

No. 667,881.

Patented Feb. 12, 1901.

C. A. IMMLER.  
ROAD VEHICLE.

(Application filed Sept. 14, 1900.)

(No Model.)

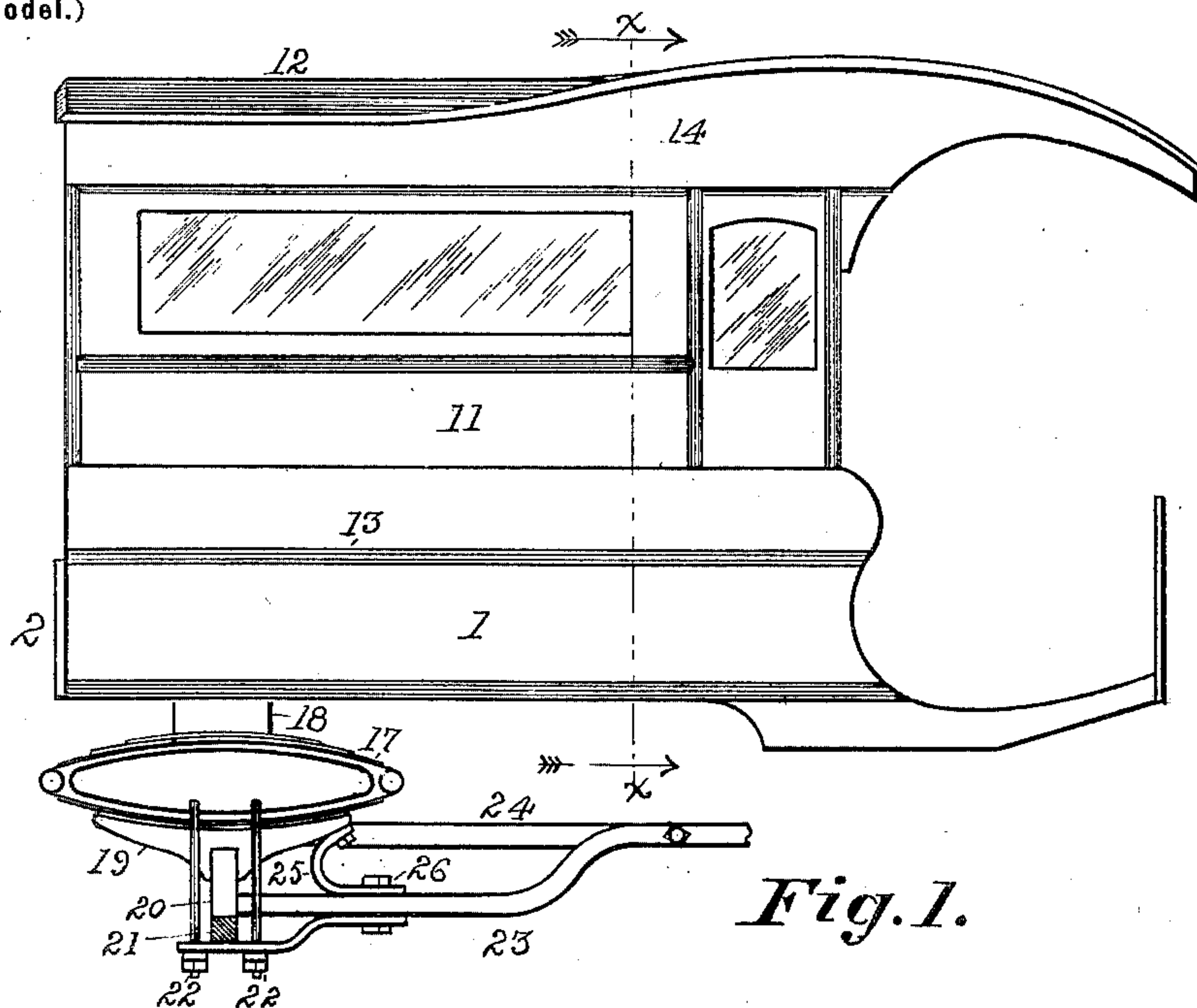


Fig. 1.

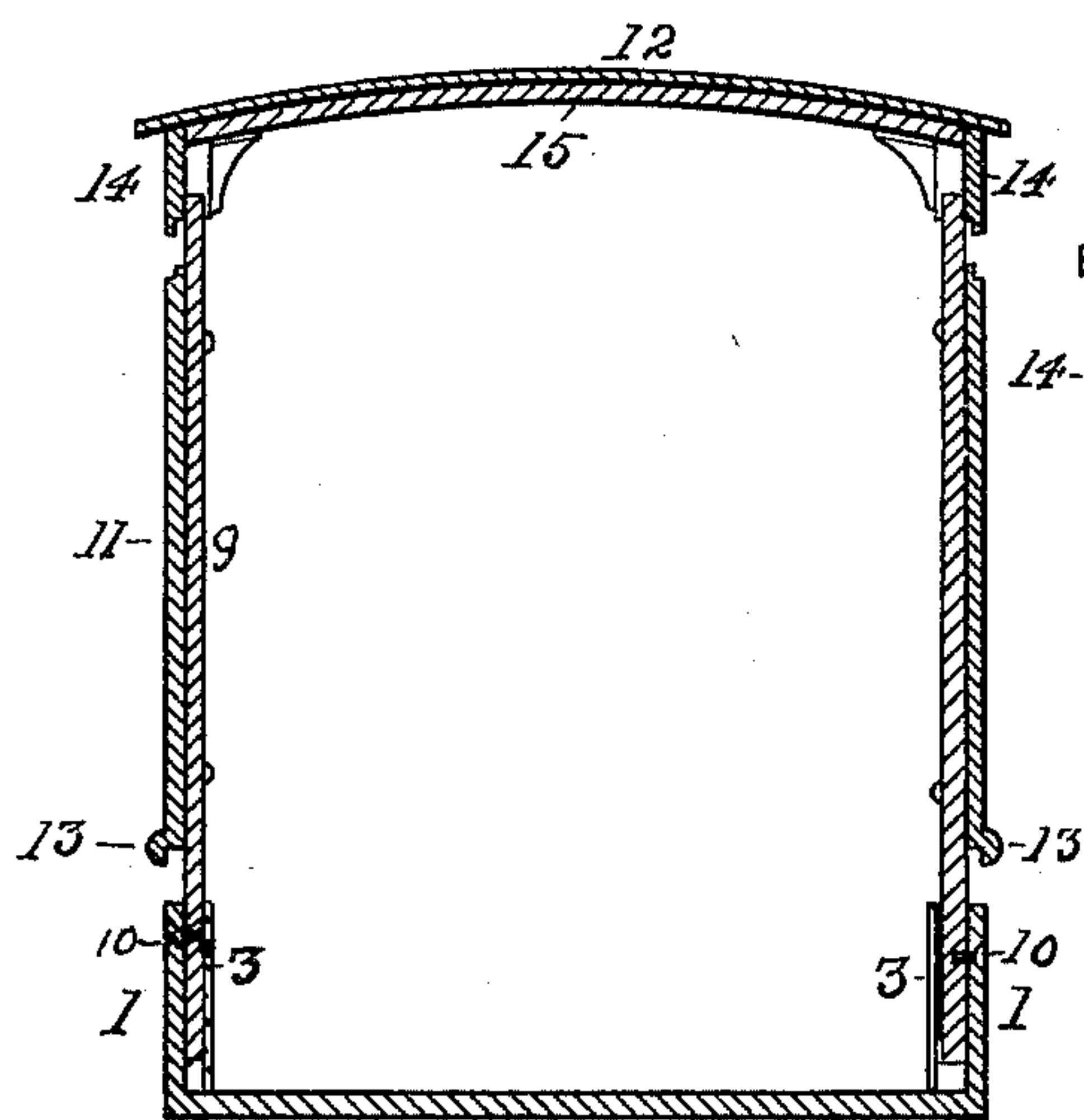


Fig. 2.

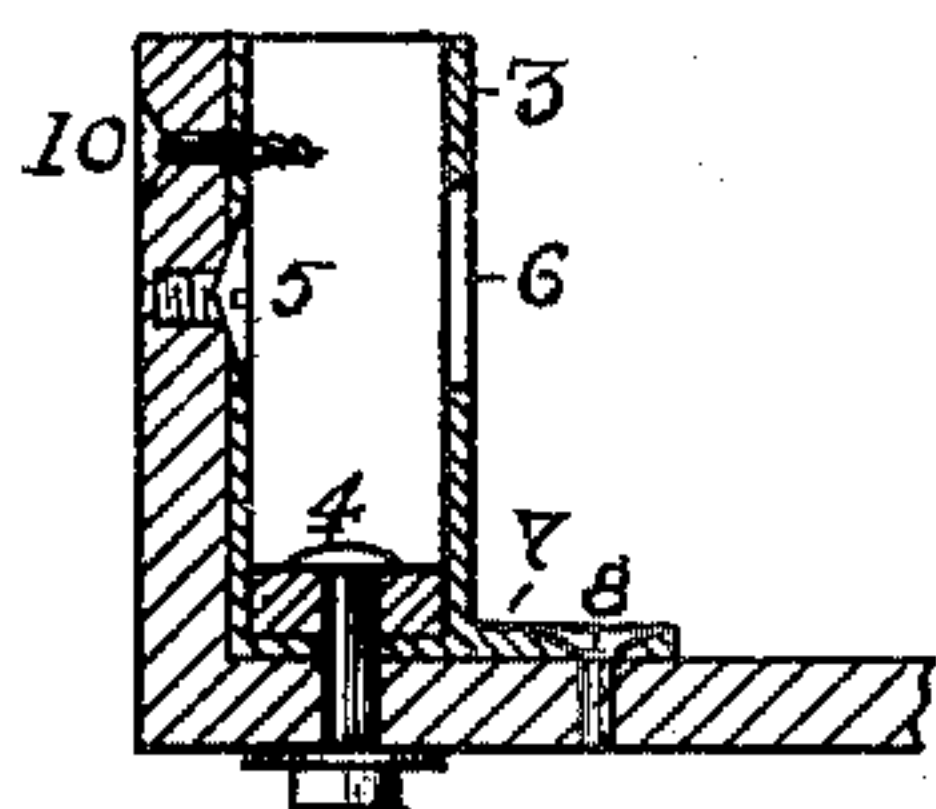


Fig. 3.

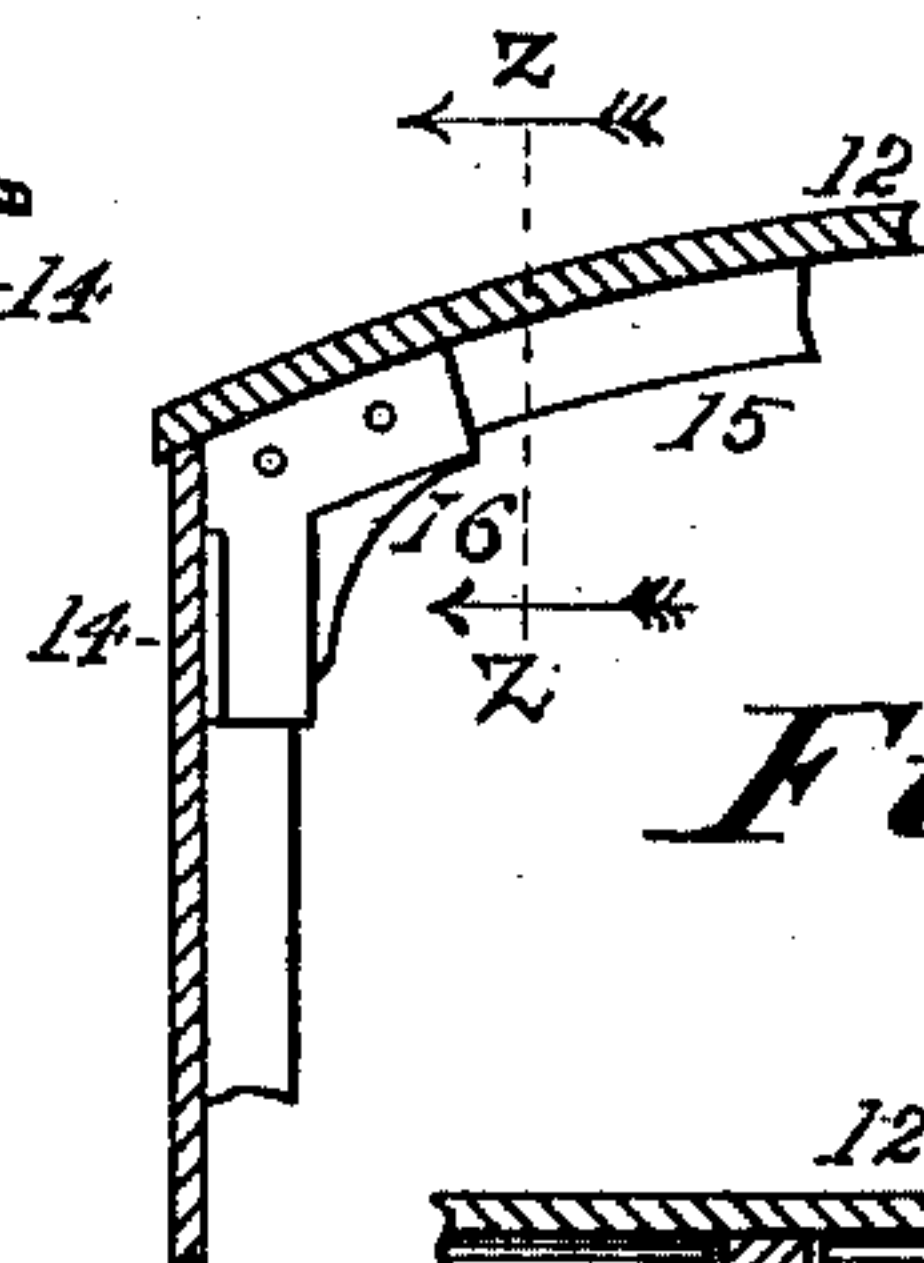


Fig. 4.

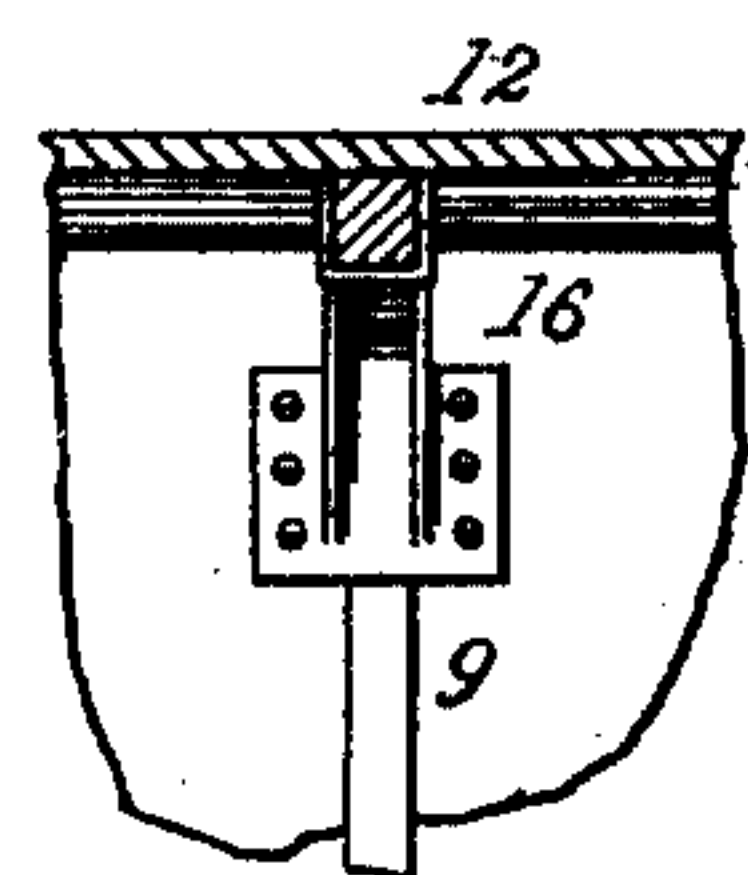


Fig. 5.

Witnesses:

W. L. Good.

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# UNITED STATES PATENT OFFICE.

CHARLES A. IMMLER, OF AKRON, OHIO.

## ROAD-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 667,881, dated February 12, 1901.

Application filed September 14, 1900. Serial No. 30,038. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES A. IMMLER, a citizen of the United States, residing at Akron, in the county of Summit and State of Ohio, have invented a certain new and useful Improvement in Road-Vehicles, of which the following is a specification.

My invention has a general relation to improvements in road-vehicles known as "wagons," and has especial relation to that class of wagons, peculiarly adapted to the delivery of goods in towns and cities, which are provided with standing tops to protect the contents.

One object of my invention is to provide improved means for securing the cover to the body and bracing the back-spring blocks to avoid racking at that part from a sudden shock at starting or stopping or from any jerking movement in travel; and a further object is to conceal the joint between the cover and body by an ornamental beading that will subserve the further purpose of strengthening the joint; and a final object is to so construct the several parts that the top can be quickly removed and replaced when desired to adapt it to an open or covered wagon, as the necessities of its use may require.

To the aforesaid objects my invention consists in the peculiar and novel construction, arrangement, and combination of parts hereinafter described and then specifically pointed out in the claims, reference being had to the accompanying drawings, forming a part of this specification.

In the accompanying drawings, in which similar reference-numerals indicate like parts in the different views, Figure 1 is a side elevation of the body, top, and a portion of the gearing of the wagon, illustrating my invention; Fig. 2, a section of the body and top at the line *x x* of Fig. 1; Fig. 3, an enlarged cross-section of a portion of the body to show the construction; Fig. 4, a similar view of a section of the top, and Fig. 5 a section of Fig. 4 at line *z z*.

Referring to the figures, 1 is the wagon-body, and 2 the top. The body 1 is made in the usual manner, having a floor supported

on sills and fixed sides, with an end-gate 2; but as these are of common construction no particular description is needed.

Secured in the body at the back end and thence forward at intervals on each side are sockets 3, usually four in number and of like construction. These sockets are preferably square in section, but may be of other shape, each having a bottom, and each is secured to one end of one of the sills by a bolt 4, that passes through the bottom of the socket and the sill and is provided with a nut and washer to draw against the under face of the sill. They are further secured by screws 5, that pass outwardly through the side walls of the socket into the side panel of the body, a hole 6 being provided in the opposite wall through which a screw-driver may be inserted. The sockets may be further secured by having a flange 7 extending inward along the sill and held by a screw 8, that enters the sill. The posts 9 fit and rest in these sockets and are severally secured by screws 10, that pass through the side panels of the body and through openings in the socket into the post.

The sides 11 of the top, which in Fig. 2 are shown slightly separated from the body 1 and roof 12 the better to illustrate their construction, are secured to the posts and when in position rest on the edges of the body, and each is provided along its lower edge with a molding or bead 13, that passes over the upper edge of the sides of the body, and thus not only conceals the joint and forms an ornamental finish for this part, but also serves to prevent the entrance of water in beating storms. The upper edges of the sides terminate below the upper ends of the posts and are rabbeted to receive the depending flanges 14 of the roof 12, which are rabbeted to match. The roof 12 is supported on carlines 15, that extend across between the flanges 14, and these carlines are united with the posts 9 by cast brackets 16, secured to the flanges 14 and carlines by screws or bolts, as shown in Figs. 4 and 5. By this construction I secure great strength and stiffness in the top to prevent racking from the motion of the vehicle.

The back springs 17 support the body 1 by means of bolsters 18, and these springs in



turn rest on spring-chairs 19, fitted to the wood portion 20 of the axle 21 and are retained by bolts 22.

5 The hounds 23 extend backward and laterally from each side of the reach 24 and are secured in the wood portion 20 of the axle. To secure these openings from racking fore and aft, I interpose between each hound 23 and spring-chair 19 a metal brace 25, fastened  
10 to each by bolts 26, that serves to receive the thrust in starting and stopping.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

15 1. In a wagon of the class specified the combination with the body having metal sockets for the roof-posts, and posts detachably secured therein of side top panels secured to

said posts arranged to meet and register with the body sides, and having a bead extending  
20 around and below their lower edges to inclose a portion of the body and conceal the joint between it and the top, substantially as shown and described.

2. In a wagon of the class specified the combination with the hounds and spring-chairs  
25 of the rear axle of the metal braces fastened to and connecting said parts substantially as shown and described.

In testimony that I claim the above I here-  
30 unto set my hand in the presence of two subscribing witnesses.

CHARLES A. IMMLER.

In presence of—

C. E. HUMPHREY,

C. P. HUMPHREY.