

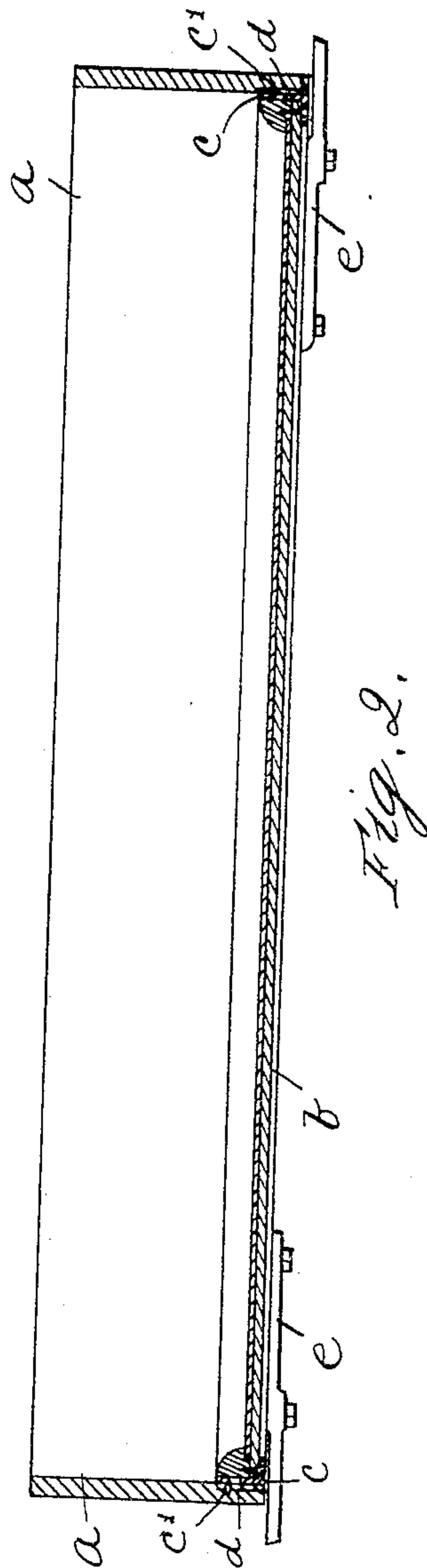
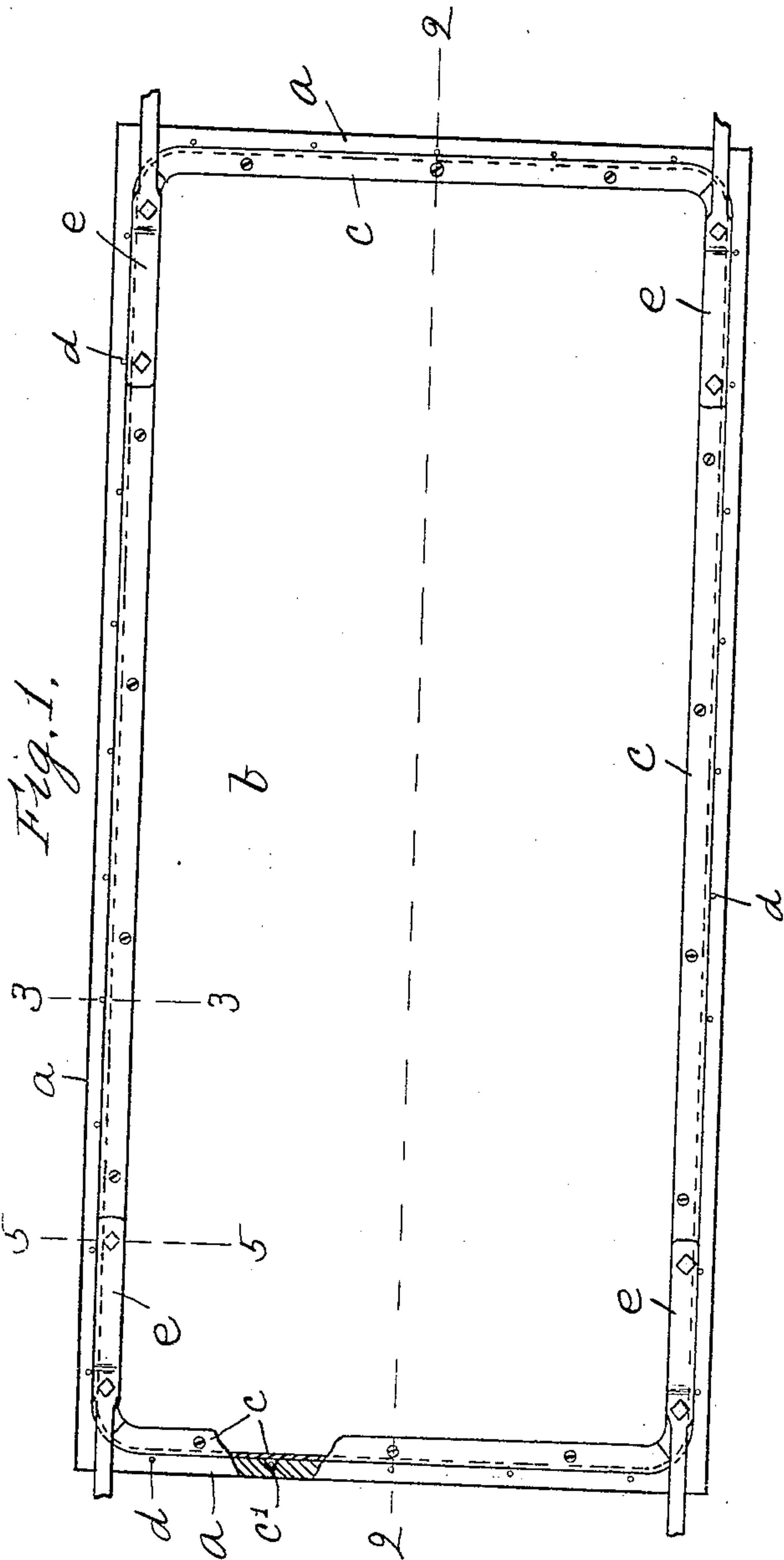
No. 803,801.

PATENTED NOV. 7, 1905.

S. R. BAILEY.
VEHICLE BODY.

APPLICATION FILED JULY 12, 1905.

2 SHEETS—SHEET 1.



Witnesses:
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Cynthia Doyle

Inventor:
S. R. Bailey
By *[Signature]*
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2 SHEETS—SHEET 2.

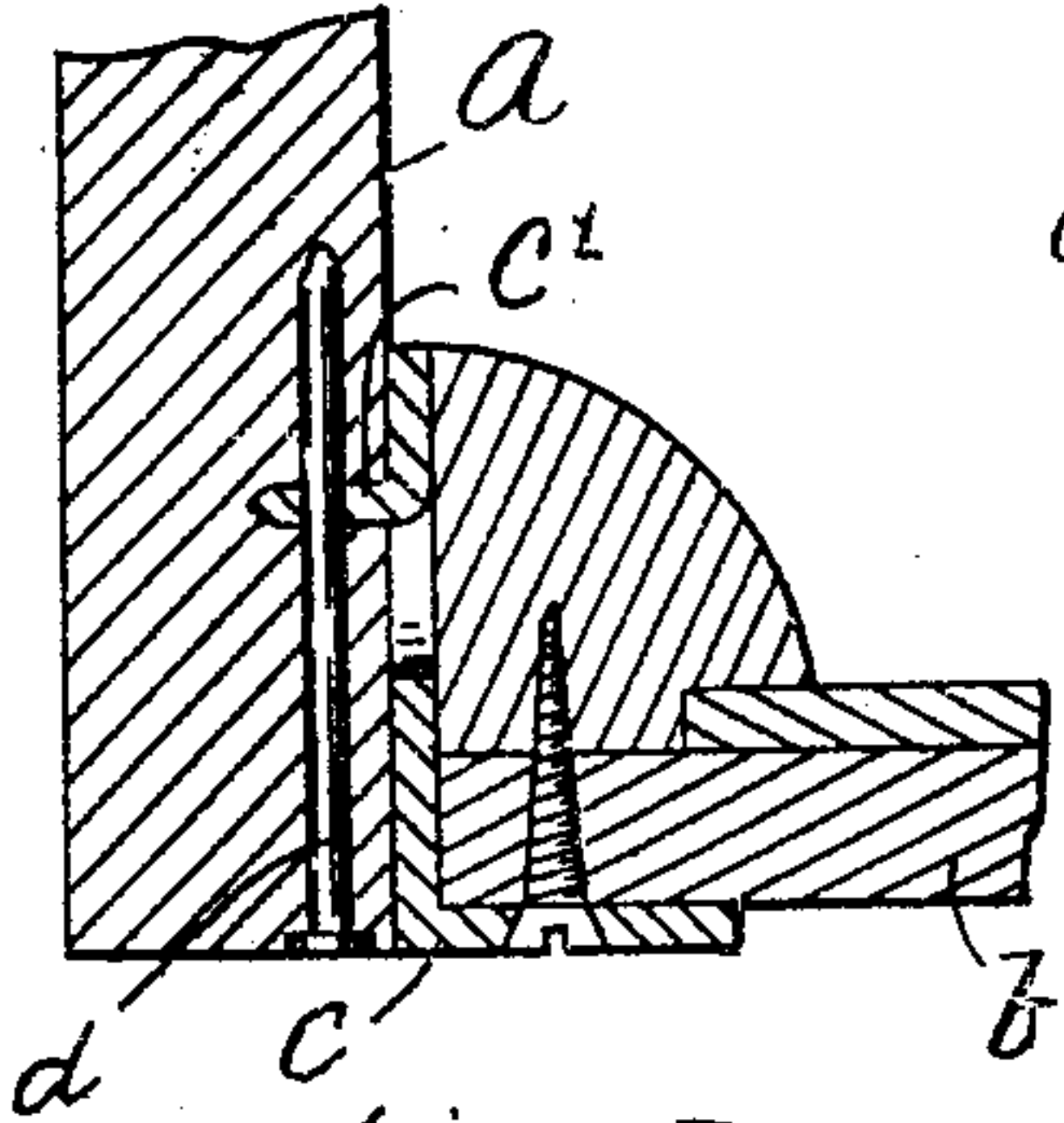


Fig. 3.

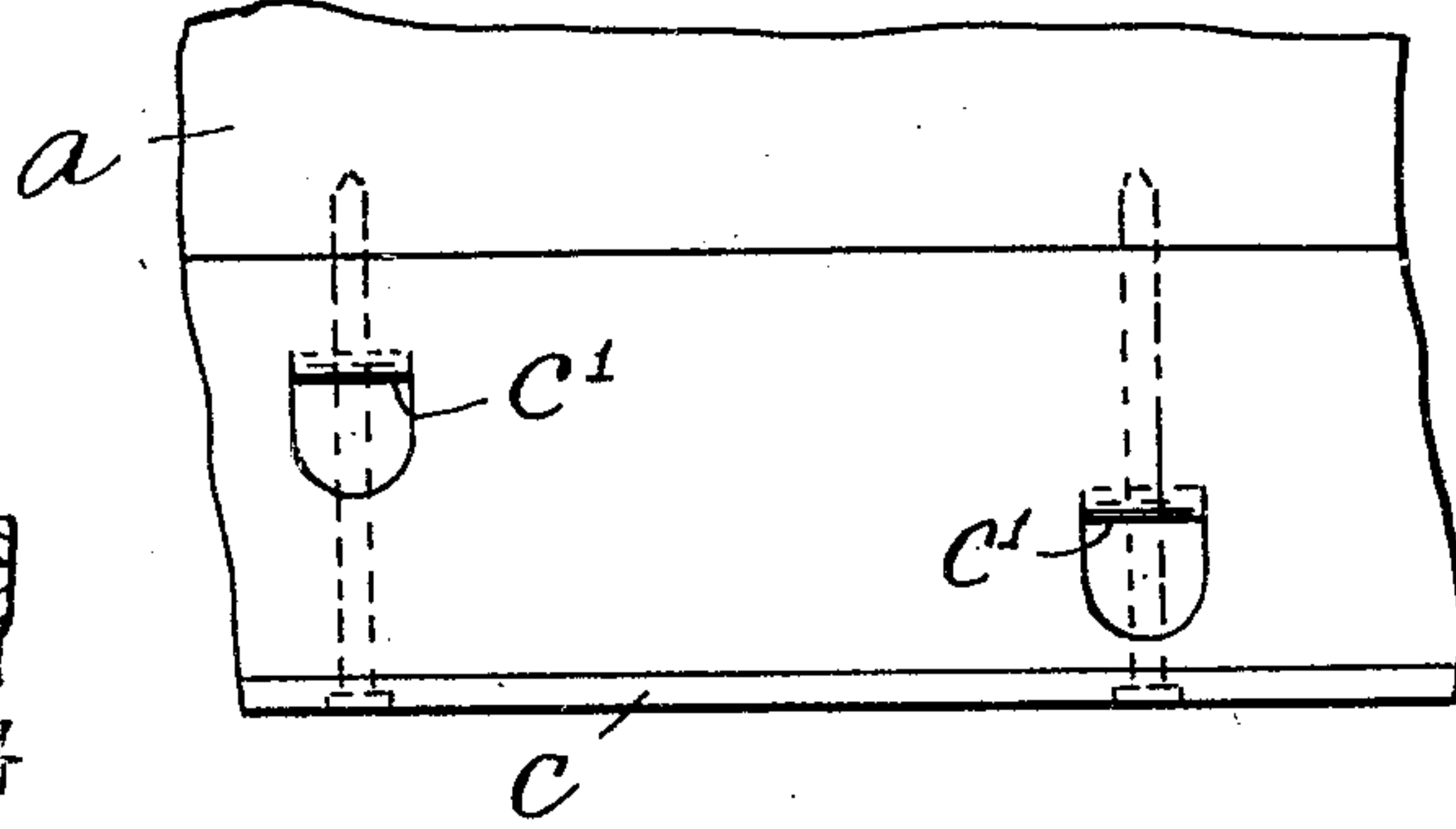


Fig. 4.

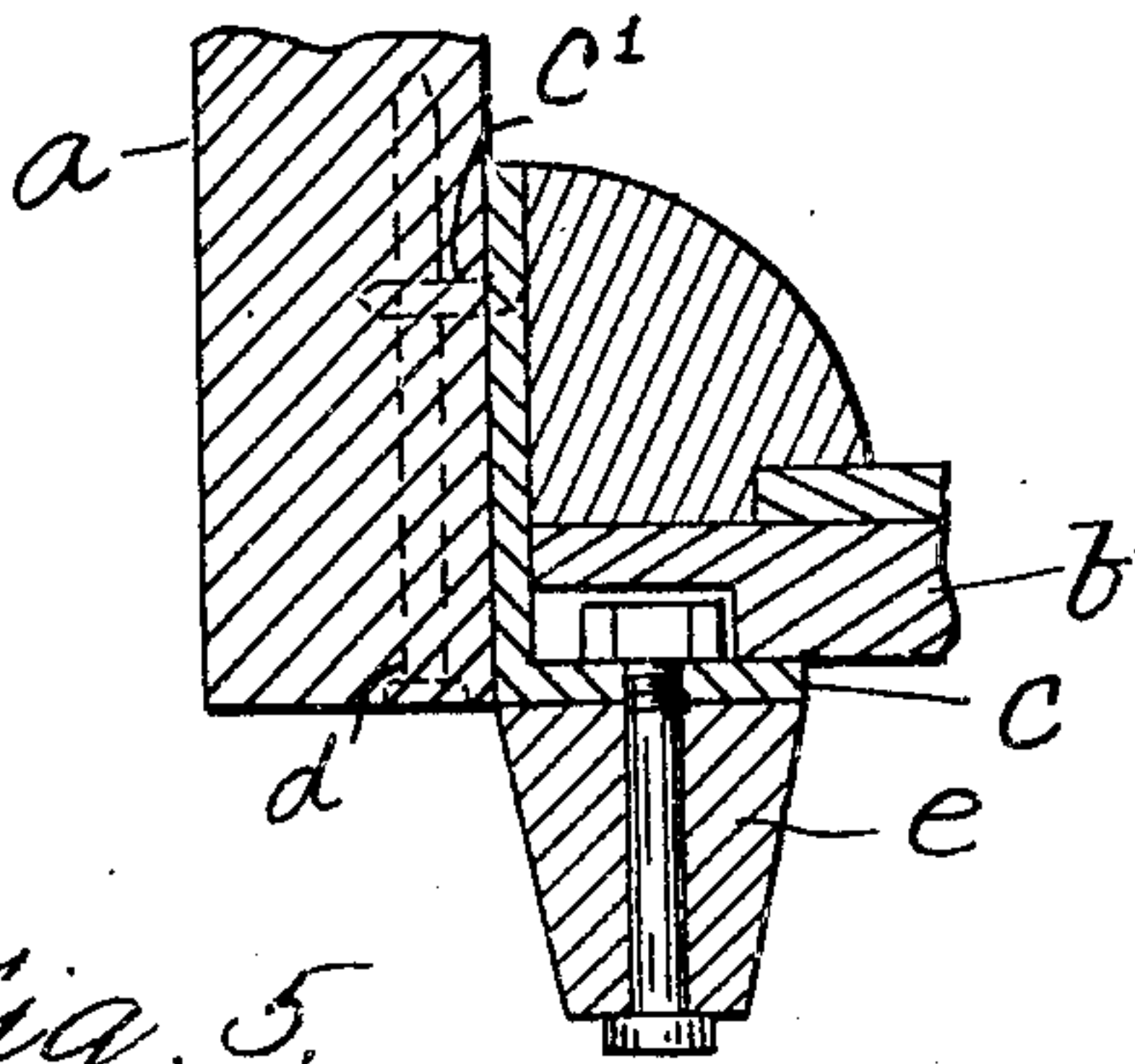


Fig. 5.

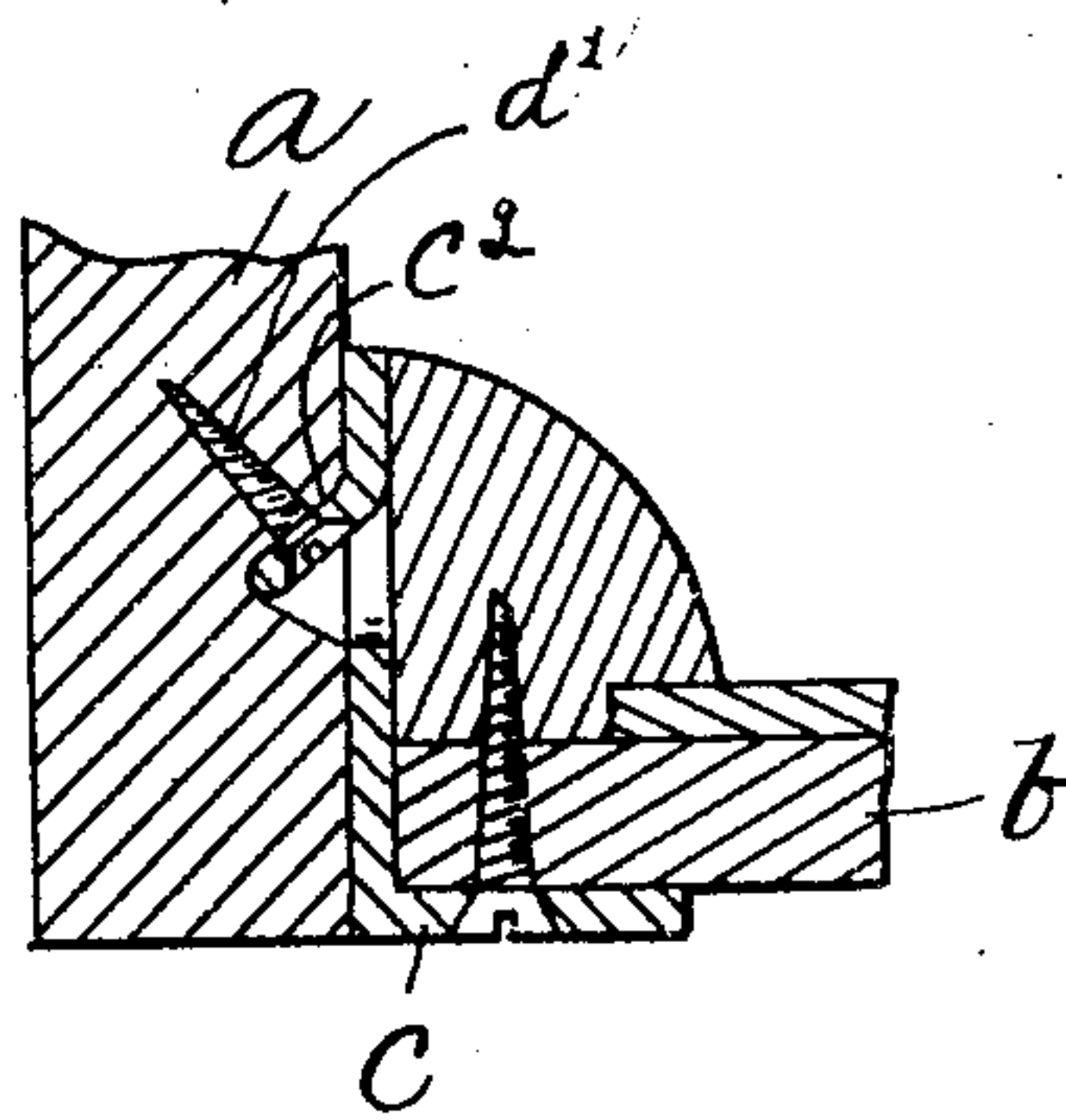


Fig. 6.

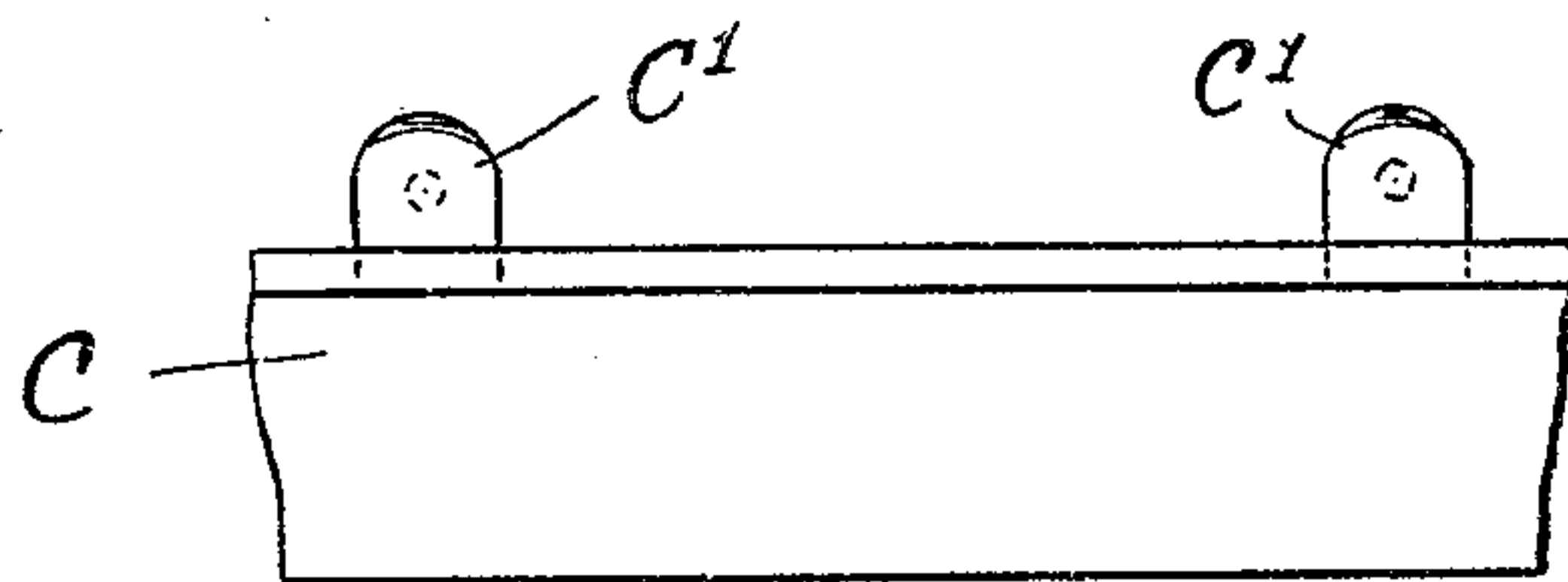


Fig. 7.

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UNITED STATES PATENT OFFICE.

SAMUEL R. BAILEY, OF AMESBURY, MASSACHUSETTS.

VEHICLE-BODY.

No. 803,801.

Specification of Letters Patent.

Patented Nov. 7, 1905.

Application filed July 12, 1905. Serial No. 269,332.

To all whom it may concern:

Be it known that I, SAMUEL R. BAILEY, of Amesbury, county of Essex, State of Massachusetts, have invented an Improvement in Vehicle-Bodies, of which the following description, in connection with the accompanying drawings, is a specification, like characters on the drawings representing like parts.

This invention relates to certain improvements in the construction of vehicle-bodies, and more particularly to the construction which constitutes the subject-matter of my Patent No. 786,179, issued March 28, 1905. In the construction of the device of said prior patent I provided a reinforcing-iron for connecting the side and end panels of the body to the bottom and to the hanger-iron, the upright portion of said angle-iron being located on the inner side of the panels and secured thereto by wood-screws. The said wood-screws have been found to weaken materially the panel at its lower portion, sometimes causing the panel to split longitudinally; and the special object of my present invention is so to improve the means for connecting said iron to the panel that this difficulty will be obviated and the strength of the panel and the connection between the iron and panel will be increased. I accomplish this object in the manner shown in the accompanying drawings, in which—

Figure 1 is a bottom plan view of a vehicle-body provided with my invention. Fig. 2 is a longitudinal section thereof on the line 2 2, Fig. 1. Fig. 3 is an enlarged sectional view on the line 3 3 of Fig. 1. Fig. 4 is a detail view of the opposite side of the reinforcing-iron from the panel. Fig. 5 is an enlarged sectional view on line 5 5 of Fig. 1. Fig. 6 is a view similar to Fig. 3, showing a modified form of my invention; and Fig. 7 is a detail plan view of the reinforcing-iron.

In the drawings, *a* indicates a side or end panel, *b* the bottom of the carriage-body, and *c* the reinforcing-iron for connecting the bottom and panel, said reinforcing-iron being preferably in the form of an ordinary angle-iron of malleable metal. A series of tongues *c'* are formed on the upright web of the angle-iron by partially cutting and bending out portions of the web at different points and elevations therein, the tongues being preferably bent approximately at right angles thereto and projecting from the side thereof which is to come next the panel. Said tongues are pref-

erably cut out so that their ends are slightly tapering or rounded, and said ends are preferably slightly sharpened with a hammer.

In assembling the body the tongues are forced into the panel from the inner side thereof by a suitable press, the angle-iron being held thereon in the position in which it is to occupy permanently. Holes are then drilled transversely of the panel from the bottom edge thereof in such a position that a hole will be bored through each tongue, a metal cutting-drill being employed for this purpose, and then closely-fitting nails *d* are driven into said holes and through the tongues into the wood of the panel for some distance above the tongues. The wood above the tongues is preferably not bored more than is sufficient to bore the holes through the tongues, so that the nails will be tightly secured in place. The angle-iron is thus firmly secured to the side of the panel, and, moreover, the nails instead of tending to weaken the panels strengthen the lower edge portion thereof to such an extent that the possibility of longitudinal splitting is reduced to a minimum and more than overcomes the splitting effect of the tongues—that is, the lower portion of the panels are provided with a series of rigid transverse supports firmly embedded therein and securely connecting the angle-iron thereto.

It will be understood that the seat of the vehicle is supported on the side panels and the side panels are supported by the bottom *b* of the body, and also that the bottom and body loop *e* are secured to the horizontal member of the angle-iron in the same manner as that shown in my said prior patent. It therefore follows that practically the entire weight which is placed on the side panels is supported by the horizontally-projecting tongues *c'*. It will be apparent that the support thus afforded is extremely effective and far superior to the screws of my said prior construction. The tongues thus act as supports for the panels and as connections between the main part of the iron and the securing devices or nails.

Instead of having the nail enter the panel from its lower edge I may so form the tongues that they will extend obliquely with relation to the angle-iron, as indicated at *c''* in Fig. 6. In this instance I may bore a hole obliquely through each tongue and pass a screw *d'* through each hole and the holes formed in the iron by bending out the tongues obliquely upward or transversely in the panel.

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

1. In combination with the panel of a vehicle-body, a reinforcing-iron disposed against one side thereof and having a series of integral tongues extending into said panel, and a series of securing devices extending transversely in said panel and through said tongues, substantially as described.

2. In combination with the panel of a vehicle-body, a reinforcing-iron disposed against one side thereof and having a series of integral tongues extending into said panel, and a series of securing devices extending from the bottom edge of the panel transversely therein and through said tongues, substantially as described.

3. In combination with the panel of a vehicle-body, a reinforcing-iron disposed against one side thereof and having a series of integral

tongues extending into said panel, and a series of securing devices extending from the bottom edge of the panel transversely therein, said iron being connected to said securing devices at intermediate points in the latter, substantially as described.

4. In combination with the panel of a vehicle-body, a reinforcing-iron disposed against one side thereof and having a series of integral tongues extending into said panel, and a series of nails passing from the bottom edge of the panel transversely therein, through and a suitable distance above said tongues, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

SAMUEL R. BAILEY.

Witnesses:

L. H. HARRIMAN,
H. B. DAVIS.