

Oct. 30, 1928.

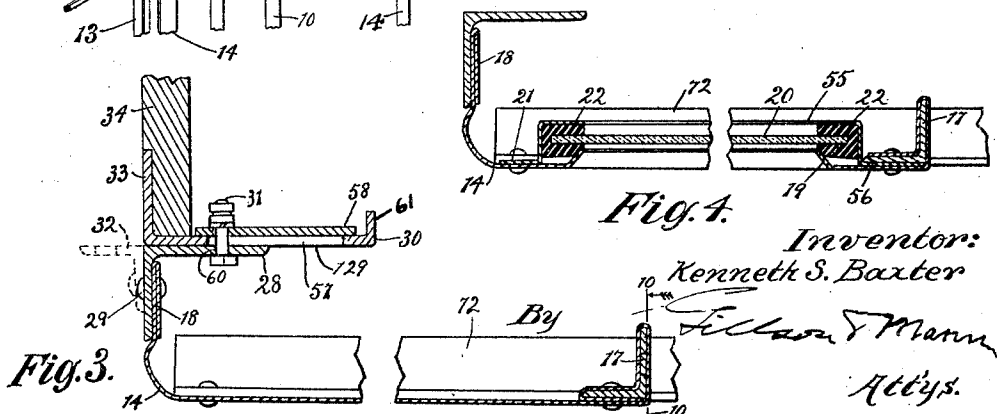
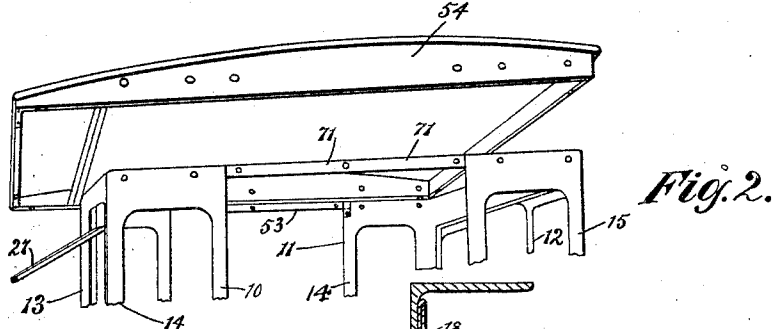
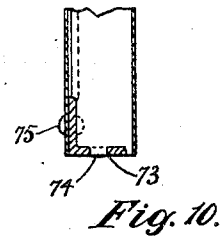
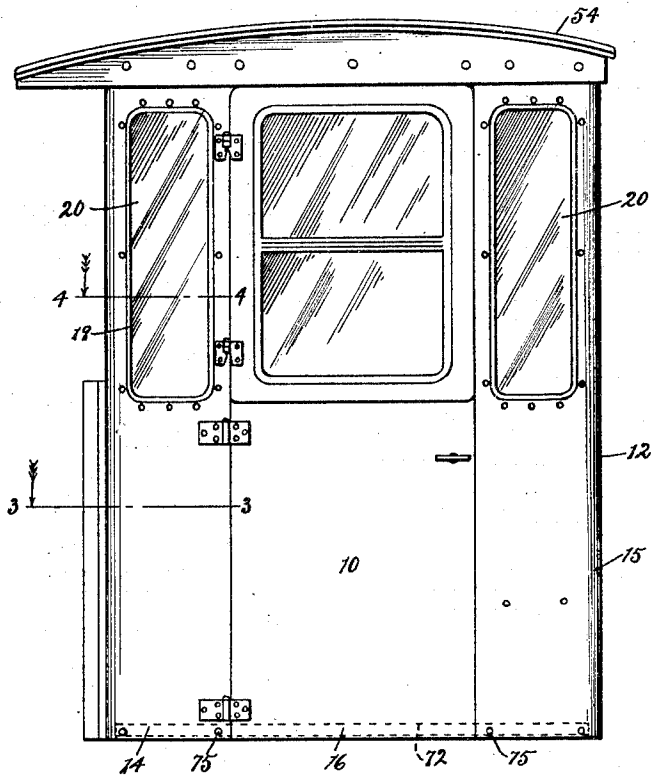
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K. S. BAXTER

CAB FOR TRUCKS

Filed Aug. 6, 1923

2 Sheets-Sheet 1



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2 Sheets-Sheet 2

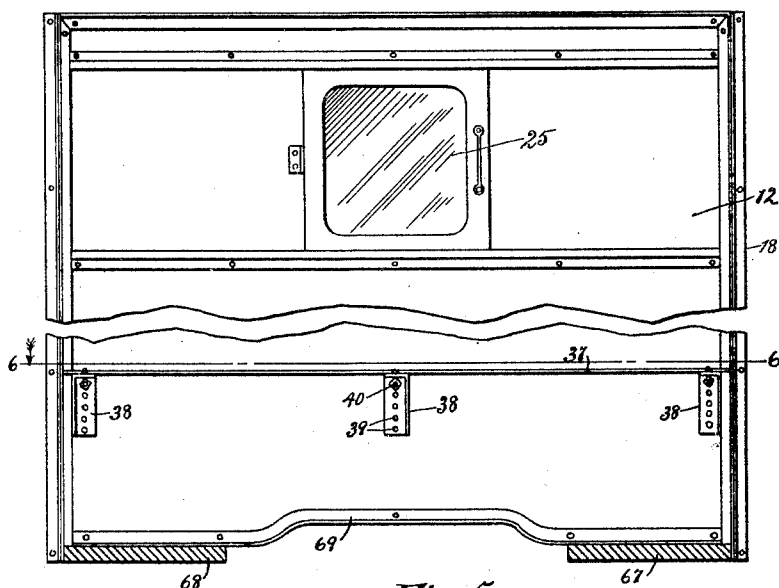


Fig. 5.

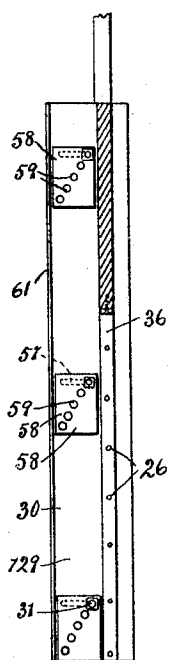


Fig. 9.

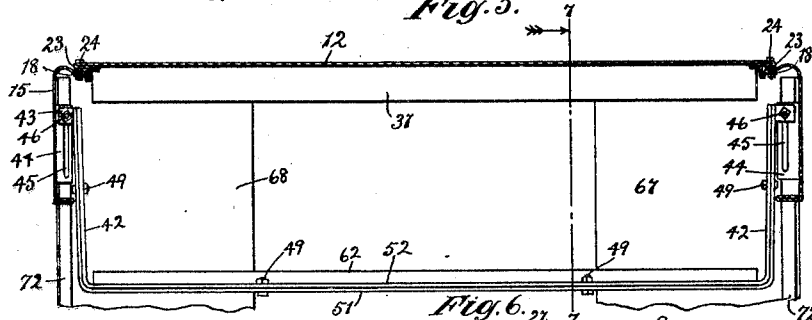


Fig. 6.

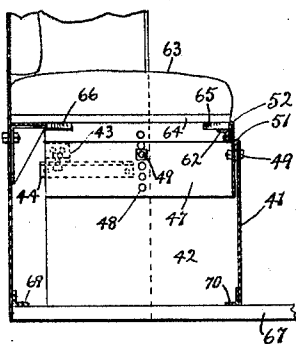


Fig. 7.

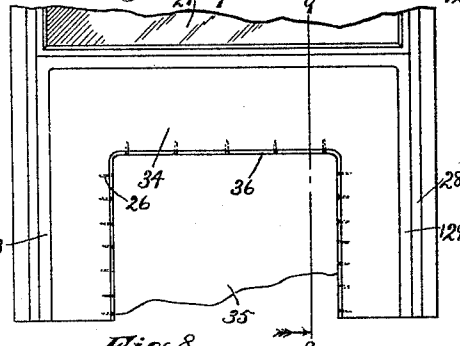


Fig. 8.

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UNITED STATES PATENT OFFICE.

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CAB FOR TRUCKS.

Application filed August 6, 1923. Serial No. 655,888.

This invention relates to cabs for trucks, and has for its principal object to provide a cab which can be readily applied to standard chassis of different makes.

5 Other objects of the invention are to provide a cab that can be shipped in a knocked-down condition and easily and accurately set up by the purchaser; to provide a cowl that can be easily adjusted forwardly and
10 backwardly relative to the cab, and can be fitted to dashes of different shapes and sizes; to provide adjustable seat supports; and to provide interchangeability in the parts forming the cab.

15 Further objects of the invention will become apparent as the description is read in connection with the accompanying drawings illustrating a selected embodiment of the invention, and in which

20 Fig. 1 is an elevation of the left side of the cab;

Fig. 2 is a perspective view of the upper portion of the cab, with the top slightly raised out of place to show how it is
25 assembled.

Figs. 3 and 4 are transverse sections of a side panel taken on the lines 3—3 and 4—4 of Fig. 1;

30 Fig. 5 is an elevation of the back, looking from the inside of the cab, the intermediate portion thereof being broken away;

Fig. 6 is a transverse section taken on the line 6—6 of Fig. 5;

35 Fig. 7 is a vertical section taken on line 7—7 of Fig. 6;

Fig. 8 is a front elevation of a cab with the upper portion broken away, and

40 Figs. 9 and 10 are sectional views taken on the lines 9—9 of Fig. 8 and 10—10 of Fig. 3, respectively.

Referring to the drawings, reference numerals 10, 11, 12 and 13 generally indicate the left side, right side, back and front, respectively. The sides are made up of
45 panels 14 and 15, and an intermediate door 16. Figs. 2 and 3 particularly illustrate the construction of the panel 14. Referring to these, it will be seen that this panel is composed of a sheet having one edge folded
50 about angle 17, and the other edge turned substantially at right angles and folded upon itself at 18. The upper portion has a window opening and the sheet is bent inwardly

at 19 around this opening to form part of the support for the glass 20. A Z-shaped
55 strip, 21, is secured to the inside of the panel and together with the flange 19 clamps a filler 22, of rubber or the like, which forms a silent mounting for the glass. Preferably one flange 55 forms the direct connection
60 with the filler and another flange 56 lies against the sheet and at one side is inserted between the sheet and the angle iron 17, as illustrated in Fig. 4. The strip may be
65 secured in place in any suitable manner as by the rivets shown.

The panel 15 is similar to the panel 14, but has the angle on the front edge instead of the rear edge. The front panel of the left side is preferably a duplicate of the
70 rear panel of the right side, and the rear panel of the left side is preferably a duplicate of the front panel of the right side. This reduces the number of dies and the number of parts and thereby facilitates and
75 cheapens the manufacture.

The back may be made in any suitable manner and is here shown equipped with flanges 23, against which flanges 18 of the rear side panels are secured by bolts 24.
80 Preferably the upper portion of the back is equipped with a sliding window 25.

The front is equipped with a suitable wind-shield 27, and includes preferably, flanged members here shown as angles 28,
85 which are bolted to the front flanges 18 of the panels, as indicated at 29.

The distance between the dash on the chassis, and the front end of the load carrying body varies in different makes of trucks.
90 In some, this space is as short as forty-four inches and in others it is as long as forty-seven and a half inches. It is desirable to have a cab of general application that can be made to occupy this space whether it is
95 long or short, without leaving a gap between the cab and the body or presenting any difficulties in the matter of connection with the dash. To provide for this, the cowl 129 is made adjustable backwardly and forwardly relative to the cab. As shown, it
100 comprises a metal piece substantially inverted, U-shaped, (Fig. 8), in elevation, and L-shaped in cross section (Fig. 3). The long flanges 30 of the cowl lie against the flanges 28 of the front and are secured there-
105

to in any suitable manner. Both these flanges may be equipped with a plurality of openings through which bolts 31 are passed. In cases where the cab space is extremely long, angle pieces 32 may be secured to the front of the angles 28 to form an extension within which the flanges 30 may lie and to which the flanges may be bolted.

The preferred fastening for the cowl is illustrated in Figs. 3 and 9. The cowl is provided with slots 57, and plates 58 overlie these slots on the inside and are provided with a plurality of openings 59 adapted to register with the slots and a bolt opening 60 in the angle 28. By arranging the openings 59 in the diagonal line a great number of adjustments can be effected while retaining sufficient metal between the openings to make a substantial fastening. The plates 58 preferably are a substantial fit for the space between the flange 61 and filler piece 34.

The shorter flange 33 of the cowl 129 is fixed to the filler piece 34, of wood or the like, which can be readily cut to receive the fixed dash 35 on the chassis. A strip of felt 36 can be inserted between the dash and filler piece and secured to the latter by nails 26 as indicated in Fig. 8.

The rear seat support 37 is adjustably mounted on the front side of the back. As shown, it has a plurality of flanged gusset plates 38 in the vertical flange of which are a number of openings 39, which may be aligned with suitable openings in the back, to receive bolts 40. Preferably the gusset plates are provided with a large number of openings and the back with two, spaced the same as two of the openings in the gusset. By this arrangement the bolts in the two outer gussets may be put in the upper holes, and the bolt in the intermediate gusset in a lower hole, and a more rigid attachment will be the result.

The front seat support is preferably made of a sheet of metal bent to form the upright wall 41 and the side walls 42 adapted to lie between the sides of the cab. The side walls 42 of the front seat support are equipped with angle brackets 43 adapted to overlie the horizontal flanges of angle brackets 44, secured to the sides of the cab. These flanges are slotted as indicated at 45 to receive bolts 46 which secure the seat support in an adjusted position, but permit it to be moved towards the front or the back to suit the requirements of particular conditions.

This seat support is preferably made in sections, the lower section comprising that which has been described and the upper section 47 is similar in shape. The sections are provided with a plurality of bolt openings 48 to receive bolts 49 by which they may be secured in an extended or retracted position

to make the height of the front seat support whatever may be desired.

The upper edges 51 and 52 of these seat support sections are turned over, as indicated in Fig. 7, to increase the strength and rigidity of this support. The upper section is provided with an angle 62 which forms the direct support for the front edge of the seat, which comprises a cushion 63 and a base frame 64. Preferably the base frame is equipped with blocks 65 and 66 adapted to cooperate with the angle 62 and rear seat support to hold the seat in proper position. These blocks may be secured in place by screws and nails, and removed and replaced in an adjusted position, as occasion may require.

The cab is equipped with longitudinal sills 67 and 68 preferably made of wood so that they may be readily fitted to any chassis. The back includes an angle 69 secured to the sills and arched at the middle to make clearance for the transmission, or the like. The front seat support may be equipped with a similar angle 70.

The panels 14 and 15 are preferably connected by top and bottom angles 71 and 72 to make the sides strong and rigid. As illustrated in Figs. 3 and 10, it is preferred to connect the upright angle to the transverse angles by cutting away a portion of one flange of the former and making a mortise and tenon joint 73 between the other flange and the corresponding flange of the transverse angle. Rigidity may be added to the joint by riveting down the tenon as indicated at 74, and by inserting rivets through the vertical flange of each transverse angle and the upright sheet of the panels, as illustrated at 75. This construction makes the sides of the cab strong and rigid and capable of resisting the hard uses to which devices of this character are put.

In assembling, preferably one side is connected to the back and the other side is set in place and bolted at the back, then the front with the cowl is inserted, after which a top 54 is let down, as illustrated in Fig. 2, and bolted to the upper portions of the sides, front and back.

A cab made according to the present invention, can be knocked down and formed into a very compact package which can be shipped at first-class rate, whereas the assembled cab requires four times first-class rate. The parts are so simply constructed that the purchaser will experience no difficulty in setting the cab up and placing it on the chassis. The adjustable cowl makes it possible to fit a cab of standard or uniform size to the great variety of chassis at present on the market. The filler piece 34, permits the cowl to be easily fitted to any sort of dash that may be met with in practice. The adjustable seat supports permit the individual

driver to arrange the seat at the height and at the distance from the wheel as most suited to his personal requirements.

I claim as my invention:

- 5 1. In combination, a cab having a top, front, rear and side panels, the front panel having its lower portion removed to form an opening, a cowl in said opening, said cowl comprising an inverted U-shaped member,
10 L-shape in cross-section, having a continuous rearwardly extending flange adapted to fit in said opening, means for adjustably connecting said flange to said front panel, and

a filler secured to said cowl and having an opening adapted to receive a dash. 15

2. In a vehicle cab, a front panel having an enlarged opening in its lower portion, an inverted U-shaped cowl member, L-shape in cross-section, having a continuous rearwardly extending flange, means for adjust- 20 ably securing said flange in said opening whereby said cowl may be extended forwardly from said panel, and a wooden filler member rigidly secured in said cowl member and adapted to be cut to fit a dash.

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