

No. 784,159.

PATENTED MAR. 7, 1905.

W. B. C. HERSHEY.
VEHICLE BODY CORNER.
APPLICATION FILED JUNE 15, 1904.

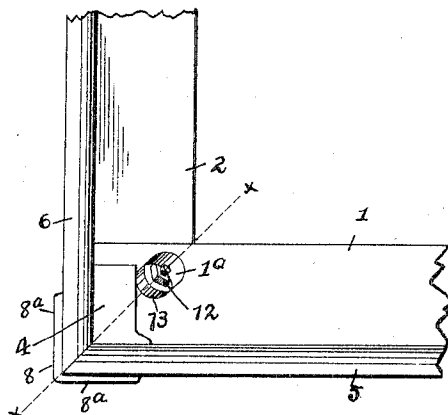


Fig. 1

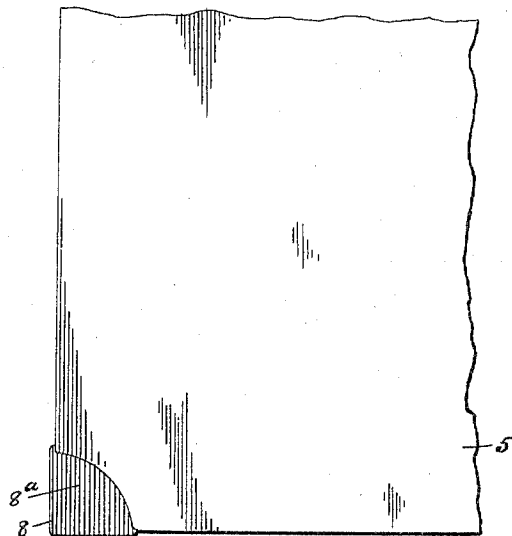


Fig. 2

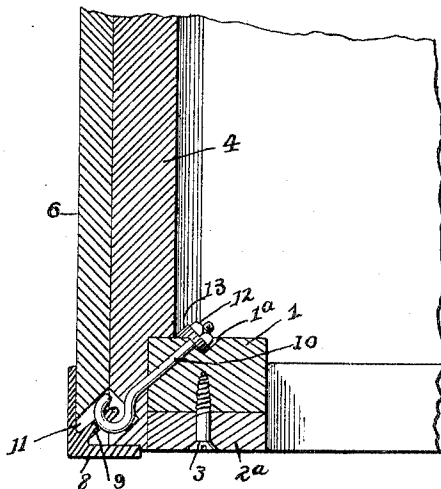


Fig. 3

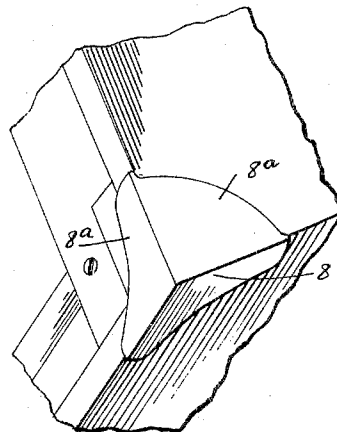


Fig. 4

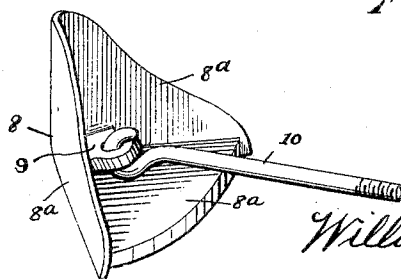


Fig. 5

WITNESSES:

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VEHICLE-BODY CORNER.

SPECIFICATION forming part of Letters Patent No. 784,159, dated March 7, 1905.

Application filed June 15, 1904. Serial No. 212,592.

To all whom it may concern:

Be it known that I, WILLIAM B. C. HERSHEY, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a certain new and useful Improvement in Vehicle-Body Corners, of which the following is a specification.

My invention relates to the improvement of vehicle-body corners; and the objects of my invention are to provide improved means for uniting the parts of a vehicle-body at the corners thereof in such manner as to overcome any tendency of the corner parts toward separating; to provide a jointed and detachable connection between the corner-embracing plate and the retaining-bolt, so as to allow the said bolt to lie at any angle; to so construct and arrange the parts of my device as to insure the retention of the corner parts of the vehicle-body in proper engagement and contact, thereby overcoming any tendency of said parts toward separation. These objects I accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of one corner of a vehicle-body. Fig. 2 is a view in elevation of a portion of one side of the body, showing one of my improved corner embracing or clamping plates in connection therewith. Fig. 3 is a sectional view on line *xx* of Fig. 1. Fig. 4 is a view in perspective of the body-corner, showing my improved corner-plate in conjunction therewith; and Fig. 5 is a detail view in perspective of the corner embracing or clamping plate, showing the retaining-bolt in connection therewith.

Similar numerals refer to similar parts throughout the several views.

1 represents a portion of the side sill of a vehicle-body, and 2 a portion of the end sill, the end of the side sill overlapping, as shown in Fig. 3, the reduced tongue portion 2^a of the end sill and being secured thereto, as shown in Fig. 3, by one or more screws 3 or other suitable means.

4 represents the usual and preferably angular form of vertical corner-post, the latter intersecting the side and end sills and being let into the end portions of said sills until its outer sides are flush therewith. The side and

end sills and corner-post may be united in the usual or in any well-known manner by gluing or otherwise, and to the side sill and outer face of the corner-post is suitably secured the usual vehicle-body side-board 5, while the end-board 6 is similarly secured to the end sill 2 and remaining outer face of the corner-post, these side and end boards meeting in a bevel or miter joint to form the exterior corner of the body.

8 represents a corner binding or embracing plate which is formed, as indicated more clearly in Fig. 5 of the drawings, with three wings or sides 8^a, which extend at right angles one to the other. Formed with and projecting from the inner side of the plate 8 at a point opposite the apex is a lug or eyepiece 9, the latter having an opening therethrough. With the opening of this lug 9 is adapted to be detachably engaged the outer hook-shaped end of a bolt 10. The body or stem portion of the bolt, as shown in the drawings, is designed to extend inwardly and upwardly through a properly-inclined bolt-hole, which in the construction shown in the drawings leads through the lower corner or junction of the body side and end, thence through the corner-post 4 and side sill 1, the threaded end portion of said bolt projecting within an upper-side recess or partial socket 1^a of the side sill. Although the bolt is not in the present construction shown as intersecting the end sill, it will be understood that the parts which are intersected by said bolt will depend upon the construction employed in forming the corner of the vehicle-body, which construction may vary from that herein shown and described. In order to admit of the insertion of the enlarged hook end of the bolt to the desired distance within the corner of the body, it will be observed that the end-board 6 and corner-post 4 are formed with a recess 11, into which recess the lug 9 of the plate 8 projects. The upper threaded end portion of the bolt is adapted, as shown, to receive a nut 12, which bears upon a suitable-shaped washer 13, contained partially within the socket 1^a.

As indicated in the drawings, and more clearly in Fig. 4 thereof, it will be seen that the wings of the plate 8 will be made to em-

brace the corner of the vehicle-body, the wings of said plate being thus brought respectively into binding contact with the faces of the bottom and the sides of said body. By
 5 properly tightening the nut 12, and thus drawing upward and inward on the bolt 10, it will be observed that through the binding or clamping action of the wings of the plate
 8 the bottom and sides of the vehicle-body
 10 will be drawn tightly toward a common center, thus insuring the retention of said parts in proper relation one with the other and prevent any tendency toward the formation of the gap or seam which ordinarily occurs at
 15 the lower corners of the body. It is obvious that the hook end of the bolt is readily connected with the lug or eyepiece of the plate prior to the insertion of the bolt within the inclined bolt-hole. It is also to be observed
 20 that by loosely connecting the plate and the bolt the bolt-hole may be bored at any angle, which angle varies according to the size and weight of the vehicle-body. It is often necessary to give a greater or less inclination to
 25 the bolt-hole. Therefore the advantages of the jointed connection between the parts is obvious.

Having now fully described my invention, what I claim, and desire to secure by Letters
 30 Patent, is—

1. The combination with a rectangular body having its corner portions formed of united frame parts, of a bolt extending from the

lower corner of said body inward and upward and intersecting two or more of said corner
 35 frame parts, and a corner-binding plate presenting three contact-faces at angles with each other, a jointed connection between said bolt and binding-plate, and a nut for drawing said
 40 bolt inward and upward.

2. The combination with a rectangular body having its corner portions formed of united framework, of a bolt intersecting said body at its lower corner and extending diagonally
 45 upward and inward through said corner parts, and an angular binding-plate formed as described and adapted to embrace two sides and the bottom of the corner of said body, said plate and bolt adapted to be detachably con-
 50 nected.

3. The combination with a rectangular body having its corner portions formed of united framework, of a bolt intersecting said body at its lower corner and extending diagonally
 55 upward and inward through said corner parts, said bolt having a hook-shaped outer end, and an angular binding-plate formed as described and adapted to embrace two sides and the bottom of the corner of said body, said binding-plate having a lug adapted to be detach-
 60 ably engaged by the outer end of the bolt.

WILLIAM B. C. HERSHEY.

In presence of—

C. C. SHEPHERD,
 W. L. MORROW.