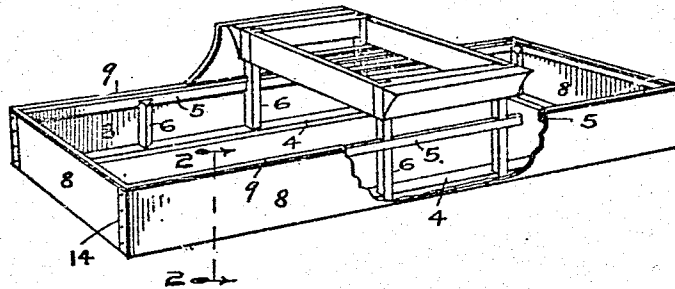


T. H. PARRY & W. J. BYERS.  
VEHICLE BODY.  
APPLICATION FILED SEPT. 22, 1910.

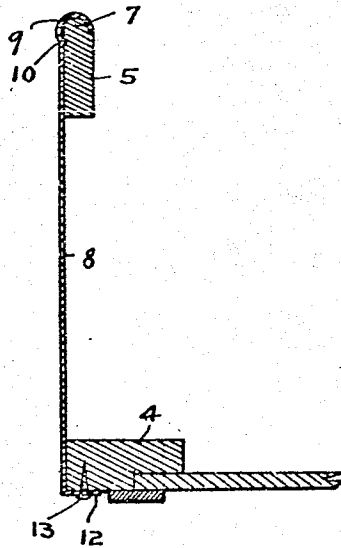
997,508.

Patented July 11, 1911.

*Fig. 1.*



*Fig. 2.*



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# UNITED STATES PATENT OFFICE.

THOMAS H. PARRY AND WILLIAM J. BYERS, OF INDIANAPOLIS, INDIANA, ASSIGNORS  
TO PARRY MANUFACTURING COMPANY, OF INDIANAPOLIS, INDIANA, A CORPORATION OF INDIANA.

VEHICLE-BODY.

997,508.

Specification of Letters-Patent. Patented July 11, 1911.

Application filed September 22, 1910. Serial No. 583,203.

*To all whom it may concern:*

Be it known that we, THOMAS H. PARRY and WILLIAM J. BYERS, both citizens of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Vehicle-Bodies, of which the following is a specification.

This invention relates to improvements in the construction of vehicle bodies, and the object of the invention is to form the sides and ends out of sheet metal, instead of wood, which is growing scarce and expensive and cracks and breaks more than metal, and to secure the metal to a supporting frame in a manner to prevent rattling, and in a manner to brace and strengthen the frame and also to keep the sheet metal from buckling and from loosening up at any of its joints or places of attachment.

We accomplish the objects by the means illustrated in the accompanying drawing, in which—

Figure 1 is a perspective view of a buggy body embodying our invention, a portion of the rear side being broken away to more clearly illustrate the construction. Fig. 2 is a vertical section through one side of the body on the line 2—2 of Fig. 1.

Like characters of reference indicate like parts throughout the several views of the drawings.

Referring to the drawings, 4 represents the floor sill which forms a part of the frame to which the metal sides of the body are fastened and 5 is the top rail of said frame, supported therefrom by the posts 6. The top rail 5 is of usual construction, with the exception of its upper edge, which, instead of being flat, is dressed to a half-round tongue 7, less, in diameter, than the thickness of the rail, equal to the thickness of the sheet-metal from which the sides are made. The construction of the frame comprising sills 4, posts 6 and rail 5, aside from the difference in the top finish of said rails 5, above pointed out, is of usual and well known construction.

8 are the sheet metal sides and ends, in the construction of which, hardened pressed steel will be the preferred material. The upper edges of the sides and ends 8 are bent inwardly to form a little more than half-cylinder roll 9, which will receive the half-round tongues 7 of the top rails 5, the edges

of the rolls 9 terminating against the shoulders formed in the rails 5 by the reduced diameters mentioned above.

By making the rolls 9 a little more than half-cylinders, an angle 10 is formed at the junction of the roll with the straight metal sheet, which, when the roll is hooked over the tongue 7 in assembling, will bear against the outer side of the rail as a fulcrum and strain the roll upon the tongue by the continued movement of the plate into place against the side of the rail. This gives the body a beaded finish at the top which is pleasing to the eye, and makes a tight-fitting construction.

The lower edges of the side plates 8 are returned to form the flanges 12, which extend under the floor sills 4, and are there secured by nails 13 driven through the flanges into the sills, as shown in Fig. 2. The ends of the side plates are bent around the corner posts of the body as shown at 14 in Fig. 1 and are secured by nails driven through the metal into the posts.

While we have here shown the best embodiment of our invention now known to us, there are many variations not shown and which do not depart from the spirit of our invention. We, therefore, do not wish to be limited to an exact construction, but

What we do wish to claim and to have secured to us by Letters Patent of the United States is—

1. In a vehicle body, a frame comprising floor-sills, and rails above and parallel with said sills, said rails being rectangular in cross-section and having half-round upper edges, in combination with sheet metal sides and ends having upper edges bent to form hook edges which are hooked over the half-round flanges of the rails, said hook-edges being greater than half-cylinders and said hook-edges forming angles at the junctions of the vertical body portions with said bent edges which angles bear against the outer sides of the rails and strain the hook-edges of the metal sides upon the rails when said metal sides are in position of use in contact with the sides of the rails.

2. In a vehicle-body, a frame comprising floor-sills and wooden rails above said sills, said rails having half-round upper edges which are narrower than the rail thereby forming a shoulder, in combination with sheet metal sides and ends having their up-

per edges bent on the same radius as the  
half-round flanges of the upper rails to form  
hook-edges which are hooked over the half-  
round flanges on the rails, said hook-edges  
5 being greater than half-cylinders to form  
a fulcrum 10 to strain the rolls upon their  
rails, and said sides and ends having their  
lower edges inturned and secured to the un-  
der sides of the floor-sill.

In witness whereof, we have hereunto set 10  
our hands and seals at Indianapolis, Indi-  
ana, this, 14th day of September, A. D. one  
thousand nine hundred and ten.

THOMAS H. PARRY. [L. s.]  
WILLIAM J. BYERS. [L. s.]

Witnesses:

F. W. WOERNER,  
L. B. WOERNER.