No. 717,903. PATENTED JAN. 6, 1903.

A. G. NORTH.

KNOCKDOWN DROP BODY VEHICLE.

APPLICATION FILED APR. 14, 1902.

NO MODEL. 2 SHEETS—SHEET 1.

Fig. 1.

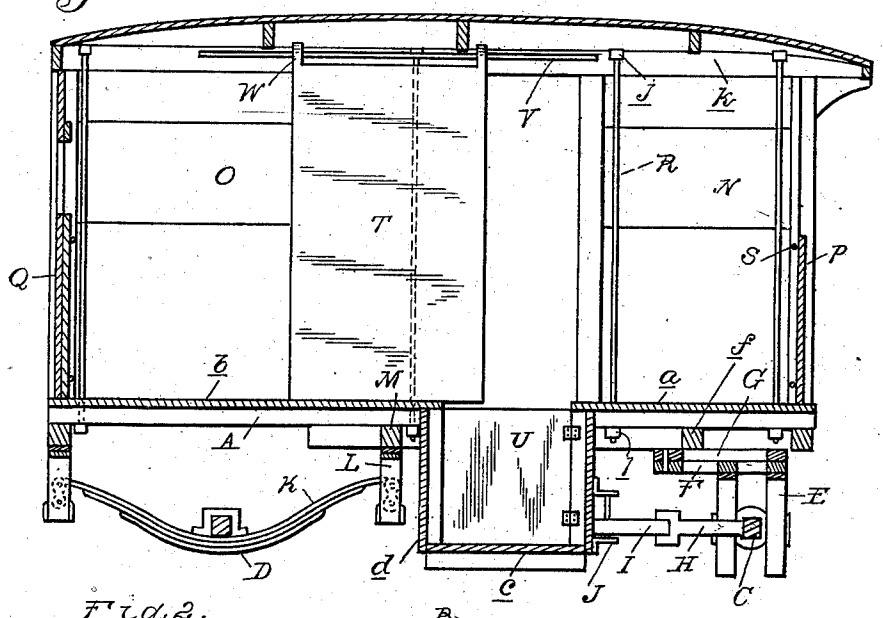
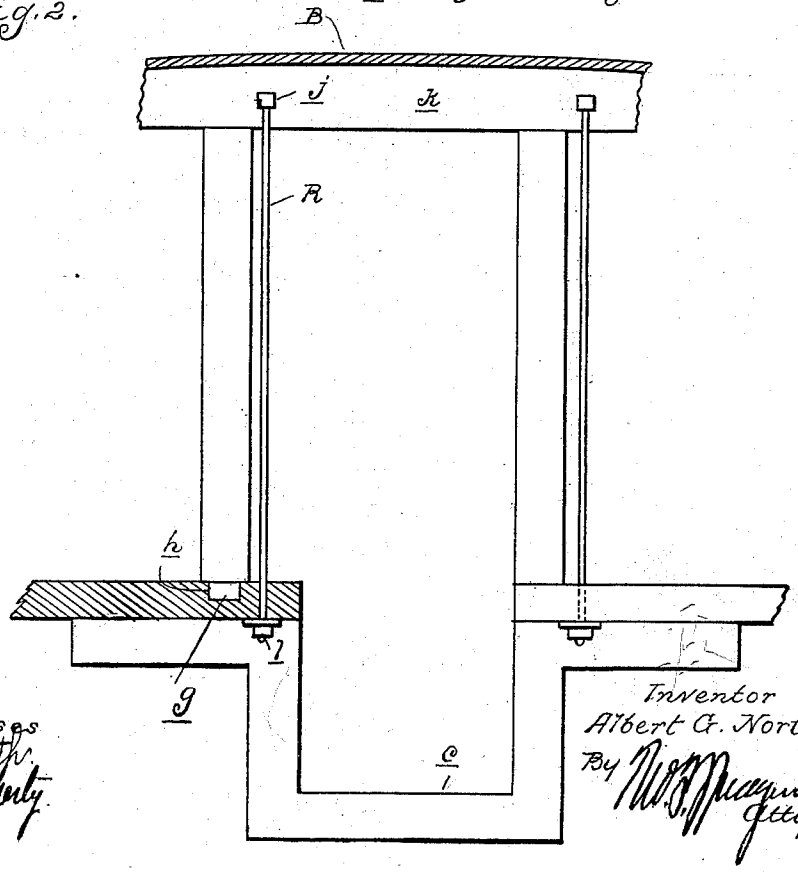


Fig. 2.



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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

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NO MODEL. 2 SHEETS—SHEET 2.

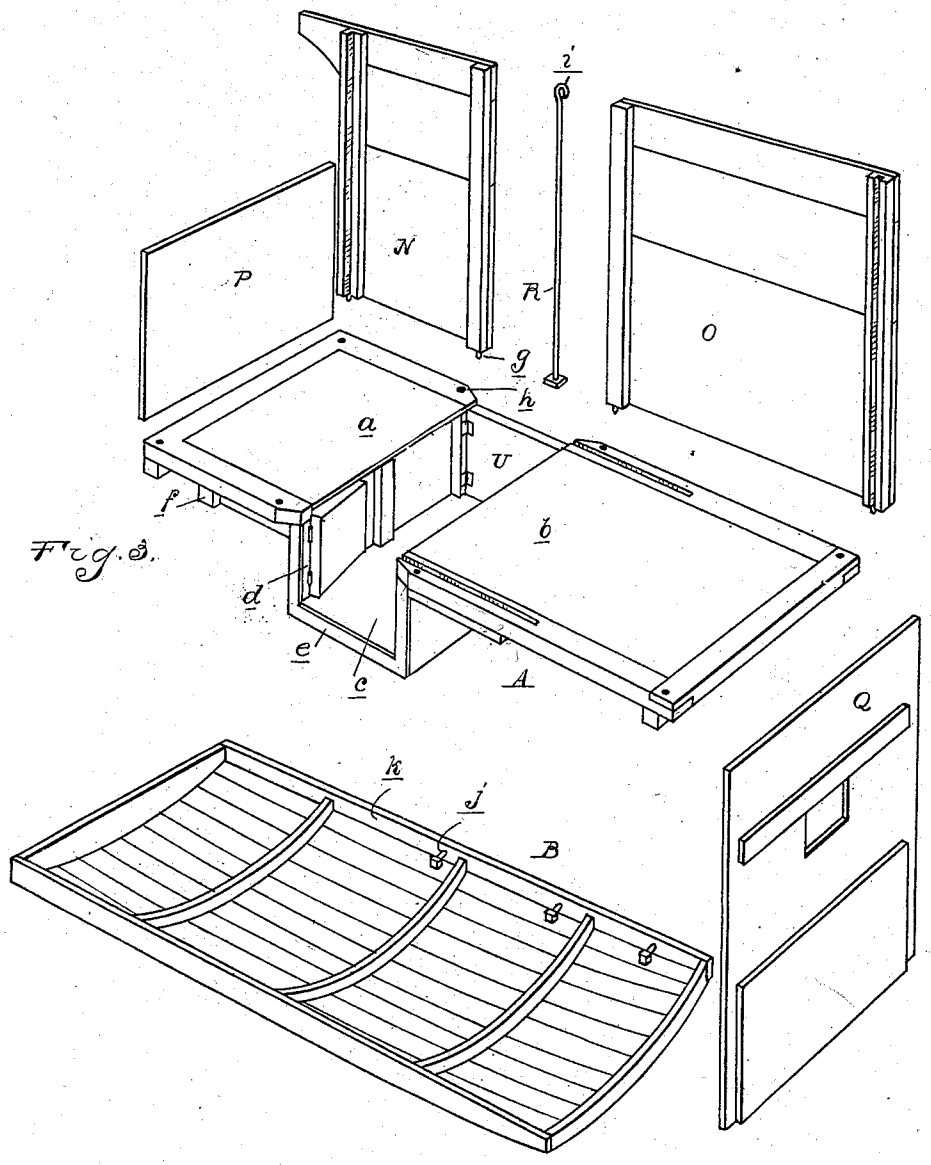


Fig. 3.

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UNITED STATES PATENT OFFICE.

ALBERT G. NORTH, OF PONTIAC, MICHIGAN.

KNOCKDOWN DROP-BODY VEHICLE.

SPECIFICATION forming part of Letters Patent No. 717,903, dated January 6, 1903.

Application filed April 14, 1902. Serial No. 102,865. (No model.)

To all whom it may concern:

Be it known that I, ALBERT G. NORTH, a citizen of the United States, residing at Pontiac, in the county of Oakland and State of Michigan, have invented certain new and useful Improvements in Knockdown Drop-Body Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to vehicle-bodies of that class in which a portion of the platform or flooring of the body is dropped down between the axles.

It is the object of the present invention to obtain a construction of drop-body which is adapted to be shipped in knockdown condition and when assembled will have all the strength of one in which the body is not dropped.

With this object in view the invention consists in the construction as hereinafter described and claimed.

In the drawings, Figure 1 is a longitudinal section of the body. Fig. 2 is a sectional side elevation of a portion of the body. Fig. 3 is a perspective view of the various parts in knockdown condition.

Generally described, the body comprises a platform-section A, a top section B, and a plurality of panels, forming the sides and ends of the body, which are rigidly clamped in position between the top and platform by means of stay-bolts. The platform A is formed of front and rear sections *a* and *b*, which are centrally separated from each other, but are connected through the medium of a drop portion *c*. The sections *a* and *b* are formed by side and end sills framed together and connected by a flooring, as shown in Fig. 3. The drop portion *c* is provided with side strips *d*, framed together, and is also preferably strengthened by a metallic angle-brace *e*, forming a facing for the side strip *d*. The platform is supported upon the running-gear, preferably of the following construction.

C and D are respectively the front and rear axles.

E represents transversely-extending springs clipped or otherwise secured to the front axle C and centrally connected to the lower member F of the circle. The upper member G of the circle is bolted or rigidly secured to cross-bars *f*, extending across between the side sills of the platform. The axle C is also provided with a draft connection to the dropped portion of the vehicle-body, which, as shown, comprises a member H, rigidly connected to the axle, and a link member I, pivoted to the member H in vertical alinement with the king bolt or pivot of the circle-plate. The member I at its rear end is vertically adjustably secured to the drop portions *c* of the body by means of the bracket J, having a vertically-extending rod to which the member I is slidingly secured.

The rear axle D has secured thereto a pair of longitudinally-extending springs K, which are connected at their free ends with transverse springs L, the latter being secured to the cross-bars M on the platform.

The structure as thus far described would be comparatively weak, as the separate sections *a* and *b* of the platform are connected only through the medium of the drop portion *c*. The metallic braces *e* are used to strengthen this connection; but it would nevertheless be inadequate to supply the necessary strength. I have therefore devised a construction of superstructure which is adapted to form a truss for bracing the platform in the following manner: The sides of the superstructure are formed by front and rear panels N and O, respectively arranged forward and rear of the drop portion *c*. These panels are provided with tenons *g*, adapted to engage with with mortises *h* in the sills of the platform.

P and Q are front and rear panels extending between the pairs of panels N and O and preferably having a tongue-and-groove engagement therewith.

To secure the parts in position, the top B is placed on top of the panels N, O, P, and Q, and stay-bolts R are then arranged to connect said top and platform and clamp the panels between. These stay-bolts R are preferably arranged as shown, two being arranged on opposite sides of the drop portion *c* on each side of the platform and a second pair upon opposite sides of each end thereof. At their upper ends the bolts R are provided with eyes *i*, adapted to engage with the pins or bolts *j* on the side bars *k* of the top B. The lower ends of the bolts pass through the apertures in the sills and are threaded to receive

nuts *l*. Thus when the nuts *l* are tightened the top panels and platform will be rigidly secured together, so that the superstructure will form a brace or truss for strengthening the platform. For strengthening the structure laterally cross stay-bolts, such as S, are arranged in front and rear and are adapted to clamp the side panels in engagement with the end panels.

In order to form a closed body, doors are provided for the opening between the panels N and O and at the opposite sides of the drop portion of the platform. A sliding door T is preferably employed for closing the opening in the upper portion of the body and a hinged door U for the opening in the drop portion. The door T may be supported in any suitable manner, such as by providing a rail V, secured to the top B, and hangers W, slidingly engaging said rail and secured to the door T. The doors U are hinged so as to be adapted to swing inward into adjacence to the wall of the drop portion.

It will be readily understood from the description above given that the body may be shipped in knockdown condition and may then be assembled by simply placing the parts in proper relation and clamping them together by the stay-bolts R and S. When thus assembled, a very strong structure is produced, resulting both from trussing of the platform by the superstructure and also from the draft connection between the front axle and the drop portion of the platform. At the same time, as the body is supported by springs upon both front and rear axles, an easy riding quality is insured.

What I claim as my invention is—

In a knockdown drop-body vehicle, the combination with a platform having a central dropped portion, of forward and rear axles, springs for supporting said platform upon said axles, a reach connection between said forward axle and the dropped portion of said platform, and a superstructure comprising panels arranged forward and rear of said dropped-portion front and rear cross-panels, a top connecting said panels and stay-bolts extending from said top through said platform adjacent to the opposite ends thereof and said dropped portion, said bolts being adapted to detachably clamp said panels between said top and platform and form a truss for the latter.

In testimony whereof I affix my signature in presence of two witnesses.

ALBERT G. NORTH.

Witnesses:
R. G. SOPER,
H. G. HAMILTON.