

(No Model.)

J. DELAHUNTY.

CARRIAGE BODY.

No. 337,252.

Patented Mar. 2, 1886.

Fig.1.

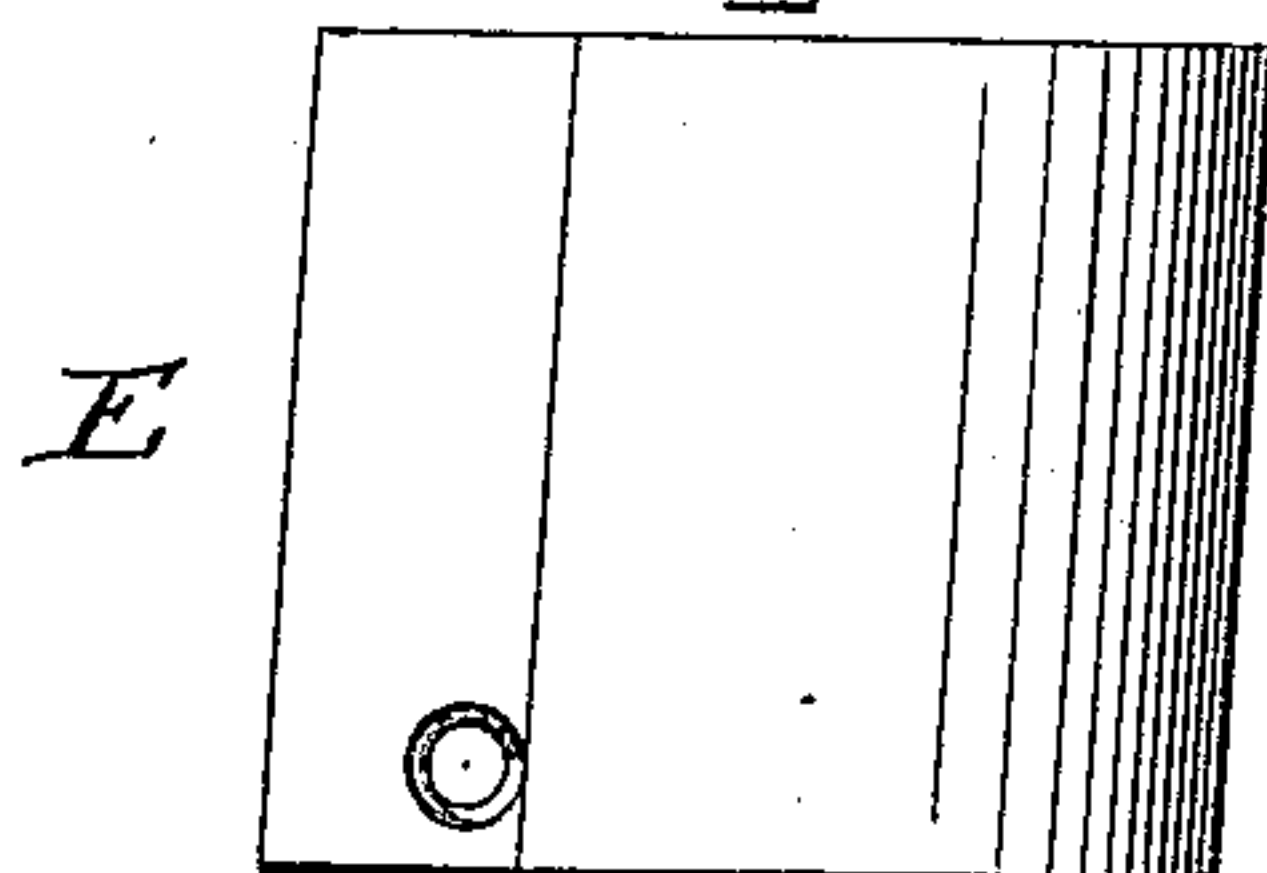


Fig.2.

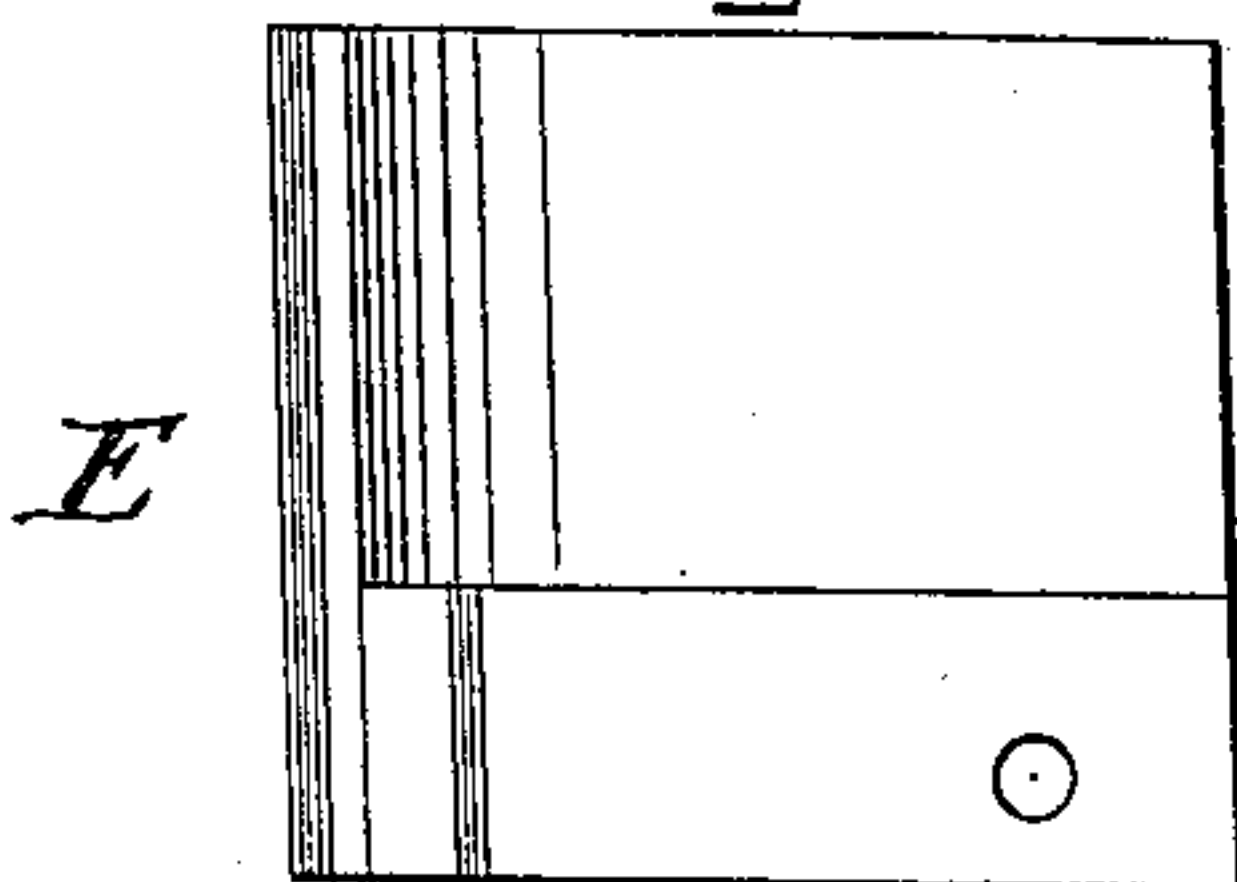


Fig.3.

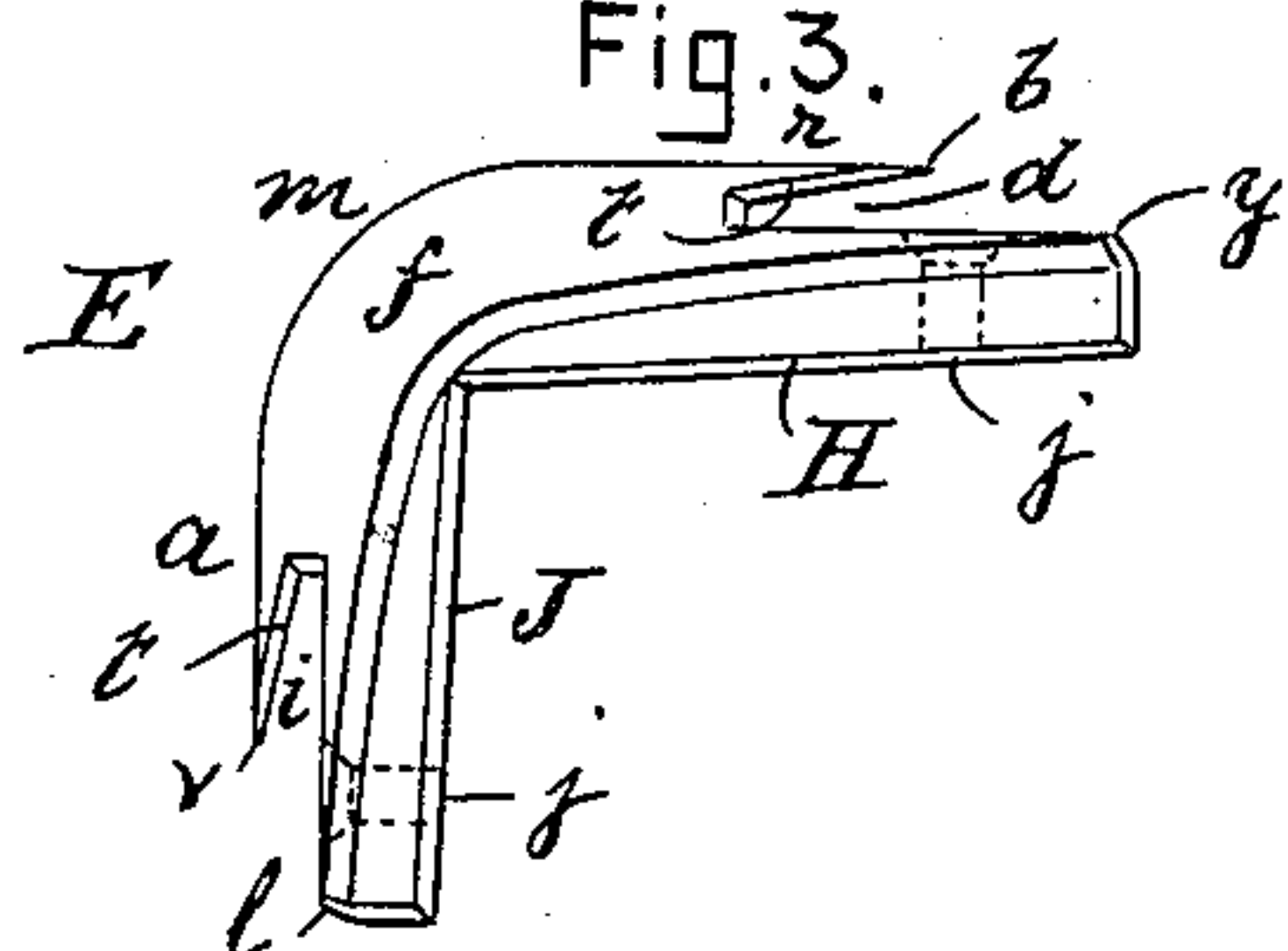


Fig.5.

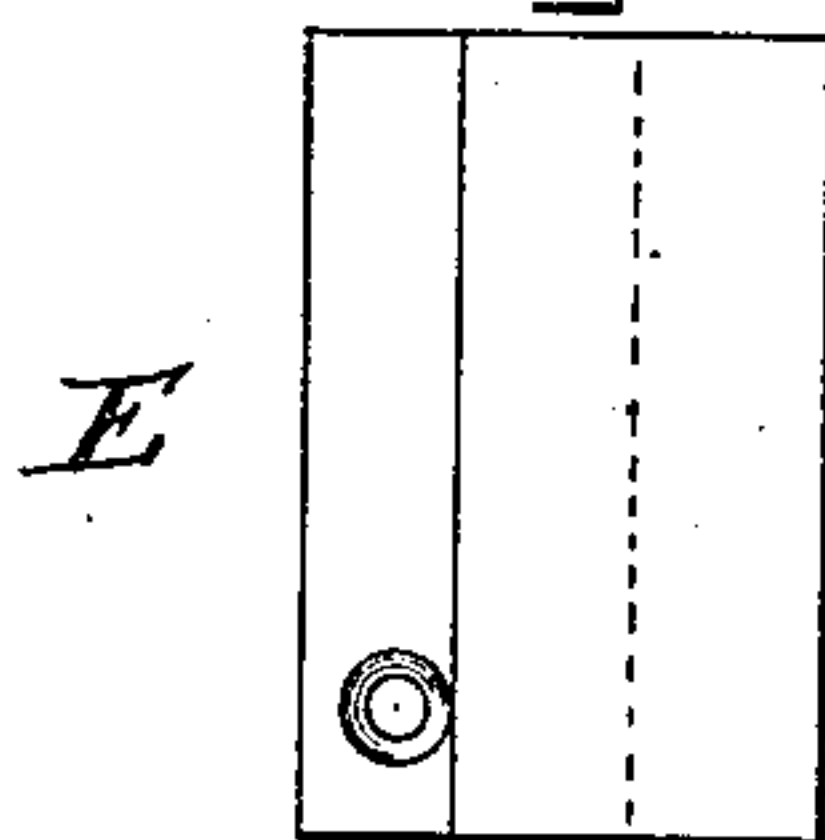


Fig.6.

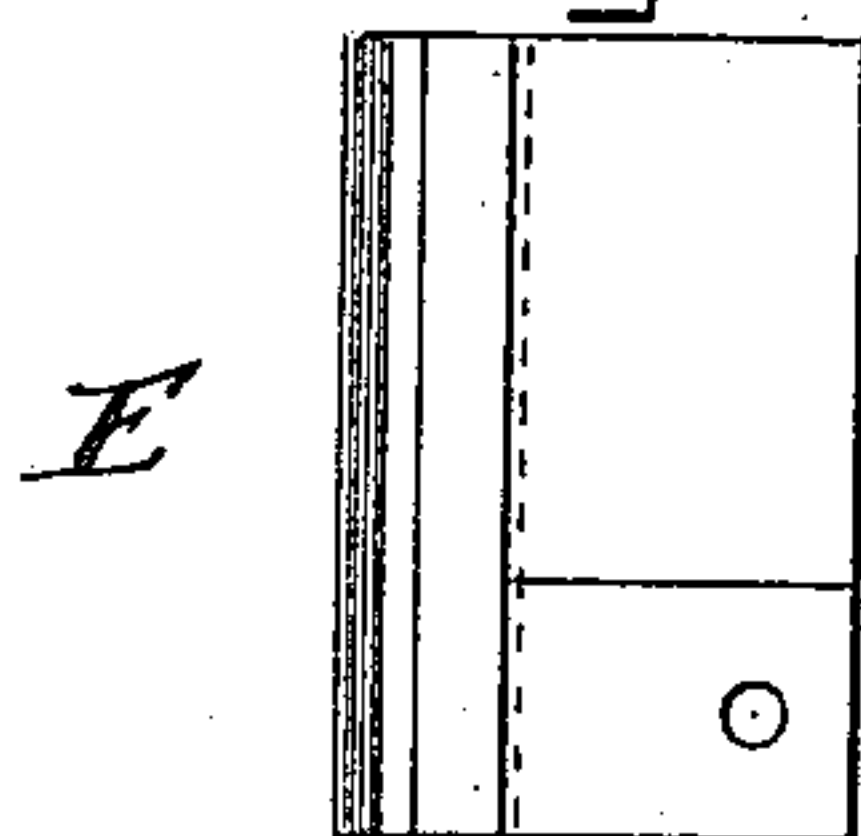
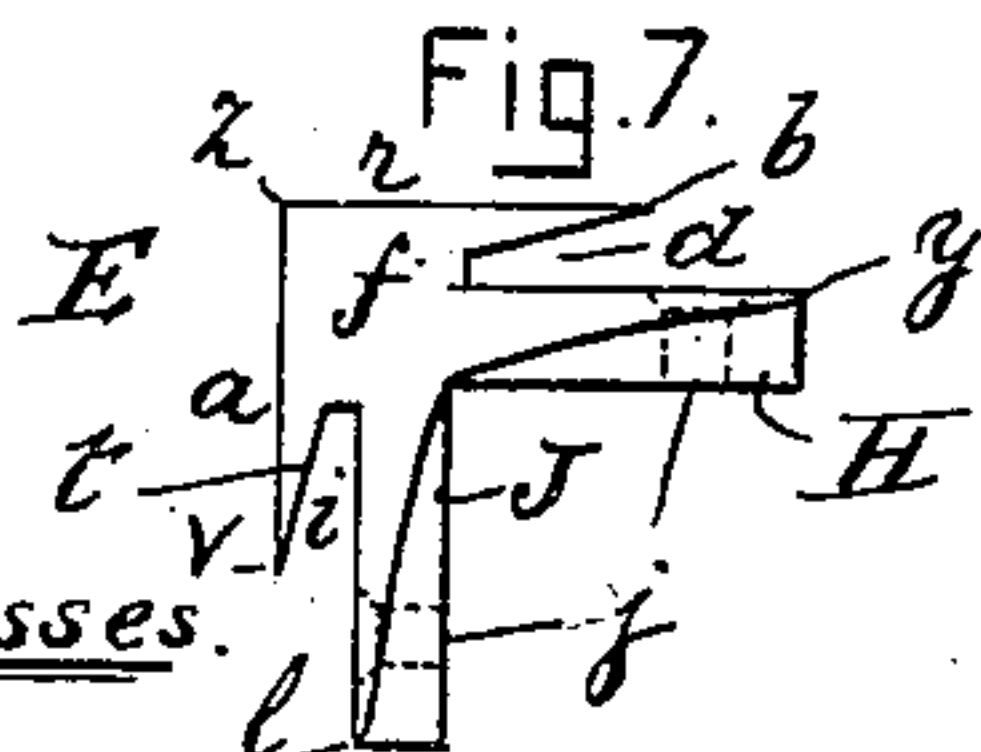


Fig.7.



Witnesses.

W. B. Blanda.
L. J. White.

Fig.4.

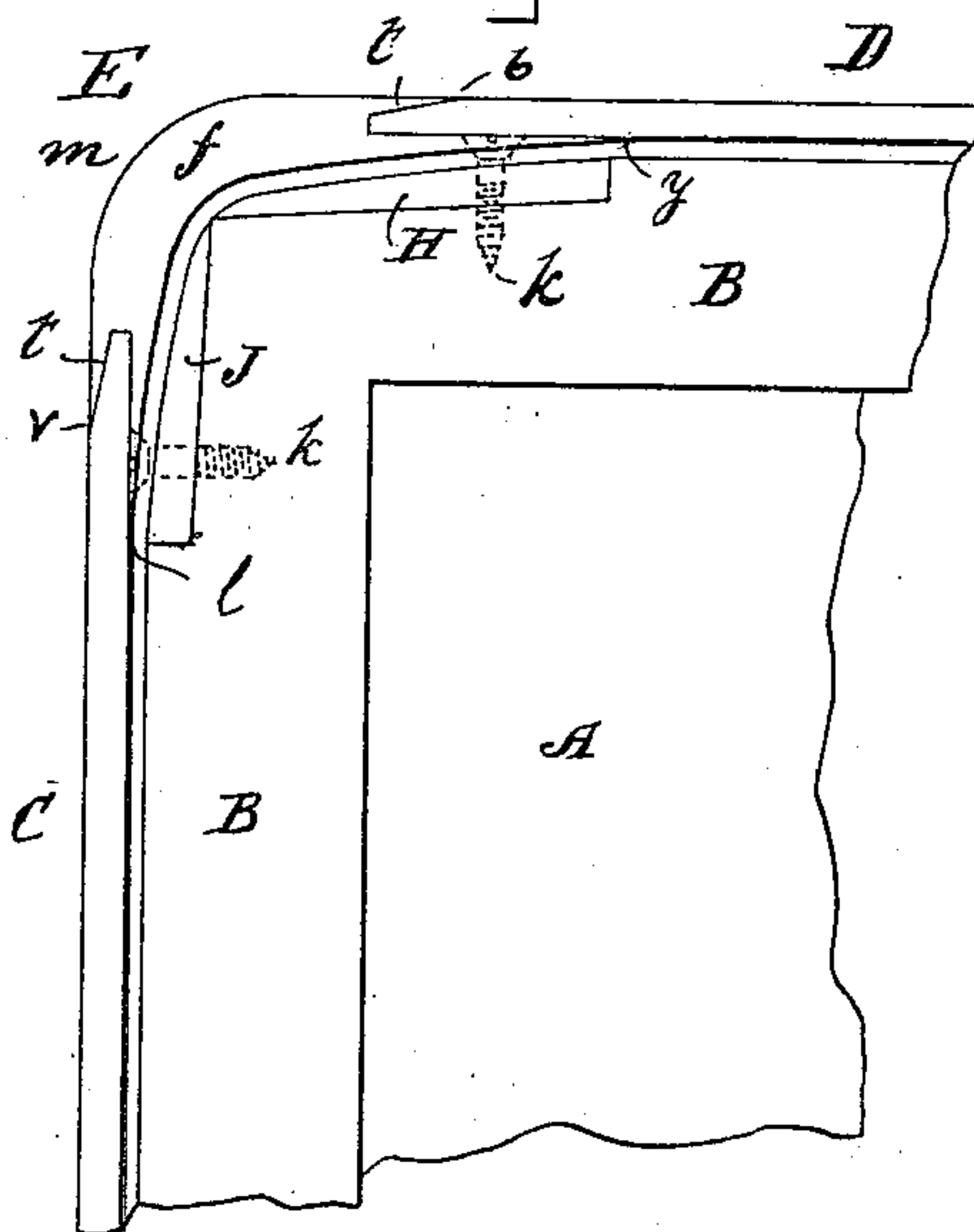


Fig.8.

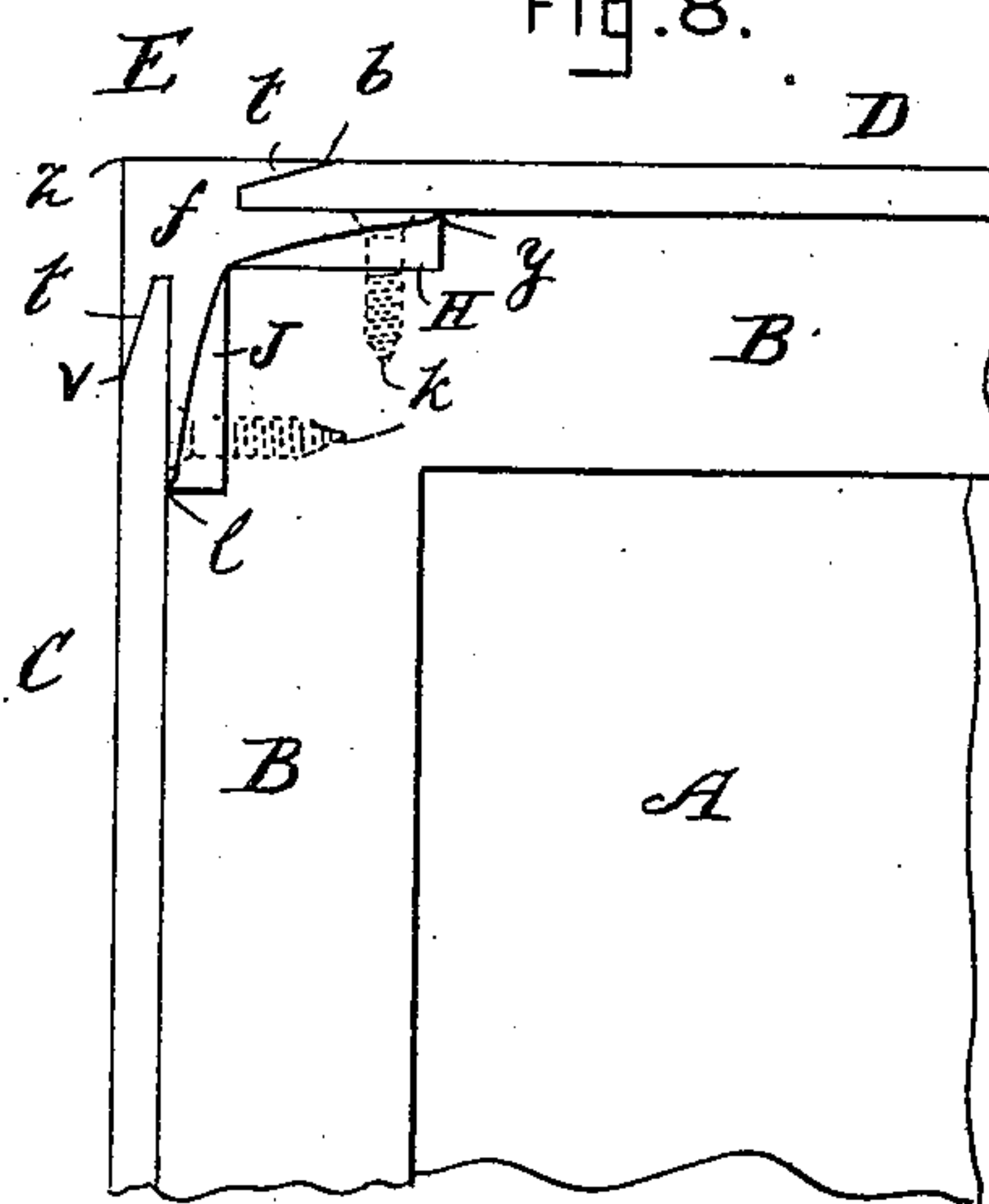
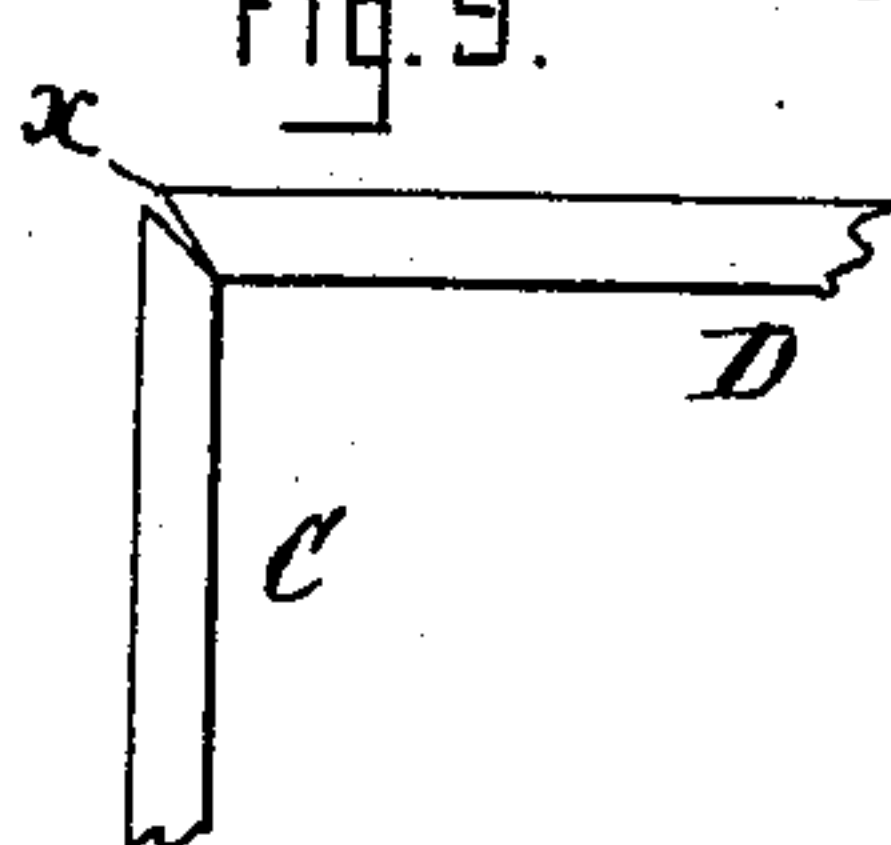


Fig.9.



Inventor.

James Delahanty,
Per C. A. Shaw,
Attorney.

UNITED STATES PATENT OFFICE.

JAMES DELAHUNTY, OF MERRIMAC, MASSACHUSETTS.

CARRIAGE-BODY.

SPECIFICATION forming part of Letters Patent No. 337,252, dated March 2, 1886.

Application filed November 27, 1885. Serial No. 184,053. (No model.)

To all whom it may concern:

Be it known that I, JAMES DELAHUNTY, of Merrimac, in the county of Essex, State of Massachusetts, have invented a certain new and useful Improvement in Carriage-Bodies, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of the corner-piece shown in Fig. 4 as viewed from the outer side; Fig. 2, a side elevation of said corner-piece as viewed from the inner side; Fig. 3, an isometrical perspective view of the same; Fig. 4, a top plan view representing the corner-piece shown in Figs. 1, 2, and 3 in use; Fig. 5, a side elevation of the corner-piece shown in Fig. 8 as viewed from the outer side; Fig. 6, a side elevation of said corner-piece as viewed from the inner side; Fig. 7, a top plan view of the same; Fig. 8, a top plan view representing the corner-piece shown in Figs. 5, 6, and 7 in use; and Fig. 9, a top plan view representing the corner of a carriage-body as ordinarily constructed.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

My invention relates more especially to the bodies of light carriages, such as buggies, sulkies, driving-wagons, &c.; and it consists in a novel construction and arrangement of the parts, as hereinafter fully set forth and claimed, by which a more durable, better-appearing, and otherwise more desirable article of this character is produced than is now in ordinary use.

The nature of the improvement will be readily understood by all conversant with such matters from the following explanation.

In the drawings, A represents the bottom of the body, B the sills or frame-work, C the side piece, D the end piece, and E the corner-piece.

It is well known that when the side and end pieces of the body are united in the usual manner the parts are liable to shrink and open the corner-joints, as shown at *x* in Fig. 9, thereby producing a defect which it is very

difficult to remedy after the body is painted and varnished.

My improvement is designed to obviate this difficulty, and to that end I make use of a corner-piece, E, which may be rounded on its outer face, as shown at *m*, or finished with an angular corner, as shown at *z*, as preferred. The corner-piece is preferably composed of wood, and consists of the body *f*, which is equal in height with the side C and end D. The side *a* of the body of the end piece is cut away from *v* to *l* and provided with a vertical slot or mortise, *i*, extending from top to bottom, to receive the side piece, C. The end *r* of the body of the end piece is also cut away from *b* to *y* and provided with a vertical slot or mortise, *d*, extending from top to bottom, to receive the end piece, D. The mortises *i* *d* are straight on their inner faces, but inclined inwardly on their outer faces, as shown at *t*, the ends of the side piece, C, and end piece, D, being respectively chamfered on their outer faces and otherwise shaped so as to fit said mortises. The corner-piece E is also provided with lateral inwardly-projecting flanges H J, which are let into the sills B. These flanges preferably correspond in height with the thickness of the sills, but may be made higher, if desired.

The corner-piece E is secured in position by screws *k*, which pass through holes *j* in the flanges H J into the sills B, the heads of the screws being covered or concealed by the side and end pieces, C D.

The tapering mortises *i* *d* enable a very tight or close joint to be formed between the side piece, C, end piece, D, and corner-piece E, while the flanges H J serve to strengthen the corner-piece and retain it in proper position, more especially when subjected to a lateral strain from the inner side.

It will be obvious that a carriage-body provided with my improved corner-pieces will be much stronger at the corner-joints than when constructed as shown in Fig. 9; also, that the corners of the body may be given a much better finish, and will not be so liable to become defective in use as when made in the ordinary manner.

Having thus explained my invention, what I claim is—

1. The corner-piece for carriage-bodies here-

in shown and described, the same consisting of the body *f*, provided with the mortises *i* and *d* in its ends, said mortises being tapered from top to bottom throughout their entire
5 lengths.

2. The corner-piece for carriage-bodies here- in shown and described, the same consisting of the body *f*, provided with the mortises *i* and *d* in its ends, said mortises being tapered
10 throughout their entire lengths from top to bottom and from their inner to their outer ends.

3. The corner-piece for carriage-bodies here- in shown and described, the same consisting of the body *f*, provided with the mortises *i*
15 and *d* in its ends, said mortises being tapered throughout their entire lengths from top to bottom on one face and straight on the other.

4. The corner-piece for carriage-bodies here- in shown and described, the same consisting
20 of the body *f*, provided with the mortises *i*

and *d* in its ends, said mortises being tapered throughout their entire lengths from top to bottom on the face remote from the carriage-body and straight on that contiguous thereto.

5. The corner-piece for carriage-bodies here- 25 in shown and described, the same consisting of the body *f*, provided with the mortises *i* and *d* in its ends, said mortises being tapered throughout their entire lengths from top to bottom and from their inner to their outer
30 ends, and the flanges *H* and *J*, of the same thickness as the sills *B* and adapted to fit within recesses formed in the outer faces thereof, and fastening-screws *k*, passing through said flanges into said sills.

JAMES DELAHUNTY.

Witnesses:

C. A. SHAW,

L. J. WHITE.