

J. C. MOON.
CARRIAGE BODY.
APPLICATION FILED NOV. 5, 1908.

913,534.

Patented Feb. 23, 1909.

Fig. 2.

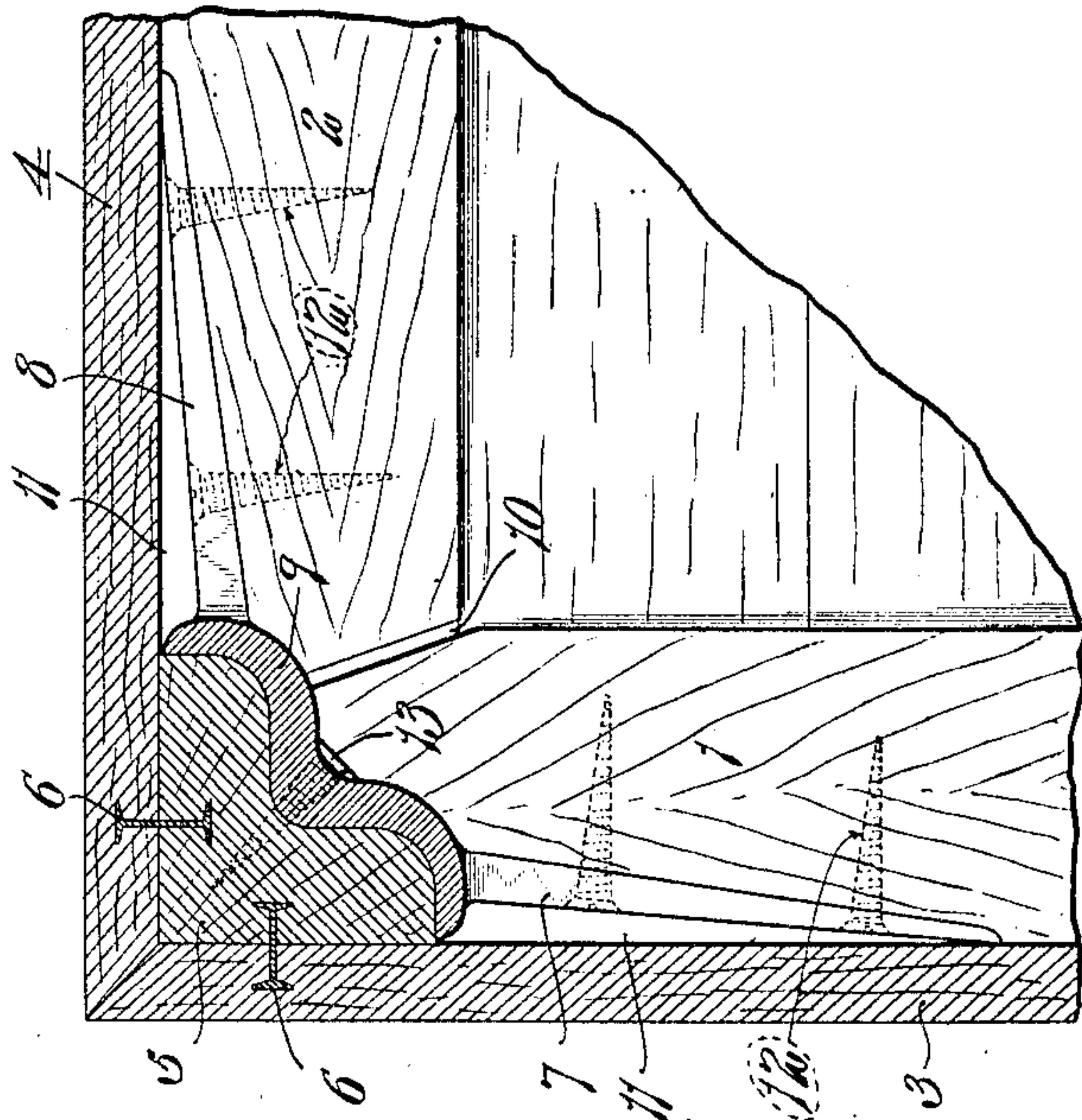
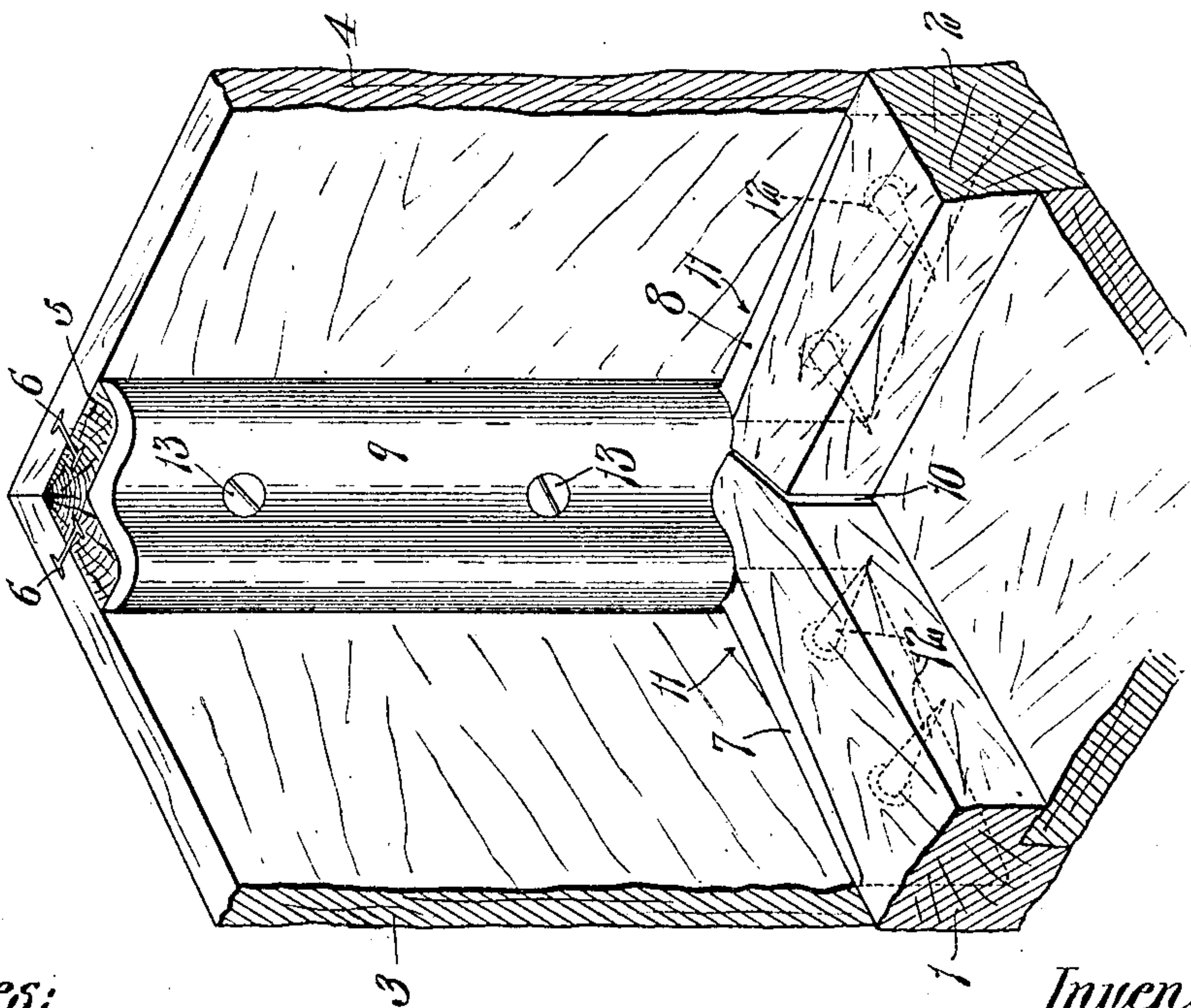


Fig. 1.



Witnesses:
George Ladson.
Wells L. Church.

Inventor,
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By *Prakee & Co.* Attys.

UNITED STATES PATENT OFFICE.

JOHN C. MOON, OF ST. LOUIS, MISSOURI, ASSIGNOR TO MOON BROTHERS CARRIAGE COMPANY,
OF ST. LOUIS, MISSOURI, A CORPORATION OF MISSOURI.

CARRIAGE-BODY.

No. 913,534.

Specification of Letters Patent.

Patented Feb. 23, 1909.

Application filed November 5, 1908. Serial No. 461,206.

To all whom it may concern:

Be it known that I, JOHN C. MOON, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Carriage-Bodies, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of a portion of a carriage body constructed in accordance with my invention; and Fig. 2 is a horizontal sectional view of the parts shown in Fig. 1.

This invention relates to carriage bodies, and particularly to that type in which the side and end panels are mitered together at the corners of the body.

The main object of my invention is to provide a carriage body which is so constructed that the expansion of the wooden side sills and end sills will not cause the panels to spread apart and thus open up the joints at the corners of the body.

Another object of my invention is to provide a carriage body that is strong and rigid and which presents a neat and ornamental appearance.

Referring to the drawings which illustrate the preferred form of my invention, 1 and 2 designate, respectively, a wooden side sill and end sill of a carriage body, and 3 and 4 designate, respectively, a side panel and end panel. A miter joint is formed between the panels so as to produce a sharp corner and a wooden corner post 5 is arranged inside of the panels, the panels being connected to the corner post by any suitable fastening devices. I prefer to connect the panels to the corner post by means of keys 6 but it will, of course, be understood that screws or nails could be used for this purpose if desired. The side and end sills 1 and 2 are not lapped or mitered together but said sills are connected to wings 7 and 8 on a metallic member 9 which is secured to the inner side of the corner post 5. Said sills are secured to the inside faces of the wings 7 and 8, and the end of sill 2 is separated from sill 1 by a space 10 so that said sills have no direct connection with each other and do not even contact or bear upon each other. Consequently, when the wood from which the sills are formed, swells or ex-

pands, the miter joint between the panels will not be opened up because the sills expand inwardly and thus exert no outward pressure on the panels which extend down over the outside faces of the sills. Preferably, the wings 7 and 8 on said metallic member are so disposed that the panels 3 and 4 will not bear upon the outside faces thereof throughout their entire length, the wings being separated from the inside faces of the panels by spaces 11, as shown in Fig. 2. Said wings are mortised into the outside faces of the sills and are connected thereto by any suitable fastening devices such, for example, as screws 12.

In the construction herein shown the metallic member 9 extends throughout the entire length of the corner post 5 but it will, of course, be obvious that said member 9 could extend upwardly for only a portion of the length of the corner post without departing from the spirit of my invention or said member could be of the same depth as the wings 7 and 8. Furthermore, it is immaterial what means is employed for connecting the metallic member 9 to the corner post and while I have herein shown screws 13 as being used for this purpose, it will, of course, be understood that said post and member could be connected together in numerous other ways.

A carriage body constructed in the manner above described is strong and rigid and as the expansion of the sills does not force the panels outwardly the joints at the corners of the body will not open when the sills become wet.

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

1. A carriage body comprising a corner post, a metallic member secured to the inner side of said post and provided with laterally projecting wings, a side sill and end sill arranged inside of said wings and connected thereto, the ends of said sills being spaced away from each other, and panels connected to the corner post and extending downwardly over said sills; substantially as described.

2. A carriage body comprising a corner post, a side sill, an end sill, a metallic member connected to said corner post and having integral wings disposed at an angle to said sills and mortised into the outside faces

thereof, and panels connected to the corner post and bearing upon said sills beyond said wings; substantially as described.

3. A carriage body comprising a wooden
5 corner post, a side and end sill, a metallic member connecting the sills to the corner post, and panels mitered together and bearing upon the sills, said metallic member being so formed that the sills do not bear upon

the panels adjacent the corner post; substantially as described. 10

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this twenty-first day of October 1908.

JOHN C. MOON.

Witnesses:

WELLS L. CHURCH,
GEORGE BAKEWELL.