

(No Model.)

L. DOYLE, Dec'd.

M. E. DOYLE, Administratrix.

CARRIAGE BODY.

No. 500,740.

Patented July 4, 1893.

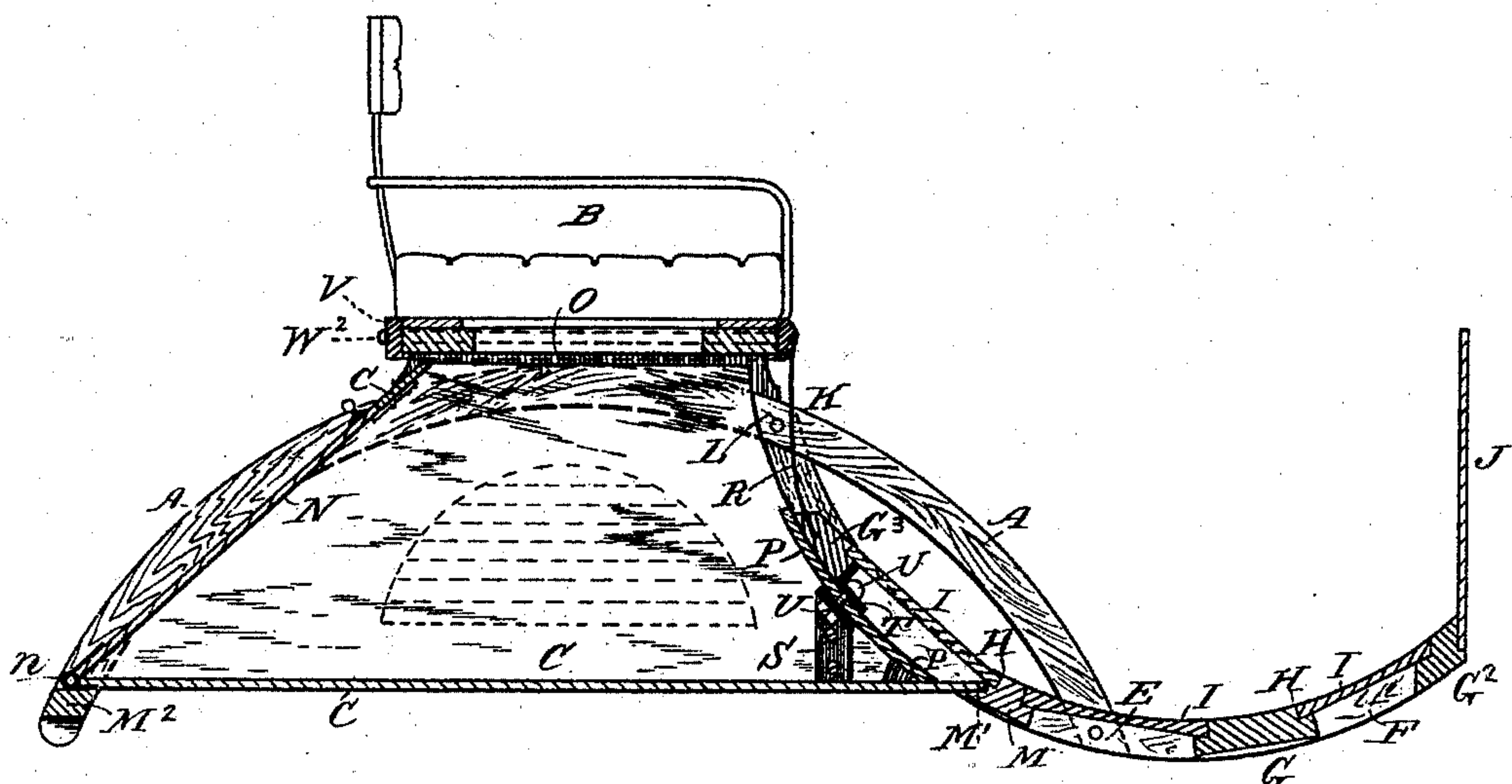


Fig. 1.

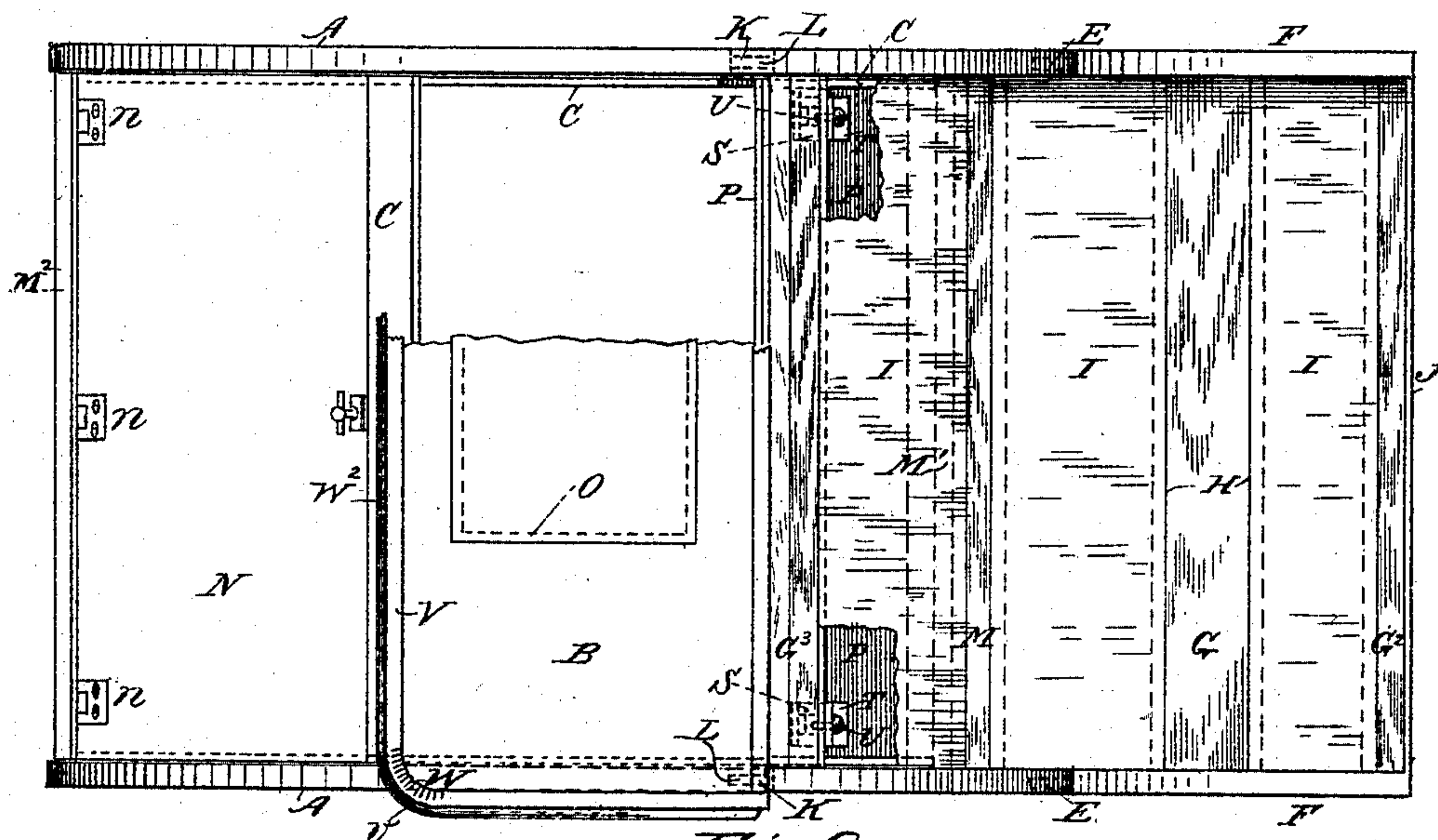


Fig. 2.

Witnesses:
H. A. Remond
T. B. Clark.

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Mary E. Doyle, administratrix
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Per H. E. Runkle
att'y -

UNITED STATES PATENT OFFICE.

MARY E. DOYLE, OF BOSTON, MASSACHUSETTS, ADMINISTRATRIX OF LUKE DOYLE, DECEASED.

CARRIAGE-BODY.

SPECIFICATION forming part of Letters Patent No. 500,740, dated July 4, 1893.

Application filed January 9, 1893. Serial No. 457,868. (No model.)

To all whom it may concern:

Be it known that LUKE DOYLE, deceased, late a citizen of the United States, who resided at Boston, in the county of Suffolk and State of Massachusetts, did invent a new and useful Improvement in Carriage-Bodies, of which the following is a specification.

This invention has for its object the production of a sill-less carriage body of novel and useful construction, more particularly applicable to vehicles of the lighter two-wheel pleasure class, generally designated as "carts," yet adaptable to a four wheel wagon for business purposes or other all around uses, wherein the desideratum is lightness, actual and in appearance, united with strength in production, and inexpensive in erection. To attain these valuable requisites in the art of vehicular construction, said DOYLE proceeded as illustrated in the annexed drawings forming a part of this specification, wherein—

Figure 1, indicates a longitudinal vertical central section of the features of construction embodied in a sill-less vehicle body of the invention, Fig. 2, being a top plan thereof, with one-half of the seat in position, and the box casing broken away to disclose its method of fastening to the frame.

Similar letters of reference indicate the same features throughout the drawings, referring to which—

A, A, designates the main frames of the vehicle body, the half or less of a true circle, forming at its most elevated portion bearings for the carriage seat B, and supports laterally for the removable box C, constituting the luggage carrier which the frames inclose, the sides of which may be paneled or appropriately ornamented. The forward ends of said frames A, A, are tenoned or may be gained as at E, to enter corresponding mortises or cavities in the auxiliary forward frames F, F, which also form a segment of a true circle, but of lesser diameter than the main frame, each of which constitutes in fact a prescribed part of two wheels of solid rims of unequal circumferences, adapted, when assembled, as a sill-less carriage frame. Said forward frames are united by transverse transoms, G, G², G³, which are grooved as at H, to properly receive the foot boards I, and firmly bind or unite

them, while the end or forward transom G², similarly grooved forms a support for the dash board J, the cross bar M, forming along its rearward side a ledge M', for the partial support of the box C, which is further secured in a manner presently described.

In the main frames A, A, about one-third of their length from forward ends, is provided preferably a second mortise, as at K, which receives a corresponding tenon L, springing from the rear end of the lesser frames F, F, through said tenons and mortises, or gains and cavities. These frames are firmly united and further bound together through the instrumentality of the transoms previously described, while the cross bars M, M², augment the strength of binding, and also primarily form part of the supports for the box C. The latter is made accessible through a door N, at the rear, hinged as at n, n, to open outwardly and downwardly, and also from the top through a hatchway O, in the seat B, this opening in the box practically extending forward to the casing P, where, however, the aperture is concealed by the pendent seat flap R.

The method previously alluded to of removably securing said box to the carriage frames F, F, is now reverted to. Therefore the angle irons S, S, are provided, which are secured to the inner sides of the box C, forward and within, and in a position adjacent to and beneath the transom G³, and casing P. Above the latter are provided the angle irons T, T, secured to said transom G³, and which are further provided with threaded short bolts and nuts U, U, which pass through the angle irons S, S, against which they are secured by nuts in the usual manner, thus providing a firm support, in conjunction with the ledge M', on the transverse bar M, for the forward end of the box, the rear end of which rests upon the corresponding bar M². In this manner is secured firm box supports, and in a manner that permits a ready removal of said box C, when desired to omit this feature of the invention from the frame, as, for instance, in its adaptation as a four-wheeler. Herein the frames A, A, serve in the capacity of a wheel house of the ordinary cut under vehicles, permitting the fore-wheels, situated well forward beneath the frames F, F, to turn under the body, or

frames A, A. By this novel construction of said frames, is obviously dispensed with the usual wood sills, rockers, or bottom side pieces and metal strengthening plates thereto attached, as said frames A, A, are in their form and strength allied to trusses.

A further improvement lies in the construction of the seat by the application of the bent wooden skirt V, which is completed with rounded rear corners as at *v*, thus securing a smooth and unbroken exterior in a wood surface, in lieu of the leather skirts so uniformly employed. Preferably this seat skirt is scarfed, as appears at W, though the same may be steamed or otherwise made to conform to the desired shape; the metal bead W², being outwardly affixed, completes the construction.

Having thus defined the nature of the invention and the construction thereof, it is desired to secure by Letters Patent and claim—

1. As a new article of manufacture, a sill-less carriage body, consisting of the following instrumentalities, to wit:—a pair of semi-circular main frames, a pair of semi-circular auxiliary frames of lesser circumference, a box therein detachably secured, adapted as a luggage carrier, a series of transoms organized to unite said frames, a pair of transverse bars adapted to support said box, a series of angle irons and the nuts and bolts therefor provided, adapted to attach and confine said box in position within said frames; all combined, arranged and constructed to embrace the structural elements of a carriage body, substantially in the manner and for the purposes herein specified and illustrated.

2. In combination with the frames A, A, and frames F, F, the box C, provided with apertures for ingress, and means substantially as hereinbefore specified, for detachably confining the same to said frames in the manner described and for the purpose set forth.

3. In a carriage body, the semi-circular frames of unequal circumferences, the removable and detachable box therein inclosed, the combination therewith of a transverse grooved bar M, provided with a single ledge M', adapted to aid the support of said box, and the duplicate angle irons S, S, adapted to detachably unite the same with the frame, substantially as described.

4. In a carriage body, the four-part semi-circular frame, the detachable box therein attached, the supporting cross bar therefor provided with a ledge, and the angle irons attached to said box, in combination with a transverse single grooved transom G³, the angle irons T, T, thereto attached, adapted to cooperate through the medium of the threaded bolts and nuts U, U, with the angle irons S, S, to support and confine the box to the frame, substantially as herein illustrated and described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 19th day of November, A. D. 1892.

MARY E. DOYLE,

Administratrix of Luke Doyle, deceased.

Witnesses:

JAMES R. MURPHY,
JOHN TIGHE.