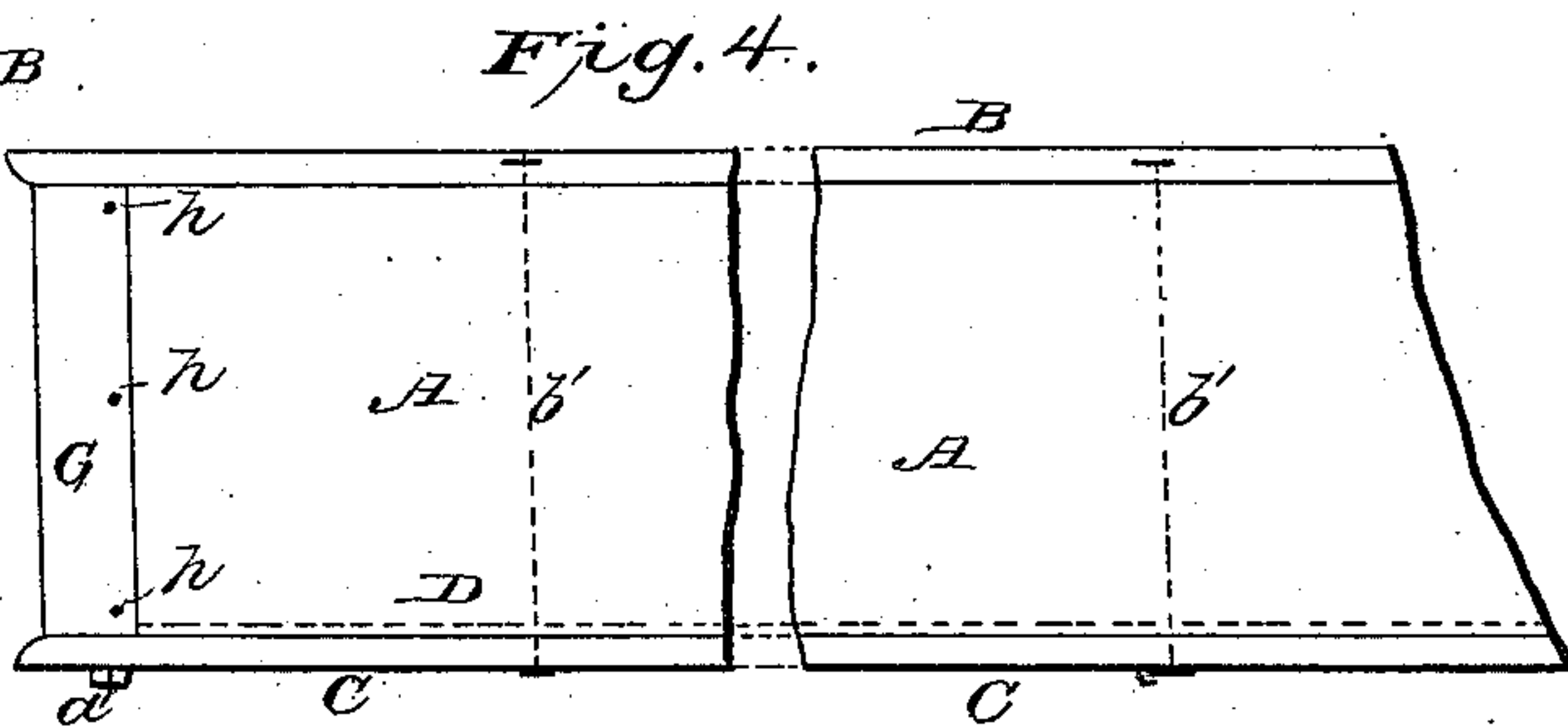
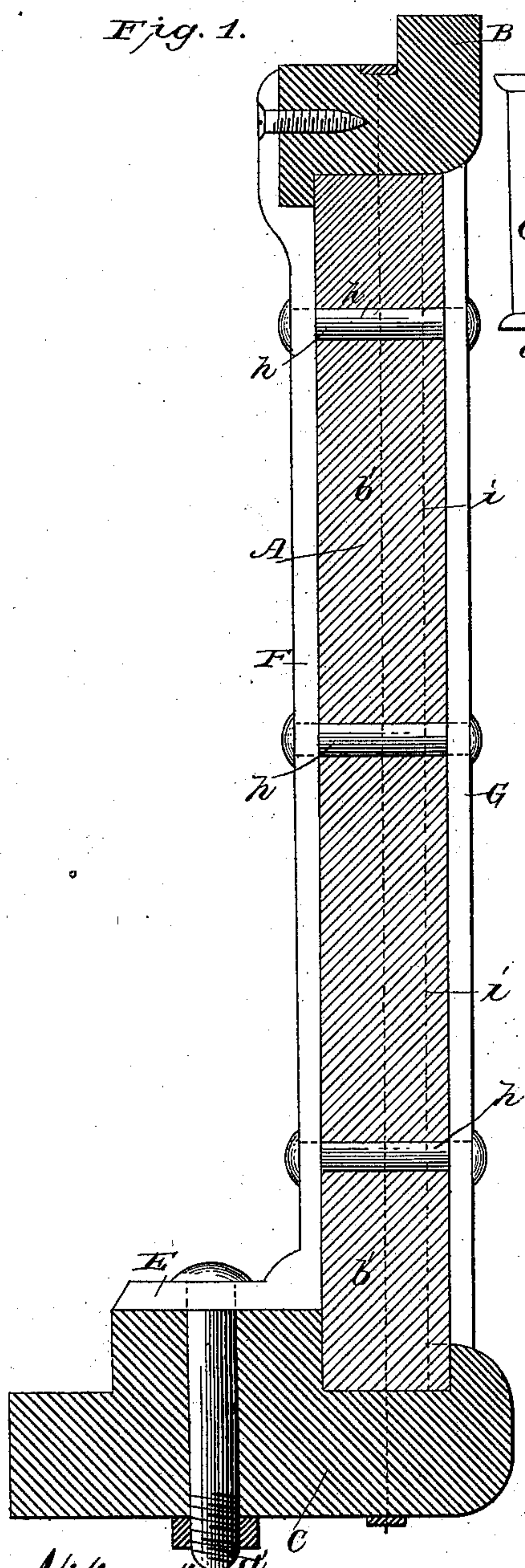
(No Model.)

H. P. COLBY.

VEHICLE BODY.

No. 294,852.

Patented Mar. 11, 1884.



Attest:
John D. Parkhurst
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Inventor.
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UNITED STATES PATENT OFFICE.

HARLAN P. COLBY, OF CHARLOTTE, MICHIGAN, ASSIGNOR OF ONE-HALF TO
F. L. ELMS, OF SAME PLACE.

VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 294,852, dated March 11, 1884.

Application filed April 9, 1883. (No model.)

To all whom it may concern:

Be it known that I, HARLAN P. COLBY, a citizen of the United States, residing at the city of Charlotte, in the county of Eaton and State of Michigan, have invented a new and useful Vehicle-Body, of which the following is a specification.

My invention relates to an improvement in vehicle-bodies in which the panels are secured at the corners by outside and inside corner-irons and rabbeted into sills having an inside solid bead; and the objects of my improvement are, first, to provide a firm, substantial, and durable vehicle-body, having all the parts so united as to support and strengthen each other; second, to prevent the corners from spreading or opening; third, to provide a strong sill to receive and support the panel and prevent displacement from outside or inside pressure; and, fourth, to afford facility in the ready construction of vehicle-bodies. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a sectional view at one of the corners, showing the rabbeted sill and the corner with an outside and inside corner-iron attached, together with a rail on the top of the panel. Fig. 2 is a top view of a corner of the body, showing the outside corner-iron and the inside corner-iron as intended to be constructed. Fig. 3 is a sectional view of the sill, and Fig. 4 is a view in perspective of the outside of the corner of the body completed.

Similar letters refer to similar parts throughout the several views.

The sill C, the panel A, the rail B, the outside and inside corner-irons, G and F, respectively constitute the various parts of the body. The sill C, Fig. 3, is cut with a rabbet, H, for receiving the panel A, and is also made with a solid bead, D, upon the inside, running its entire length, for the purpose of strengthening the sill, holding the lower edge of the panel firmly in place, and forming a strong and close-fitting joint. The corner-iron G, Fig. 2, has a rib, *i*, its whole length, projecting inward, for the purpose of fitting into transverse grooves in the panels A A near the ends, thereby preventing any possibility of the body parting at the corners, and is bolted or riveted to the body

by bolts or rivets passing through the panel, and attached to the corner-iron upon the inside, as F F, Fig. 2. The corner-iron F F, through which the bolts *h h* pass, fits snugly and securely in the corner of the body, as shown in Fig. 2, and is also provided with a shoulder for receiving the rail B, and a footing, Figs. 1 and 2, through which passes a bolt, *a'*, to strengthen and fasten the corners of the panels securely to the sill. It is also intended that a top rail, B, will be placed around the top of the panels A A, and bolts *b' b'* will be put through the top rail, B, the panels A A, and the bed-pieces or sills C C. I now place together the bed-pieces or sills C C, cut of any desirable uniform length, with the panels forming the sides of the body, and drive the lower edge of the panels A A into the grooves H H of the sills C C. The outside corner-irons, G G, are then driven from the top down over the corners, the projecting ribs *i i* fitting into the transverse grooves cut in the panels to receive them. Then I put the rail B around the top of the body, and put the bolts *b' b'* through the rail B, the panels A A and the sills C C having holes bored at corresponding intervals, as at *e e*, Fig. 2. The outside corner-irons, G G, are then fastened by bolts or rivets *h h*, passing through the panels A A; or an inside corner-iron, F F, previously described, can be used for receiving the bolts or rivets on the inside.

I am aware that bolted buggy-bodies, grooved sills, and corner-irons have been in use prior to my invention. I therefore do not claim a patent for constructing buggy-bodies by means of bolting the panels to the sills, nor securing the corners by corner-irons, nor grooving the sill for receiving the panel.

I am aware that the panels of wagon and carriage bodies have been provided with a bead which limits the point to which the bottom of the panel can be inserted. If it happens that the groove is deeper than that part of the panel below the bead, the panel will rest entirely upon the bead, which is thus rendered liable to breakage, and that I do not claim. My device differs from that form, in that the bead is formed upon the sill, so that when the panel is placed in the groove, no matter how deep, it will always rest upon the bottom. Furthermore, by

making the bead upon the sill, the liability of its being broken off is less than it would be if it were placed upon the panel, as anything resting thereon would only tend to crush it, while on the panel the bead or part of it would be broken off, unless it were evenly supported, and if the groove were not deep enough the liability of its breaking off would be even greater.

I am also aware that wagon-body corner-irons have been provided with flanges which fit into grooves cut into the wagon-body, and that inside corner-irons are old, and these I do not claim; but

What I do claim is—

1. In wagon-bodies, the combination of a sill having a groove and a bead forming a contin-

uation of one of the walls of the groove, with a panel without beads near its bottom, and resting upon the bottom of the groove, substantially as described.

2. In a wagon-body, the combination of a sill having a groove and a bead forming a continuation of the wall of the groove, panel resting in said groove, a top rail resting upon the panel, an outer angle-iron having ribs resting in groove in said panel, an inner angle-iron having a rabbet for the top rail, and bolts for clamping the whole together, substantially as described.

HARLAN P. COLBY.

Witnesses:

C. M. JENNINGS,

H. M. MUSGRAVE.