S. A. MOORE.

CARRIAGE BODY.

APPLICATION FILED NOV. 5, 1908.

913,537. Patented Feb. 23, 1909.

Fig. 2.

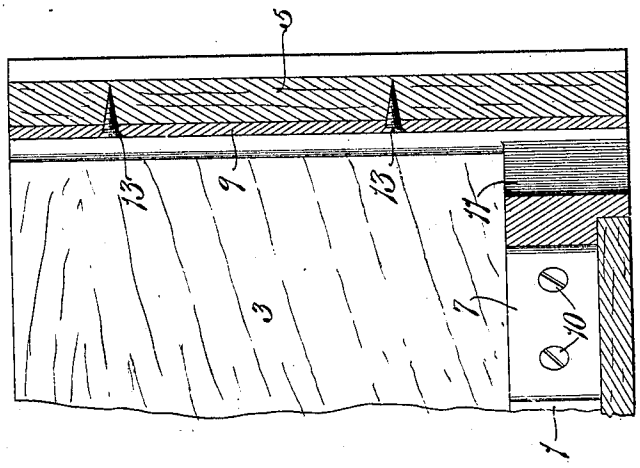
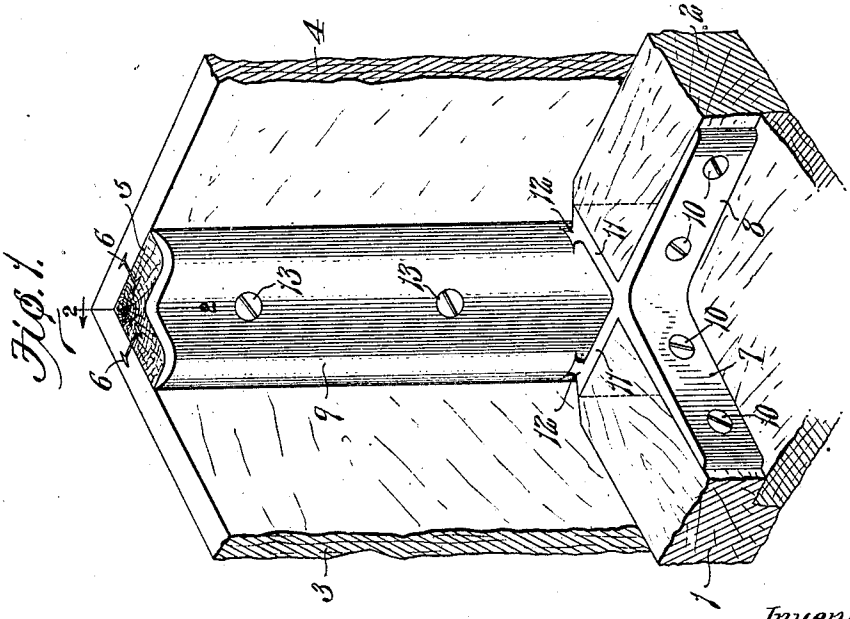



Fig. 1.




Witnesses:
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# UNITED STATES PATENT OFFICE.

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## CARRIAGE-BODY.

No. 913,537. Specification of Letters Patent. Patented Feb. 23, 1909.

Application filed November 5, 1908. Serial No. 461,213.

*To all whom it may concern:*

Be it known that I, SAMUEL A. MOORE, 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 vertical sectional view taken on the line 2—2 of 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 as has heretofore been the practice, 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 outside faces of the wings 7 and 8 by suitable fastening devices 10, and the ends of said sills butt against devices 11 carried by the member 9 and disposed at approximately right angles to the wings 7 and 8, said wings and devices coöperating with each other to form two substantially L-shaped portions to which the sills are connected. Preferably, the wings 7 and 8 are formed integral with the abutment devices 11, and said devices 11 are integrally connected to the member 9 by means of webs 12.

The sills are arranged outside of the wings 7 and 8 and will expand outwardly when they become wet but this expansion will not spread the panels apart where they are mitered together, and thus open up the joint at the corner of the body, because the sills do not contact with the portions of the panels that are adjacent to the joint between said panels, nor do the sills contact with each other or have any direct connection with each other. That is to say, the sills 1 and 2 do not lap and extend to the corner of the body but they terminate quite a distance from said corner so that the portions of the panels adjacent to the joint or corner do not bear upon the sills and the sills do not contact with each other. Consequently, when said sills swell or expand they exert outward pressure on the panels at points located some distance from the miter joint between the panels, the point of contact between the panels and sills being located far enough away from the joint between said panels to enable the panels to bend outwardly without spreading them apart at the miter joint between them.

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.

The panels of a carriage body constructed in the manner above described will not spread apart and thus open up the joints at the corners of the body when the sills become wet and, as there is a space between the metal member 9 and the portions thereof to which the sills are connected, water or dirt cannot collect at the inside corners of the

body. Furthermore, my improved construction is very strong and rigid as the side sills, end sill, and corner post are securely connected together by a metallic member.

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

1. A carriage body provided with a side sill and end sill arranged out of contact with each other, and a metallic member having portions to which said sills are connected; substantially as described.

2. A carriage body provided with a corner post, a side sill and an end sill arranged out of contact with each other, and a metallic member secured to said corner post and having portions to which said sills are connected; substantially as described.

3. A carriage body comprising a corner post, a metallic member secured to said corner post and having laterally projecting portions, a side sill and an end sill connected to said portions and being so arranged relatively to each other that they do not contact, and side panels connected to said corner post; substantially as described.

4. A carriage body comprising panels mitered together to produce a square corner, a corner post arranged inside of said panels and connected thereto, a metallic member secured to said corner post and provided with laterally projecting wings, and sills connected to said wings and so disposed relatively to each other that they do not contact or bear upon each other; substantially as described.

5. A carriage body having a corner post, a metallic member secured to said post and provided adjacent its lower end with wings, sills connected to said wings, and devices on said member disposed at approximately right angles to said wings to form abutments for the ends of said sills; substantially as described.

6. A carriage body comprising a corner post, panels connected to said corner post and mitered together, a metallic member secured to said corner post and having laterally projecting wings, and sills connected to said wings and terminating some distance away from the corner post; substantially as described.

7. A carriage body having a corner post, a metallic member connected to said corner post and provided with two L-shaped portions, and sills fitting into said L-shaped portions; substantially as described.

8. A carriage body having a corner post, a metallic member connected to the inside face of said corner post and provided with laterally projecting wings and portions disposed at approximately right angles to said wings, and sills butting against said portions and connected to the outside faces of said wings; substantially as described.

9. A metallic member adapted to be used in a carriage body and comprising a portion to which the corner post of the body is connected, wings to which the sills of the body are connected, and portions disposed at approximately right angles to said wings to form abutments for the ends of said sills; substantially as described.

10. A carriage body comprising panels connected together to produce a square corner, a corner post arranged inside of said panels, a metal member secured to said corner post and provided with an integral sill-attaching portion, an opening being formed between said sill-attaching portion and the body portion of said metal member, and sills connected to said sill-attaching portion; substantially as described.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this second day of November 1908.

SAMUEL A. MOORE.

Witnesses:
WELLS L. CHURCH,
GEORGE BAKEWELL.