T. M. SHOTTS.

CARRIAGE.

APPLICATION FILED MAR. 10, 1909.

1,038,976.

Patented Sept. 17, 1912.

2 SHEETS—SHEET 1.

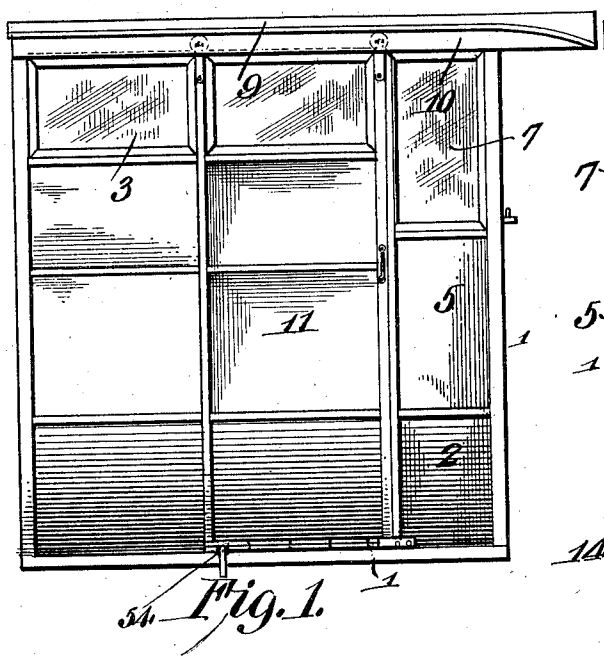


Fig. 1.

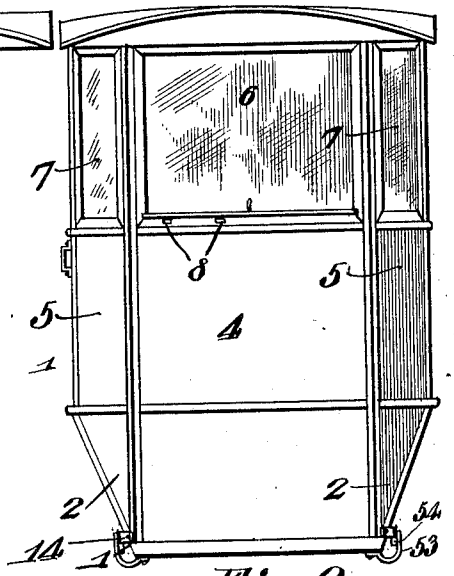


Fig. 2.

Fig. 3.

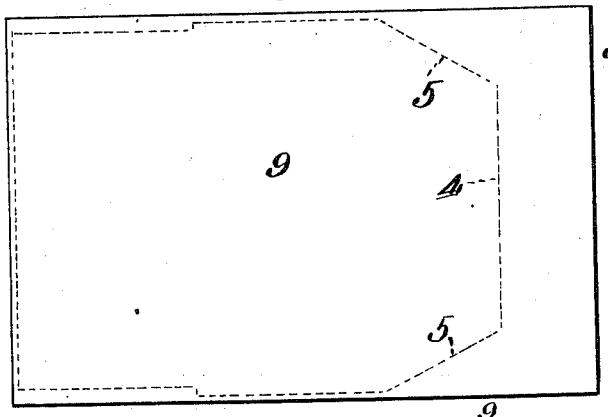
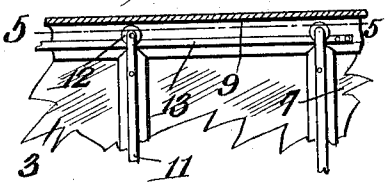


Fig. 4.



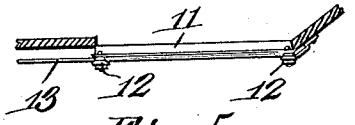
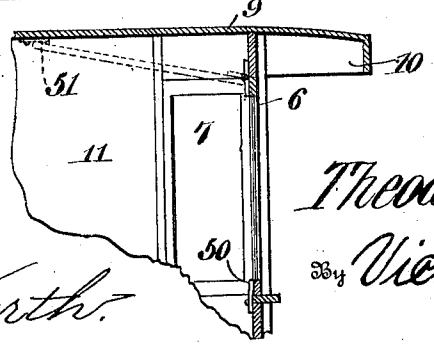


Fig. 5.

Fig. 6.



Witnesses

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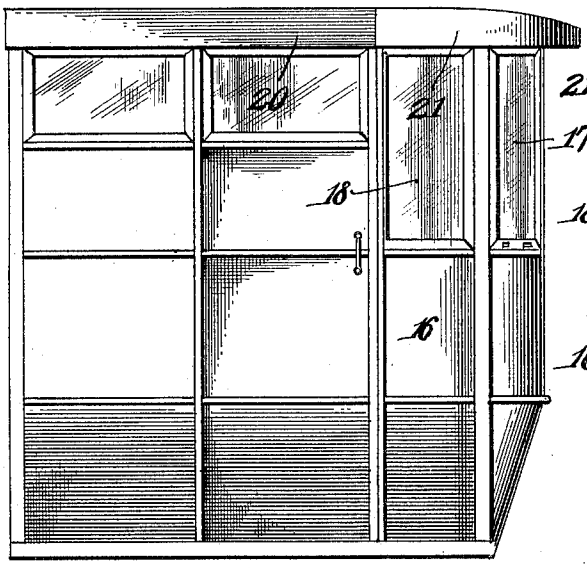


Fig. 8.

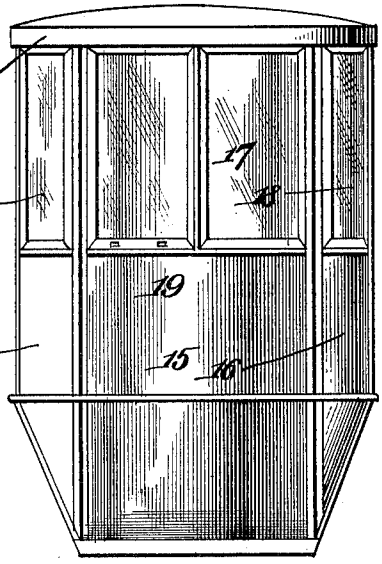
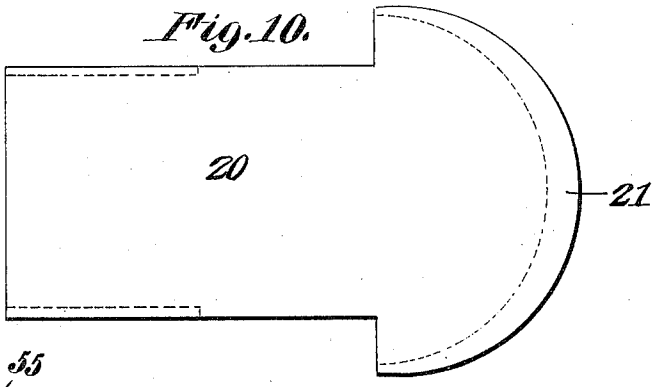


Fig. 9.

Fig. 10.



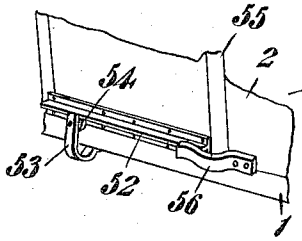


Fig. 7.

Witnesses

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CARRIAGE.

1,038,976. Specification of Letters Patent. Patented Sept. 17, 1912.

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To all whom it may concern:

Be it known that I, THEODORE M. SHOTTS, a citizen of the United States, residing at New Richmond, in the county of Montgomery and State of Indiana, have invented new and useful Improvements in Carriages, of which the following is a specification.

This invention relates to vehicle bodies, and is particularly directed to wagon or carriage bodies having an oriel front and sides so inclosed as to provide an element excluding body.

With the above and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and arrangement of parts hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the invention and in which,

Figure 1 is a side elevation of a vehicle body constructed in accordance with the present invention. Fig. 2 is a front elevation of the same. Fig. 3 is a top plan view of the same. Fig. 4 is a detail sectional view illustrating the method of mounting the sliding doors upon the track adjacent the roof of the body. Fig. 5 is a detail horizontal sectional view upon the line 5—5 of Fig. 4. Fig. 6 is a vertical longitudinal section of the forward portion of the vehicle body, illustrating a method of sustaining the front window in an open position. Fig. 7 is a detail perspective view illustrating the manner of supporting the lower portion of one of the sliding doors and sustaining the same in closed position. Fig. 8 is a side elevation of a slightly modified form of the body. Fig. 9 is a front elevation of the same. Fig. 10 is a top plan view of the same.

Like numerals of reference designate similar parts throughout the several views.

In the drawings, and referring particularly to Figs. 1 to 7 inclusive, the numeral 1 designates the body of a vehicle, such as the carriage or wagon. This body 1 is preferably constructed of a plurality of panels, as illustrated in the said figures of the drawings, and has its sides provided at their lower portions with inclined inwardly extending faces or panels designated by the numeral 2. The straight or vertical walls of the sides of the body 1 have their upper portions each provided with a suitable sash 3 which is adapted to be received within a pocket formed within the portion of the side directly below the said sash when the latter is in its lowered position, thus providing a ventilating opening as well as affording means whereby the occupant of the vehicle may gaze upon either side of the road over which the vehicle is propelled. The front 4 of the vehicle body is semi-hexagonal, having its forward portion substantially straight and its side portions 5 arranged at an angle and communicating with the forward sides of the body. The front wall 4, as well as the angular portions 5 are each provided with suitable sashes 6 and 7. The sashes 6 and 7 may be arranged within suitable pockets provided by the members 4 and 5 or the sash 6 may be hinged at its top, as illustrated in Fig. 6 of the drawings and may be sustained in its closed position through the medium of a suitable catch 50 or in its open position, as designated by the dotted lines in the said figure by a similar catch 51 secured to the top of the vehicle. The central sash 6 has its lower panel provided with a pair of spaced openings 8 which are adapted to serve as a means whereby the reins provided upon the harness of the animal propelling the vehicle may be inserted within the vehicle without allowing the entrance of a superfluous amount of air.

The numeral 9 designates the top of the device. This top comprises substantially a rectangular member rounded from its center toward its sides and adapted to project a suitable distance beyond the front 4 of the body so as to protect the opening provided for the sashes within the said front, from inclement weather or from the rays of the sun. The top 9 is adapted to extend a slight distance beyond each of the sides of the body and is provided adjacent its side edges with depending strips 10, which are adapted to be connected with the vertical strips of the frame of the body at the forward end of the said body and also at the rearward end thereof, thus providing a space between the strips and the sides of the body which is adapted for the reception of the sliding doors 11. The doors 11 are each provided with a pair of rollers 12 at their upper portions which are suitably offset to engage a longitudinally extending track 13 positioned upon the interior of the vehicle and adjacent the top thereof. The lower portion of the doors 11 are each provided

with an outwardly extending track 52, and the body of the vehicle is provided with substantially U-shaped spring arms 53 adapted for the reception of suitable rollers 54 which engage the under surface of the track to resiliently support part of the weight of the door and to provide an anti-frictional bearing for the door when the same is slid in either an open or a closed position and as the extension of the U-shaped members contact the tracks of the doors they at the same time serve as a means for forcing the said doors inwardly against the body of the vehicle. The doors 11 are each provided with vertical stiles 55, and one of these stiles is adapted to be contacted and engaged by a spring member 56 positioned upon the body of the vehicle and in the path of the sliding door. By this arrangement it will be noted that the doors 11 may be easily and quickly opened or closed without jar or friction and that the catch 56 will readily engage the stile 55 and secure the door in its closed position.

The vehicle body is preferably constructed of metallic panels but I do not wish to limit myself to the precise material employed and from the above description, taken in connection with the accompanying drawings it will be noted that I have provided an effective body for vehicles which thoroughly excludes the elements and at the same time is so constructed and arranged as to allow the occupant a full view of all sides of the roads over which the vehicle is drawn. It will also be noted that when the sashes and doors of the vehicle are closed the body can be retained at a sufficiently warm temperature to allow the occupant of the vehicle to withstand the severest cold, and it will be still further noted that the inclined lower portions 2 of the sides not only serve as means for allowing the front wheels of the vehicle to describe a large arc of a circle but also serve the double purpose of acting as deflectors for snow or rain beating against the vehicle as well as increasing the seating capacity of said vehicle.

In Figs. 8 to 10 inclusive, I have illustrated a slightly modified form of the device. In these figures the sides and sliding doors are constructed precisely similar to those previously described, but the front is constructed substantially in the form of a semi-circle. The semi-cylindrical front is made up in segments, comprising a front proper, designated by the numeral 15 and sides designated by the numerals 16. The sides 16 have their lower portions inclined toward the bottom of the front 15 and the body of the front is provided with an upper cut away portion or opening adapted for the reception of sliding sashes 17 and 18. These sashes may be provided with suitable handles whereby the same may be swung to an open position when desired or the said sashes may be hinged and retained in position when either opened or closed in a manner similar to that described in connection with the sash 6. The lower bar of the sash 17 is provided with suitable spaced openings, similar to the openings 8, heretofore described and these openings 19 are adapted for the reception of the reins secured upon the draft animal connected with the vehicle.

The numeral 20 designates the top of the body. This top is suitably rounded so as to slope from its center toward its side and front edges and the front or forward portion of the top is enlarged, as clearly shown in Fig. 10 of the drawings. This enlarged portion, designated by the numeral 21 is adapted to serve as an effective hood or shield for the sashes upon the semi-cylindrical front of the body.

While I have illustrated and described the preferred embodiment of the invention, as it now appears to me, it is to be understood that I do not limit myself to the precise structural details herein shown and described, as minor changes within the scope of the following claim may be resorted to if desired.

Having thus fully described the invention what is claimed as new is:

In combination with a vehicle body having door openings provided in its sides, doors slidable in the openings, a longitudinally extending outwardly projecting track secured to the lower portion of each door, U-shaped spring members having one of their arms connected with the base of the body and their opposite arms each provided with a roller for engaging the under side of the track on the door, and resiliently supporting part of the weight of the door, the said arms having portions extending above the rollers normally contacting the outer sides of the said tracks for holding the doors in close contact with the vehicle body, and a resilient member for holding the doors in closed position.

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

THEODORE M. SHOTTS.

Witnesses:
W. B. SHEPHERD,
WINTERS BECKEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."