

No. 767,264.

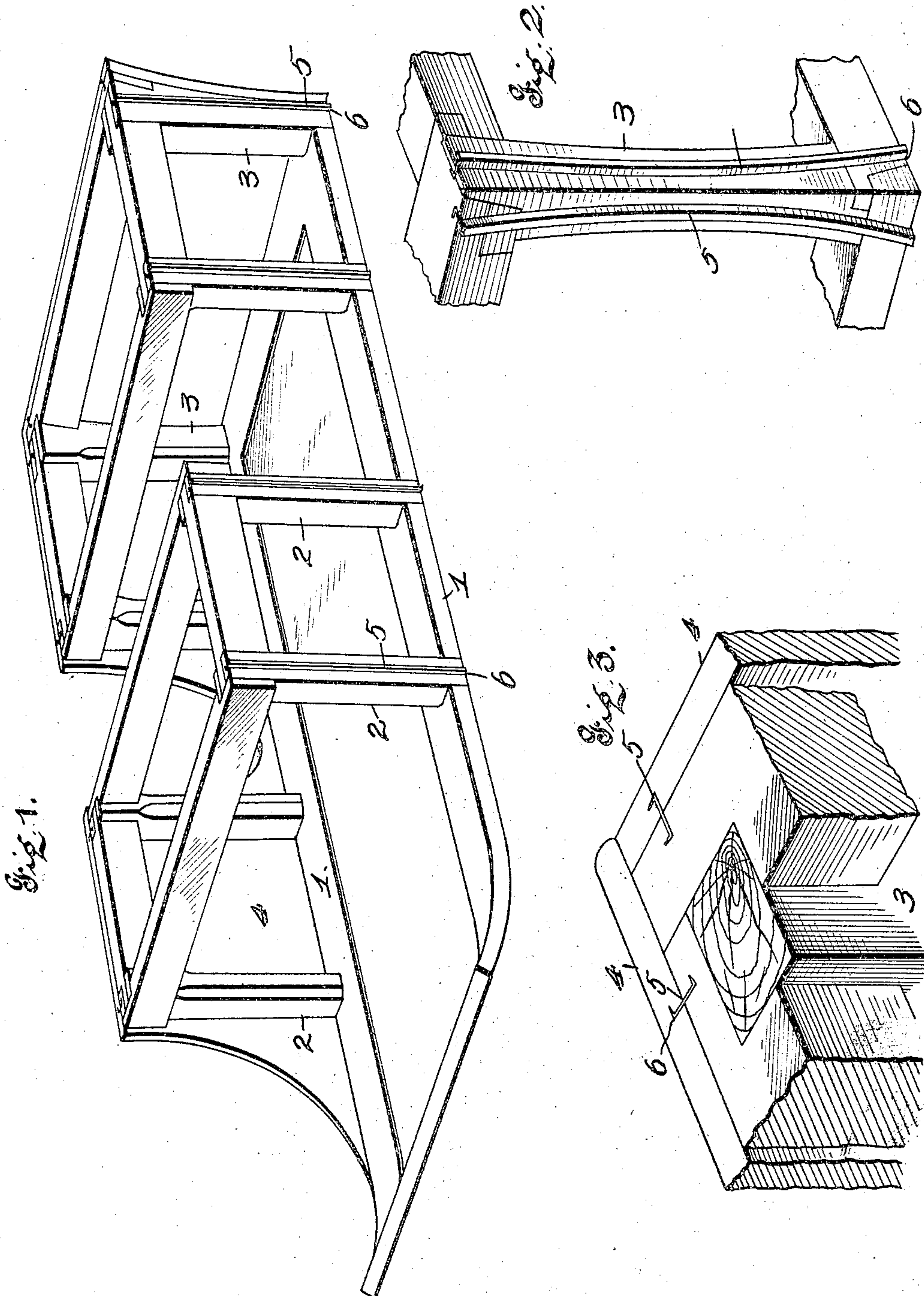
PATENTED AUG. 9, 1904.

E. DEMSKY & C. REDECKER.
VEHICLE BODY.

APPLICATION FILED MAY 25, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses
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Enoch Demsky
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By Higdon & Pargan & Hopkins Attys

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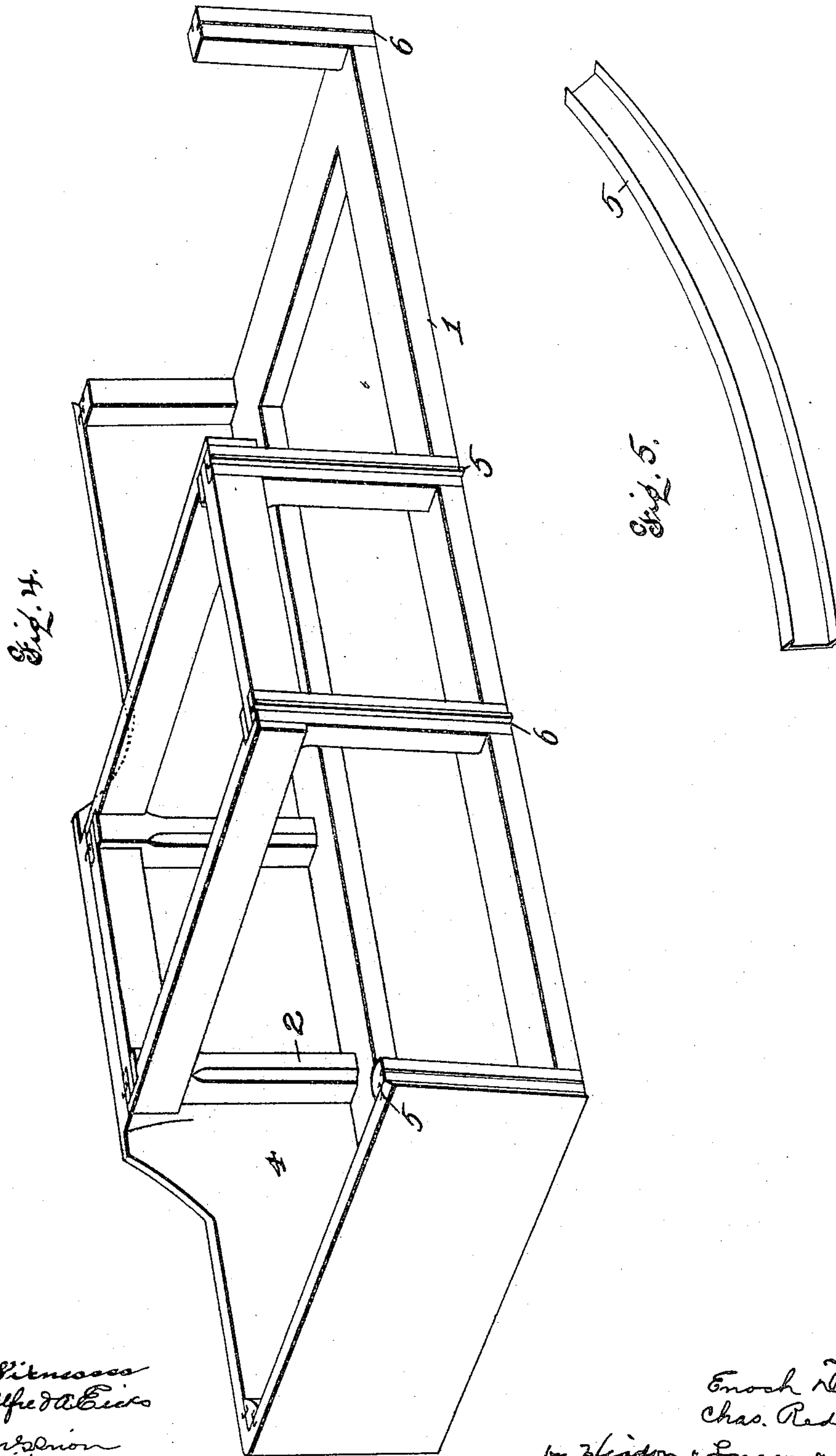
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UNITED STATES PATENT OFFICE.

ENOCH DEMSKY AND CHARLES REDECKER, OF ST. LOUIS, MISSOURI.

VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 767,264, dated August 9, 1904.

Application filed May 25, 1903. Serial No. 158,600. (No model.)

To all whom it may concern:

Be it known that we, ENOCH DEMSKY and CHARLES REDECKER, citizens of the United States, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Vehicle-Bodies, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

Our invention relates to improvements in vehicle-bodies, and has for its object to provide a plugless body for vehicles of all descriptions.

Heretofore the paneling of vehicle-bodies has been effected by screws, their tops being covered by plugs. This form of construction is defective in that the joints so formed are not water-tight, the panels are not held to the framework throughout their width and are consequently liable to warp, and the plugs are apt to disintegrate or fall out, thus marring the exterior of the vehicle-body and presenting an unsightly appearance. To overcome these defects and to provide a vehicle-body in which the paneling shall have waterproof joints and be secured to the framework throughout its entire width and to dispense with the use of screws and plugs, we have devised the invention which is the subject-matter herewith.

In terms our vehicle-body comprises the combination with a suitable framework having curved uprights, said uprights having angular channels in their outer faces, the channels in coöperating uprights being parallel, of flexible joint-fasteners angular in cross-section inserted endwise into said angular channels and panels having parallel angular channels to receive said joint-fasteners endwise, each panel being separately removable.

In the drawings, Figure 1 is a perspective of a vehicle-body embodying our invention. Fig. 2 is an enlarged perspective of one of the rear corners of the said body, showing the joint-fasteners in place. Fig. 3 is an enlarged perspective view showing the top of one of the rear corners of the said vehicle, showing the frame-paneling and metallic fasteners in place. Fig. 4 is a perspective view of a piano-box

vehicle-body, showing the paneling in place upon one side and the front thereof. Fig. 5 is an enlarged perspective view of the metallic fasteners employed.

In the drawings the numeral 1 indicates the bed-frame of the vehicle-body, which is of any desired form and dimensions and carries the upright members 2 and 3. Such upright members are straight or curved to produce the form of body desired, and the paneling 4 is provided to form the exterior of the vehicle-body.

For the purpose of fastening the joints we employ the metallic joint-fastening strip 5, which is preferably flexible and angular or channel in form in order that it may be bent to accommodate itself to the curves of the uprights and panels.

The uprights 2 and 3 are first provided with a slit or angular channel extending throughout their length to accommodate the inner portion and inner flange of the joint-fasteners 5, which are then inserted into the slit in the manner shown at the points indicated by the numeral 6, the outer flange and outer portion of the web of the joint-fastening member being left exposed. The paneling is then provided with corresponding slits upon its inner face and throughout its width and is then slid into position upon the frame and over the joint-fasteners 5, so that the paneling is held securely and closely in place upon the frame, as shown in Figs. 3 and 4.

The joints may be rendered more perfect by a coating of glue placed upon the outer surface of the frame before the paneling is slid into position over the joint-fasteners 5.

Each panel is independently secured in place and may be independently removed. It is obvious that all the fasteners used in a panel must be parallel in order that the panel may be slid into place or removed.

What we claim is—

1. In a vehicle-body, curved uprights having channels in their outer faces; flexible joint-fasteners in said channels; and panels fitting against the curved uprights and held in position by said joint-fasteners, substantially as specified.
2. In a vehicle-body, curved uprights hav-

ing channels in their outer faces; flexible joint-fasteners in said channels; the cooperating joint-fasteners being parallel; and panels fitting against the curved uprights and having
5 parallel grooves to receive said joint-fasteners; substantially as specified.

3. In a vehicle-body, the bed-frame 1; the curved uprights secured to the bed-frame and having angular channels in their outer faces;
10 the flexible joint-fasteners 5 inserted in said channels; the cooperating joint-fasteners being parallel; and panels 4 having angular chan-

nels and inserted in positions with the joint-fasteners extending into said channels; substantially as specified.

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In testimony whereof we have signed our names to this specification in presence of two subscribing witnesses.

ENOCH DEMSKY.
CHARLES REDECKER.

Witnesses:

ALFRED A. EICKS,
M. G. IRION.