

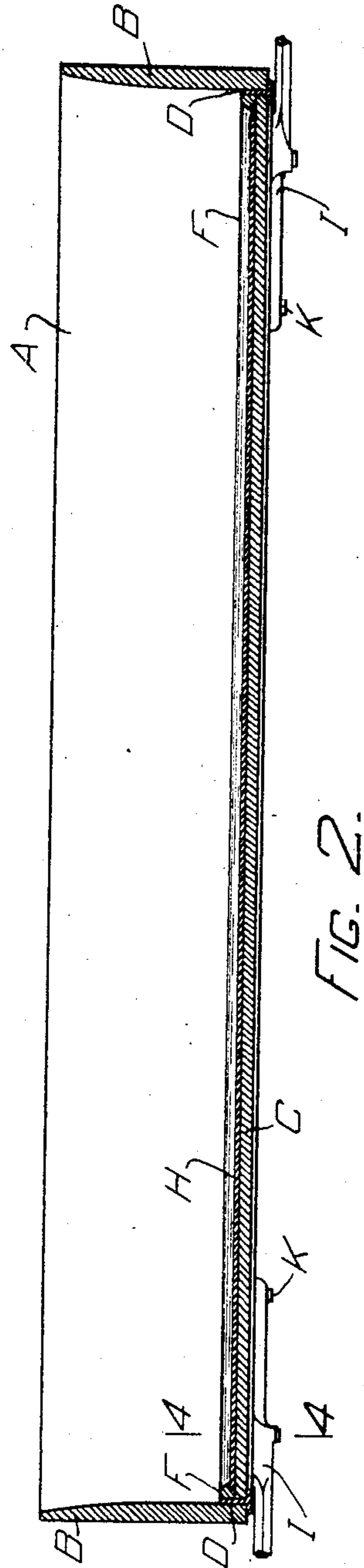
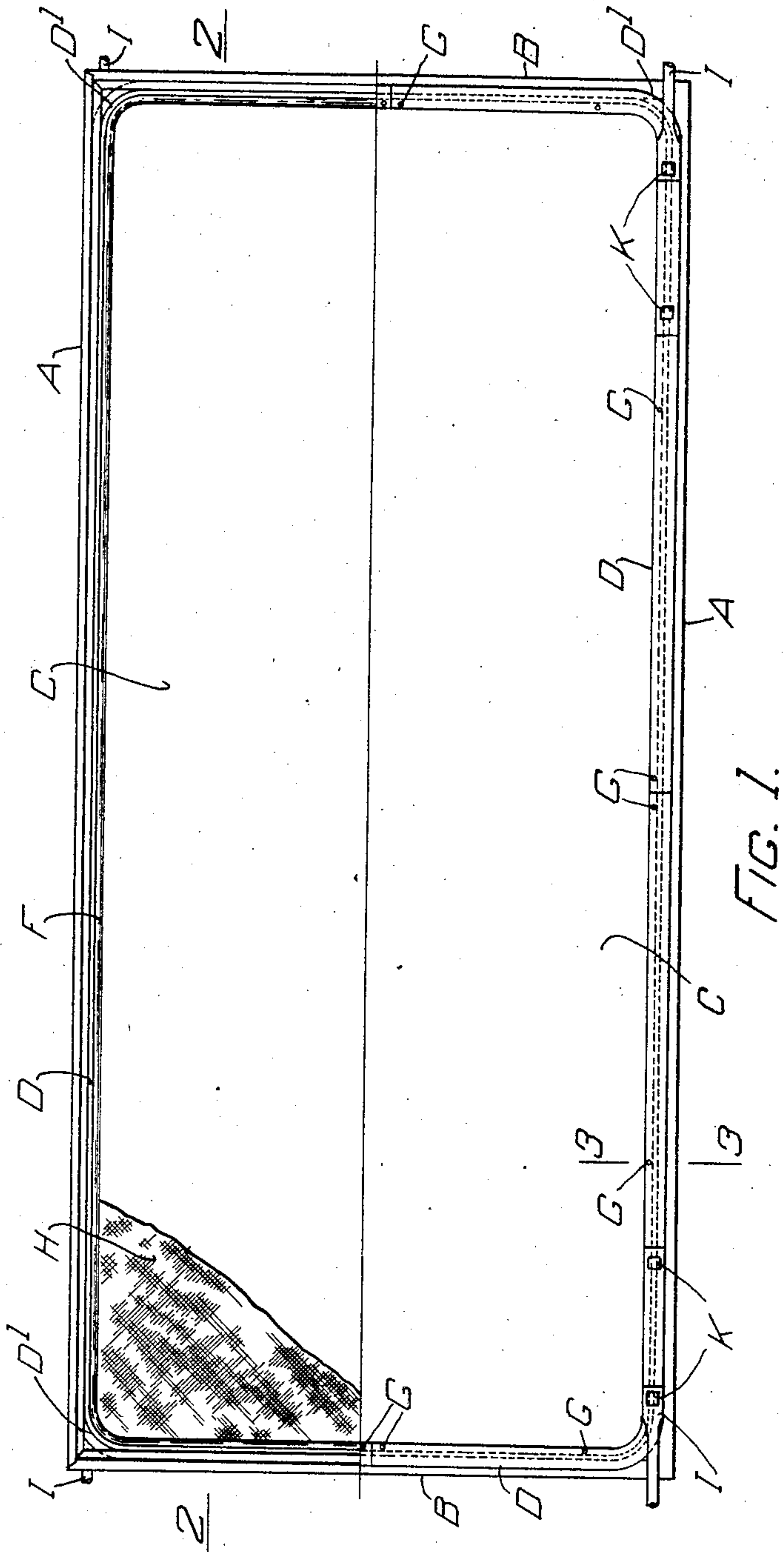
No. 786,179.

PATENTED MAR. 28, 1905.

S. R. BAILEY.
VEHICLE BODY.

APPLICATION FILED OCT. 28, 1904.

2 SHEETS—SHEET 1.



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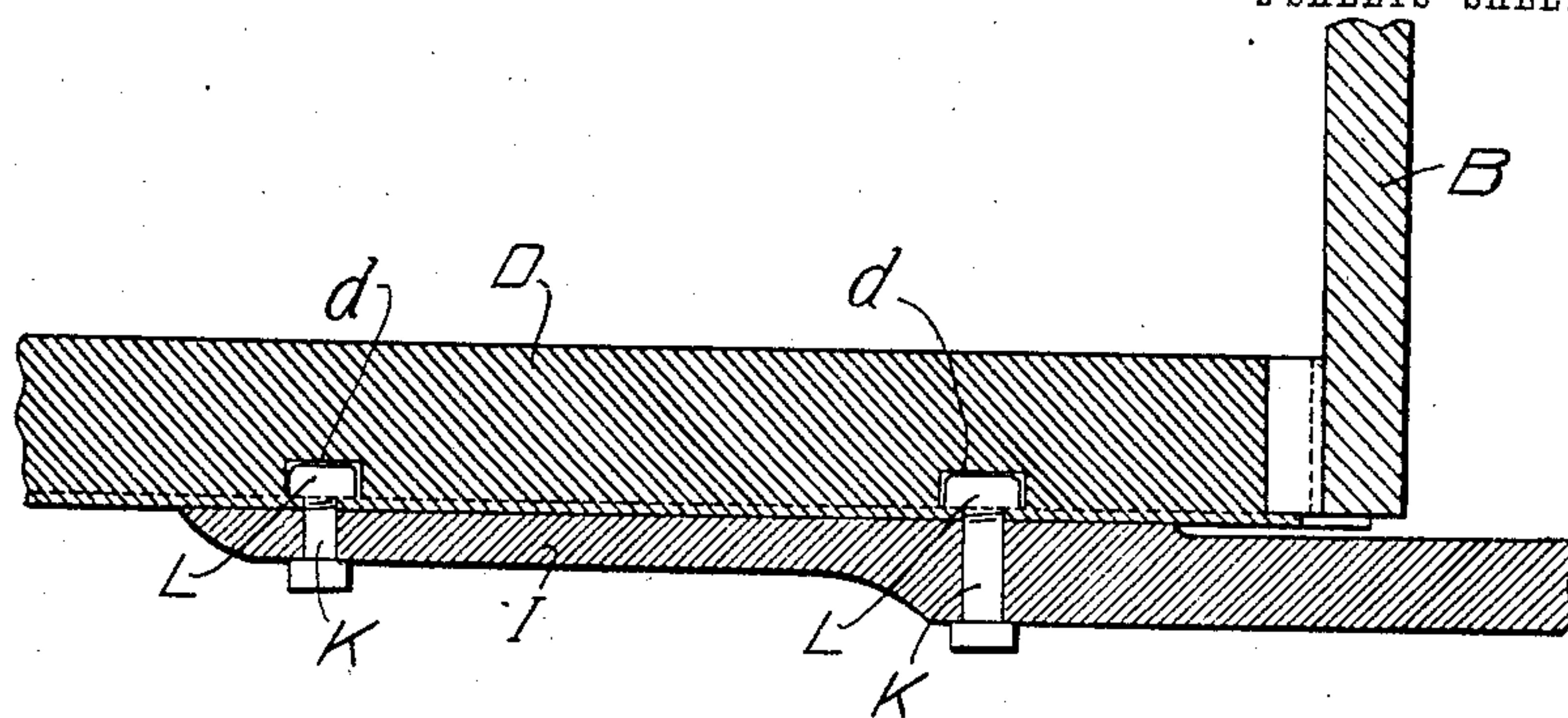


FIG. 5.

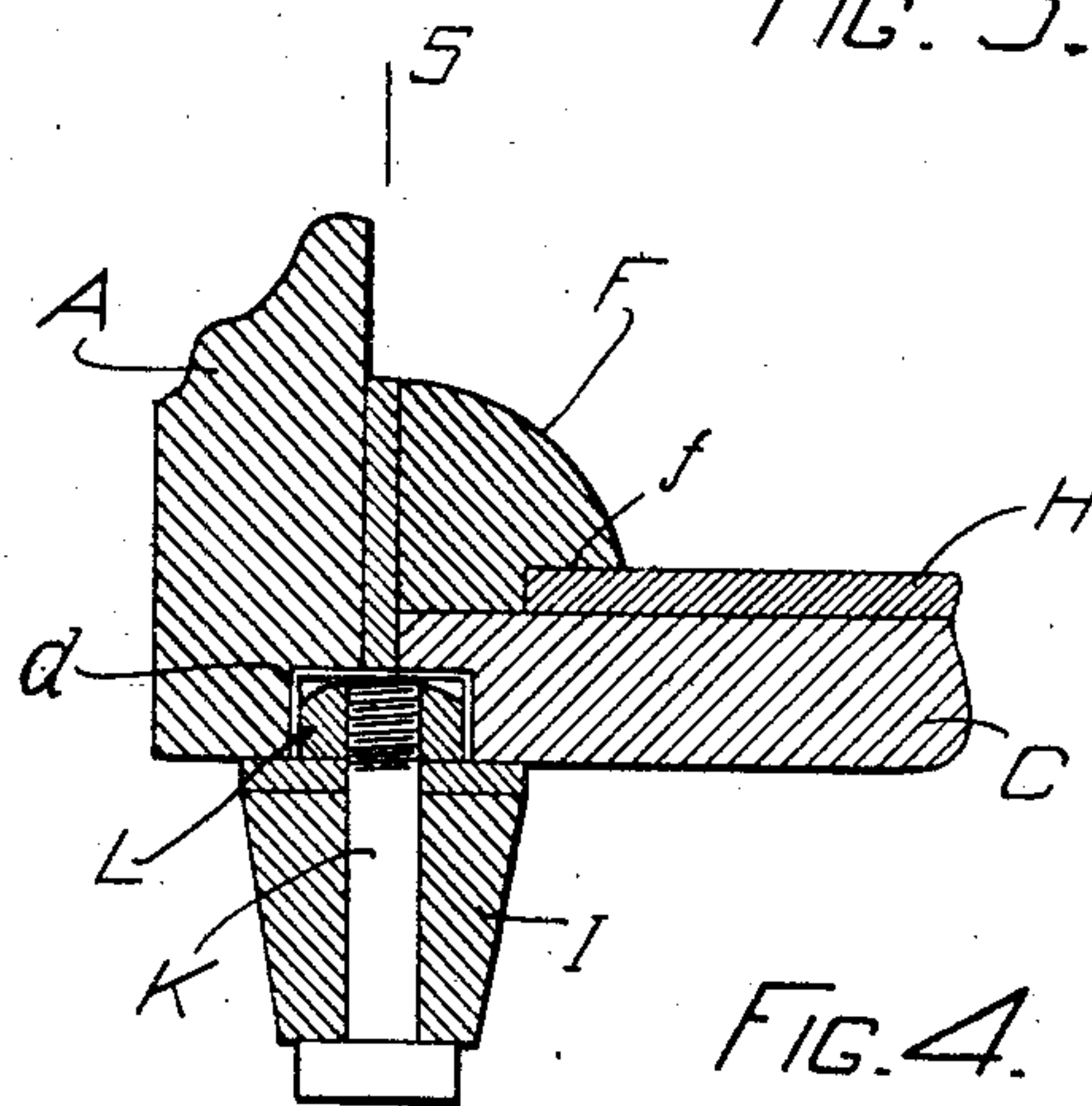


FIG. 4.

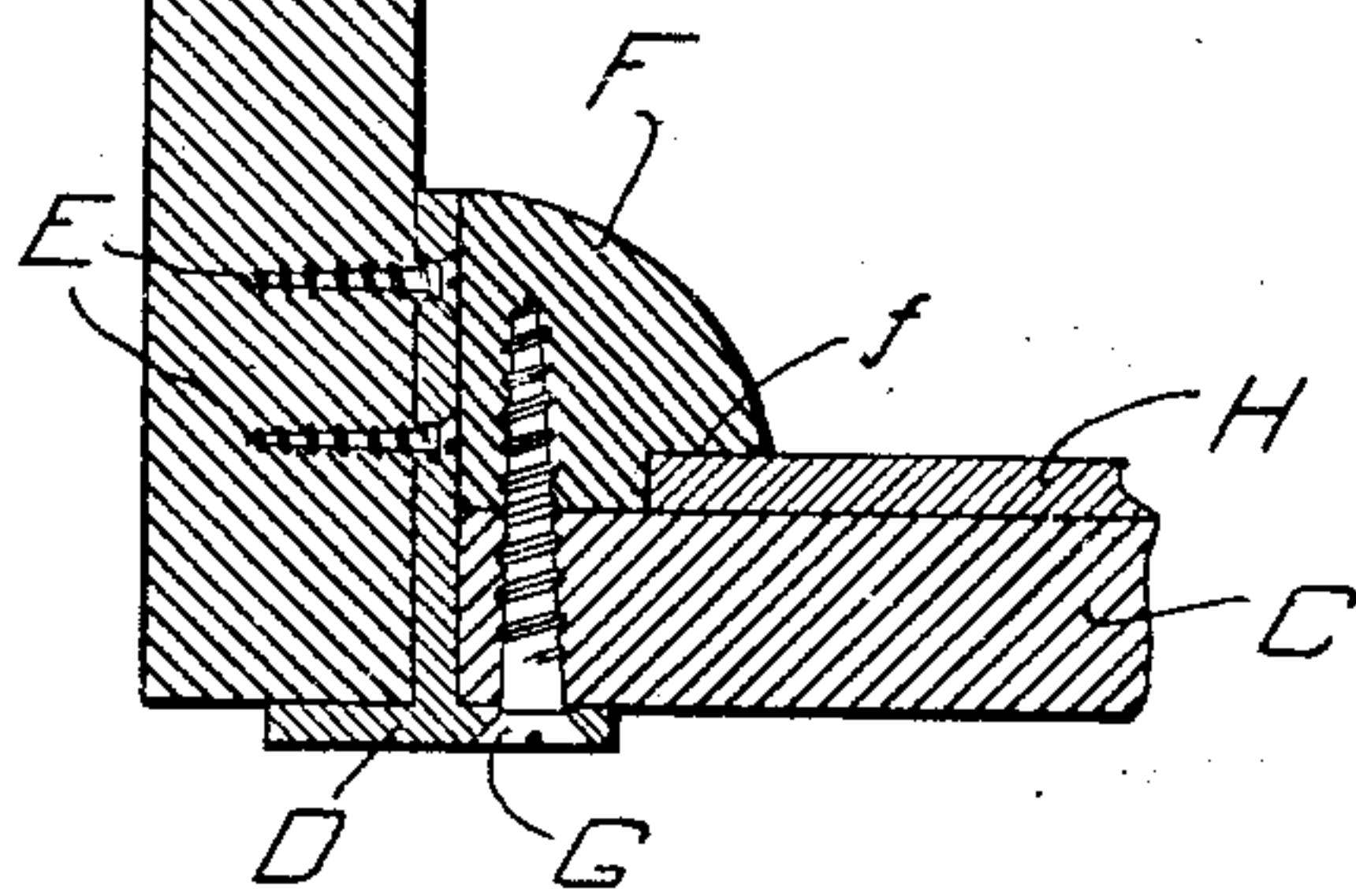


FIG. 3.

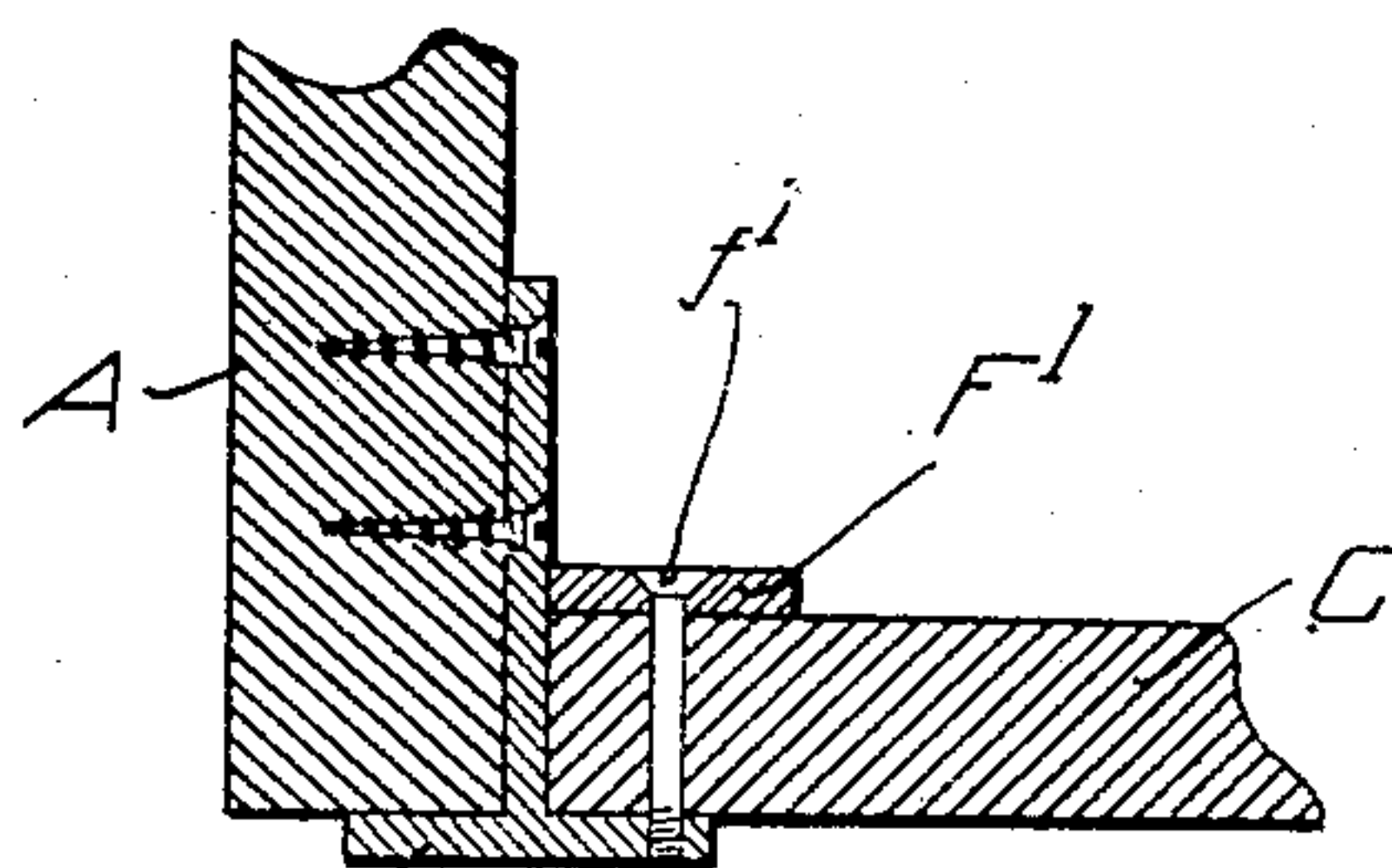


FIG. 6.

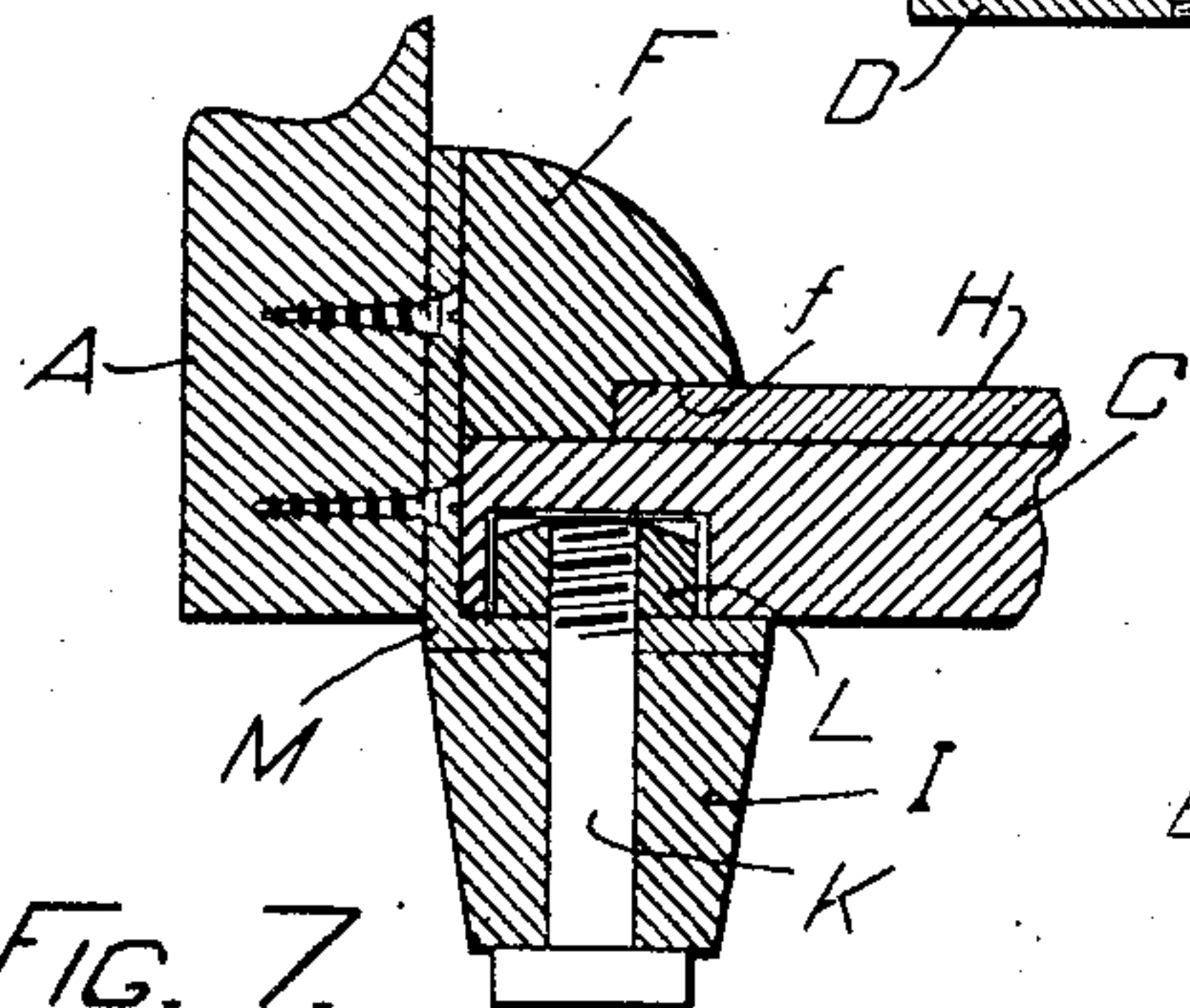


FIG. 7.

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UNITED STATES PATENT OFFICE.

SAMUEL R. BAILEY, OF AMESBURY, MASSACHUSETTS.

VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 786,179, dated March 28, 1905.

Application filed October 28, 1904. Serial No. 230,390.

To all whom it may concern:

Be it known that I, SAMUEL R. BAILEY, a citizen of the United States, and a resident of Amesbury, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Vehicle-Bodies, of which the following is a specification.

This invention relates to improvements in vehicle-bodies, and more particularly to that class thereof termed "piano-box" style; and it consists in improved means of securing the side and end panels together and to the floor, also to means for securing the hanger-iron or body-loop to the under side of the vehicle-body, as will hereinafter be more fully shown and described, reference being had to the accompanying drawings, wherein—

Figure 1 is a half top plan and half bottom plan view of a vehicle-body containing my improvements. Fig. 2 is a longitudinal section on the line 2 2 shown in Fig. 1. Fig. 3 is an enlarged cross-section on the line 3 3 shown in Fig. 1. Fig. 4 is an enlarged cross-section on the line 4 4 shown in Fig. 2. Fig. 5 is a cross-section on the line 5 5 shown in Fig. 4. Fig. 6 is a cross-section similar to Fig. 3, showing a modification of the attachment of the side panel and floor; and Fig. 7 is a cross-section similar to Fig. 4, showing a modification of the attachment of the side panel and floor and the attachment of the hanger-iron or body-loop to the angle-iron secured to the side panel of the vehicle-body.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

In the drawings, A A represent the side panels, and B B the end panels, and C the floor, of a vehicle-body, as usual. In practice I secure the side and end panels and floor by means of a metal frame D, preferably T-shaped in section, the vertical web of which is secured to the interior of the side and end panels, preferably by means of screws E E, as shown in Fig. 3. The under side of the panels are supported on the head of said T-iron, as is also the under side of floor C, as shown in Fig. 3. At the junction of the web of the T-iron and the upper portion of the

floor is located a cleat or corner-molding F, which is secured to the head of the T-iron and floor by means of headed screws G, going through perforations in the head of the T-iron, perforations in the floor, and screwed into the corner-molding F, as shown in Fig. 3. On the inner side of the corner-molding F is a groove *f*, adapted to receive and hold in position the edge of the carpet H, as shown in Figs. 3, 4, and 7.

In Fig. 6 I have shown a modification in which the wooden cleat or corner-molding F is dispensed with and replaced with a metal flat bar F', which is secured to the floor and head of the T-iron by means of headed screws *f'*, going through perforations in said bar and through the floor and screwed into perforations in the T-iron, as shown in Fig. 6.

In Fig. 2 are shown the hanger-irons or body-loops I, which are shown as perforated for receiving headed bolts K, passing loosely through such perforations and perforations in the head of the T-iron and having their upper ends screw-threaded and screwed into nuts L, located in cut-away recesses *l* in the web of the T-iron, as shown in Figs. 4 and 5, by which arrangement the hanger-irons may readily be secured to the T-iron after the panels of the vehicle-body have been assembled.

In Fig. 7 I have shown a modification for securing the hanger-iron to the side panel, and for such purpose instead of using a T-iron I use an angle-iron M, the upright portion of which is secured in a suitable manner to the inside of the side panel A. The horizontal portion of said angle-iron projects below the floor C and is perforated to receive a headed bolt K, the upper end of which is screw-threaded and screwed into nuts L, located in recesses on the under side of the floor C, as represented in said Fig. 7.

The metal frame D extends on the inner circumference of the side and end panels and may be made in the form of a continuous piece or divided in parts secured to the interior of the side and end panels and floor or may not extend entirely round the interior of the panels, as may be desired. In practice I prefer to make said metal frame with rounded

corners D', as shown in Fig. 2; but this is not essential, as said metal frame may be in two or more divided parts, either with rounded or square corners, divided or continuous, as may be desired.

What I wish to secure by Letters Patent and claim is—

1. In a vehicle-body having side and end panels, and a bottom, a reinforcing-frame intermediate the edges of said panels and the bottom, and terminating exteriorly at the under side of the latter, and means for securing the said frame to the body.

2. The combination in a vehicle-body of side and end panels, and a bottom board, an angular or T-shaped reinforcing metal frame attached to the interior of the panels, and to the under side of the bottom board as set forth.

3. The combination in a vehicle-body of side and end panels and a bottom board, a metal reinforcing angular frame secured intermediate the edges of said panels and the bottom board and to the under side of the latter, and a corner-molding arranged in the angle between the panels and bottom board as set forth.

4. The combination in a vehicle-body of side and end panels and a bottom board, a metal reinforcing-frame secured between the edges of the panels and bottom board and extending exteriorly of the latter to the under side thereof, a corner-molding secured to the bottom board and metal frame and having a groove

or recess for receiving a matting or carpet substantially as described.

5. The combination in a vehicle-body of side and end panels and a bottom board of a reinforcing T-shaped or angle-iron reinforcing-frame secured to said parts and hanger-irons or body-loops secured to said metal frame, the latter having recesses for receiving nuts adapted to engage headed bolts located in perforations in said body-loops substantially as described.

6. The combination in a vehicle-body of side panels, a T-shaped or angular metal reinforcing-frame secured thereto and having recesses for receiving nuts, body-loops secured to said nuts and headed screw-threaded bolts inserted in perforations of the body-loops and engaging said nuts substantially as set forth.

7. In a vehicle-body having side and end panels and a bottom, a reinforcing-frame intermediate the said panels and the edge of the bottom, and terminating exteriorly at the under side of the latter, means for securing the said frame to the body and a corner-molding arranged at the interior of said body in the angle between the panels and a bottom.

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

SAMUEL R. BAILEY.

Witnesses:

JAMES B. GARDNER,
ALBAN ANDREN.