

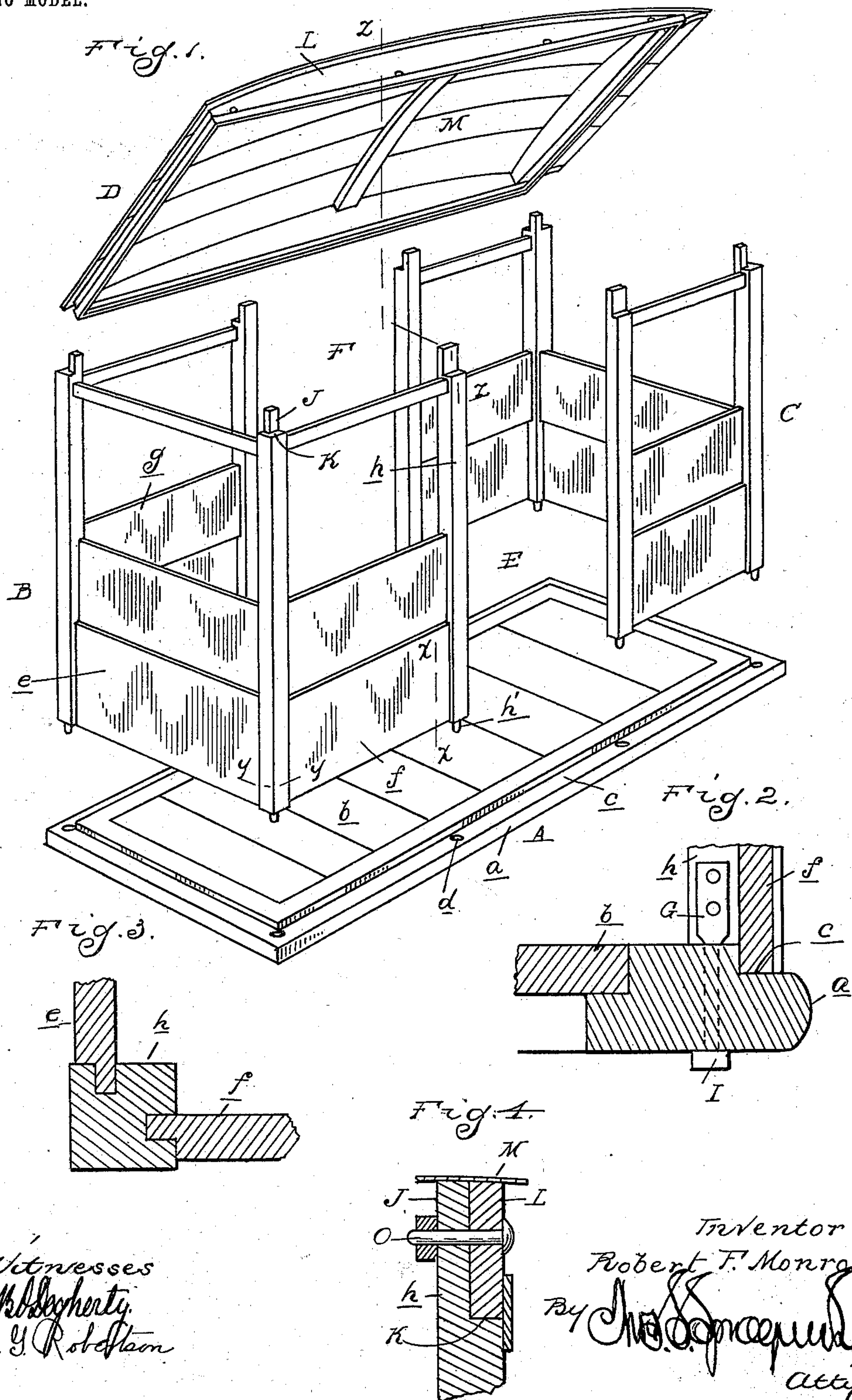
No. 750,298.

PATENTED JAN. 26, 1904.

R. F. MONROE.
VEHICLE BODY.

APPLICATION FILED DEC. 2, 1902.

NO MODEL.



UNITED STATES PATENT OFFICE.

ROBERT F. MONROE, OF PONTIAC, MICHIGAN.

VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 750,298, dated January 26, 1904.

Application filed December 2, 1902. Serial No. 133,554. (No model.)

To all whom it may concern:

Be it known that I, ROBERT F. MONROE, a citizen of the United States, residing at Pontiac, in the county of Oakland and State of Michigan, have invented certain new and useful Improvements in Vehicle-Bodies, of which the following is a specification, reference being had therein to the accompanying drawings.

10 The invention relates particularly to wagon-bodies of the so-called "knockdown" type, the body being composed of a plurality of detachable sections, permitting the parts to be disconnected for the purpose of transportation or storage; and the invention consists in the novel and simple construction of a vehicle-body of this type and in the peculiar arrangement and combination of its various parts, as will be hereinafter described.

20 In the drawings illustrating my invention, Figure 1 is a perspective view of a body, the parts being shown detached. Fig. 2 is a section taken on line *x x* of Fig. 1. Fig. 3 is a section on line *y y*. Fig. 4 is a section on line *z z*.

25 Briefly described, the body comprises a base-section A, an intermediate section consisting, preferably, of complementary subsections B and C, and a top or cover D, the parts being detachably secured together in the manner hereinafter set forth.

30 The base-section is composed, preferably, of a rectangular frame *a*, to which are attached the cross-boards *b*. The outer edge or marginal portion of the frame is rabbeted, as at *c*, for the purpose of forming a concealed or angle joint for the intermediate section. In the marginal portions of the base are also formed a plurality of sockets, such as *d*, the purpose of which will be presently set forth.

40 The subsections, constituting the intermediate section of the vehicle-body, are preferably of like construction, each consisting of an end panel *e*, parallelly-arranged side panels *f* and *g*, and uprights or posts H, to which the panels are secured in the manner indicated in Fig. 3.

The subsections are substantially U shape in form and are arranged upon the opposite

end portions of the base within the rabbet. 50 They are also spaced apart at their meeting portions, forming centrally-located door-openings E and F upon opposite sides of the body.

The lower ends of the posts or uprights to which the panels are attached carry projec- 55 tions or pins *h*, and when the parts are in place these pins engage the sockets formed in the base. Securing-bolts G are also employed, the bolts, as shown, being attached to the lower ends of the section-posts and pro- 60 jecting through the base-section. Nuts I are threaded upon the free ends of the bolts and serve to clamp the parts tightly in place.

The upper ends of the section-posts terminate in projections J, extending flush with 65 their inner faces, and shoulders K. The top or cover section, comprising a frame L and a cover M, attached to the frame, is mounted upon the two spaced sections, with the framework thereof resting upon the post-shoulders. 70 Bolts O extend through the framework L of the top and the sections J of the post and hold the cover of the body in place.

From the construction of the wagon-body as set forth it will be observed that the parts 75 composing the same are few and of simple construction and are so arranged and combined that they may be detached from one another when desired, so that the body may be quickly knocked down for the purpose of storage or 80 transportation. It will also be noticed that by rabbetting the base-section, so that the integral portion thereof will cover the joint between the base and the intermediate section, not only a more durable and efficient structure 85 is produced, but a better appearance is given to the body.

What I claim as my invention is—

In a wagon-body the combination with a base-section provided with a reduced marginal 90 portion projecting outwardly from an adjoining surrounding shoulder or abutment and a plurality of apertures disposed at predetermined points around said margin, a pair of independent substantially rectangular subsec- 95 tions separated to form door-openings, each section having posts abutting the surrounding shoulder on the base-section and provided with

pins at their lower ends fitting the apertures in the margin of said base-section, the upper corners and sides of the posts being cut away to form inside projecting portions; and a cover
5 having a downwardly-extending surrounding flange fitting outside of said projecting portions of the posts and resting thereon.

In testimony whereof I affix my signature in presence of two witnesses.

ROBERT F. MONROE.

Witnesses:

NORMA E. VAN KLEEK,
JOHN M. PARKER.