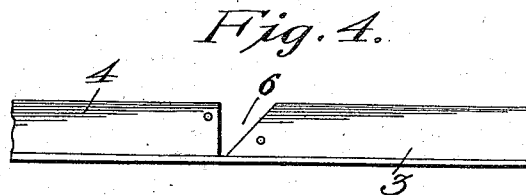
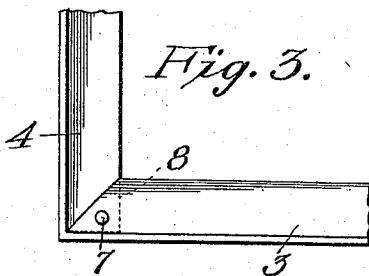
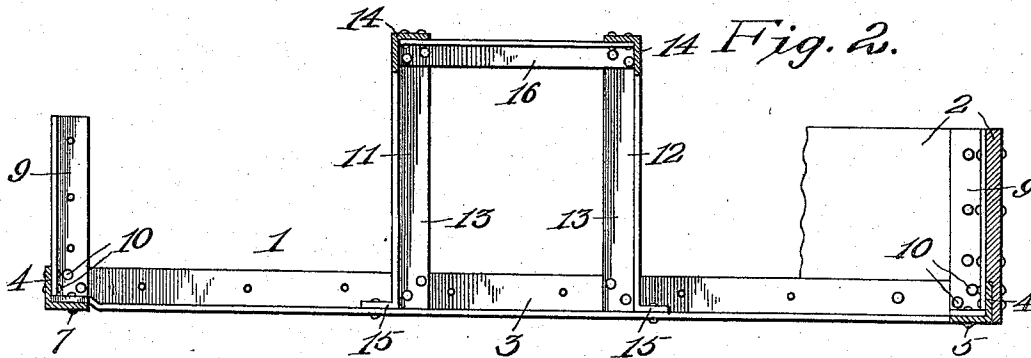
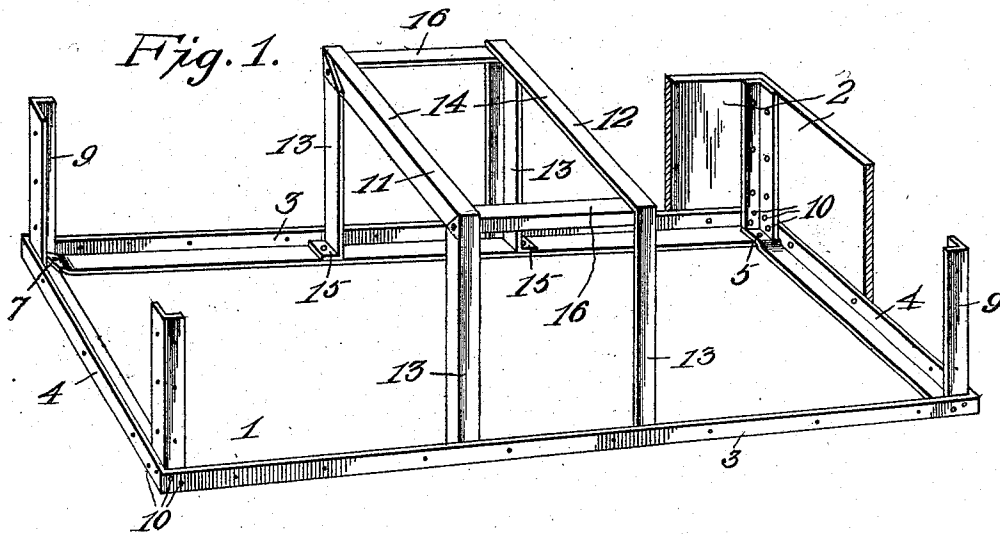


E. W. CROSBY.
 VEHICLE BODY.
 APPLICATION FILED JULY 9, 1908.

939,478.

Patented Nov. 9, 1909.



Witnesses

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EUGENE WILLSON CROSBY, OF SHEFFIELD, ALABAMA.

VEHICLE-BODY.

939,478.

Specification of Letters Patent.

Patented Nov. 9, 1909.

Application filed July 9, 1908. Serial No. 442,788.

To all whom it may concern:

Be it known that I, EUGENE W. CROSBY, a citizen of the United States, residing at Sheffield, in the county of Colbert and State of Alabama, have invented certain new and useful Improvements in Vehicle-Bodies, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to improvements in bodies for wagons and other vehicles and it consists of the novel features of construction and the combination and arrangement of parts hereinafter described and claimed.

The object of the invention is to provide a body or body frame for a wagon, buggy, or the like, which is composed of angle metal bars securely jointed and fastened so that the structure will be exceedingly rigid, strong and durable.

The above and other objects of the invention are attained in its preferred embodiment illustrated in the drawings, in which—

Figure 1 is a perspective view of the improved vehicle body; Fig. 2 is a longitudinal section; Fig. 3 is a detail view of one of the corners of the frame; and Fig. 4 is a similar view showing the manner in which one of the angle bars is cut to make the corner joint shown in Fig. 3.

My improved wagon, buggy or other vehicle body consists of a body frame 1 and a covering 2 of wooden panels or the like. The body frame is constructed entirely of angle steel or other metal bars and consists of a rectangular bottom frame, upright corner posts, front and rear inverted U-shaped seat frames and connecting bars between said seat frames. The base frame is formed from a single piece of angle metal and consists, preferably, of parallel side rails or bars 3 and similar end rails or bars 4, the corner joint at three of the corners of the frame being formed as shown in Figs. 3 and 4 of the drawings and the joint at the fourth corner where the ends of the angle bar are united is formed by having the vertical flanges of said ends abut and their horizontal flanges overlapping and united by a rivet or similar fastening 5.

The corner joint shown in Fig. 3 is formed by making a substantially V-shaped notch or cut 6 in the horizontal flange of the angle bar at the point where the vertical flange is to be bent to produce a corner and passing a rivet or similar fastening 7 through the cut

portions of the horizontal flange, which portions overlap as shown at 8 when the bar is bent. Each of the angle metal corner posts or uprights 9 is arranged in one of the corners of the bottom or base frame and has its flanges riveted or similarly secured as at 10 to the vertical flanges of the bars or rails 3, 4. Instead of joining the ends of the angle bar which forms the bottom frame at one corner of said frame, said ends may be united at the center of one of the end bars of the frame. The inverted U-shaped front and rear seat frames 11, 12 which are formed from a single piece of angle metal by cutting, bending and securing the same to provide corner joints similar to the one shown in Fig. 3 and to provide upright seat posts 13 and connecting horizontal bars 14. The longitudinally extending flanges of the post 13 are riveted to the vertical flanges of the side bars 3 while the transversely extending flanges of said post 13 are bent at right angles as shown at 15 and riveted to the horizontal flanges of said side bars 3. The upper corners of the seat frames 11, 12 are united by angle metal connecting bars 16 each having an inwardly extending horizontal flange and a downwardly extending vertical flange, their ends being arranged in said corners of the frames 11, 12 and riveted as shown in Figs. 1 and 2.

Having thus described my invention what I claim is:

1. In a vehicle body, a rectangular bottom frame having side and end bars formed from a single piece of angle metal, said angle metal having its horizontal flanges cut and its vertical flanges bent to cause the cut portions of the horizontal flanges to overlap, the horizontal flanges at the ends of the angle metal being also overlapped, vertical fastenings passed through the overlapping portions of the horizontal flanges, and corner posts secured in and rising from the corners of said bottom frame.

2. In a vehicle body, a rectangular bottom frame having side and end bars formed from a single piece of angle metal, said angle metal having its horizontal flanges cut and its vertical flanges bent to cause the cut portions of the horizontal flanges to overlap, the horizontal flanges at the ends of the angle metal being also overlapped, vertical fastenings passed through the overlapping portions of the horizontal flanges, angle metal corner posts having their lower ends set in

the corners of the bottom frame and secured
to the vertical flanges of the latter, a seat
frame consisting of front and rear inverted
U-shaped members each formed from a sin-
5 gle piece of angle metal, the depending ends
of said members being engaged with the an-
gular side bars of the bottom frame and hav-
ing their extremities bent outwardly at right
angles and secured to the horizontal flanges
10 of said angular side bars, and horizontal an-

gle metal connecting bars arranged between
the U-shaped members and secured in the
upper corners of the same.

In testimony whereof I hereunto affix my
signature in the presence of two witnesses. 15

EUGENE WILLSON CROSBY.

Witnesses:

E. E. DOUD,
CHAS. DOUD.