

K. S. BAXTER,
TRUCK CAB,
APPLICATION FILED NOV. 12, 1918.

1,393,071.

Patented Oct. 11, 1921.

2 SHEETS—SHEET 1.

FIG. 1

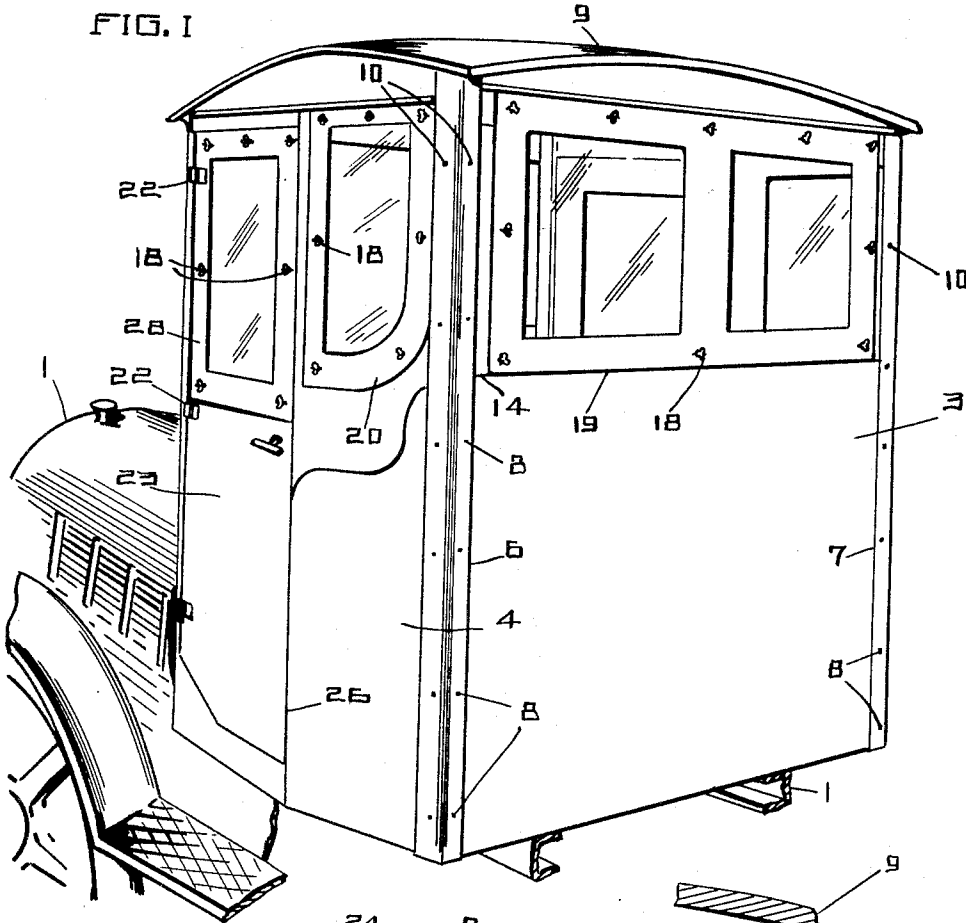


FIG. 2

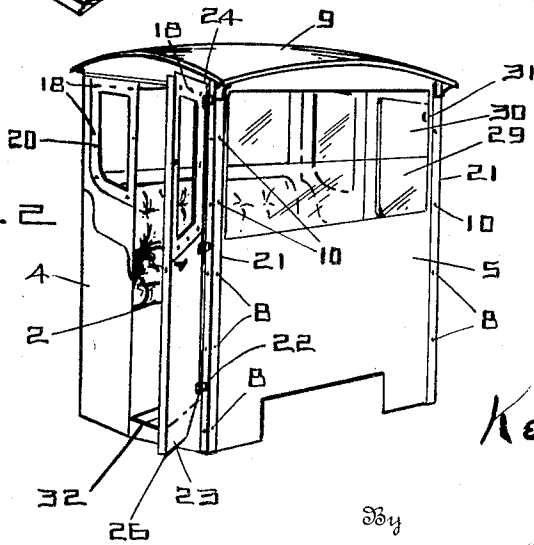
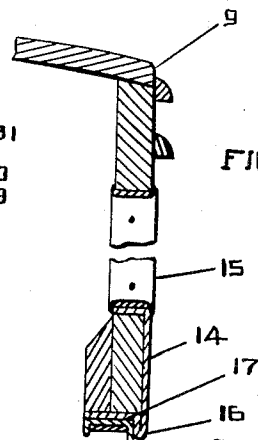


FIG. 5



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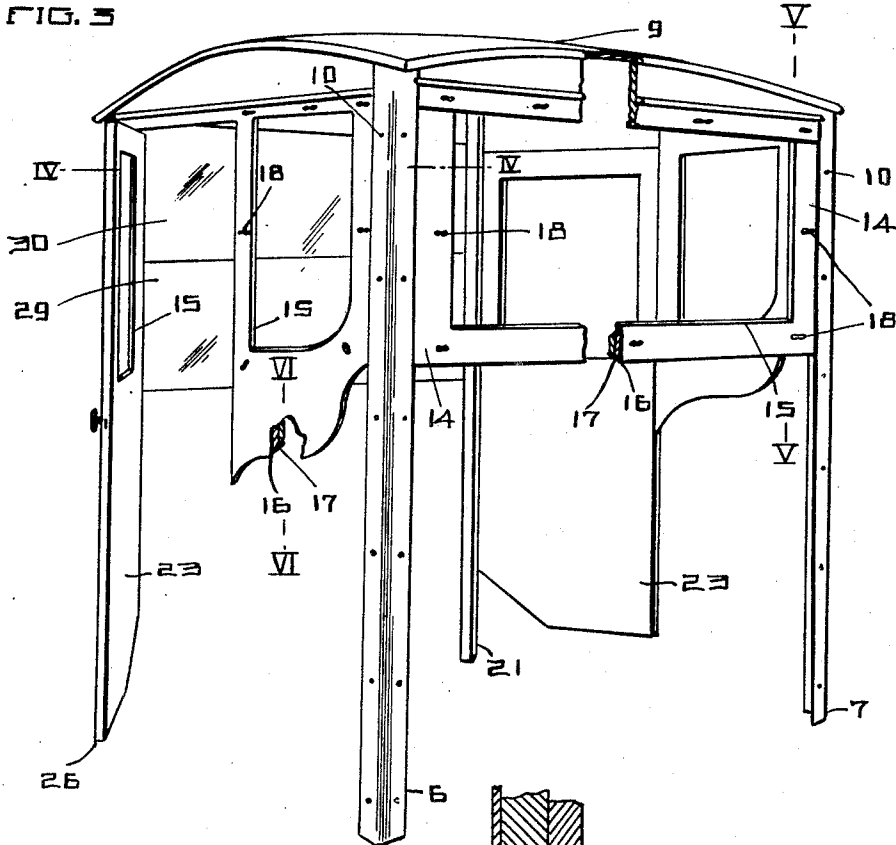
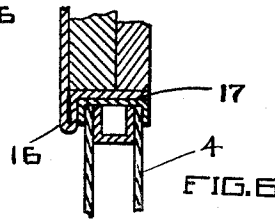
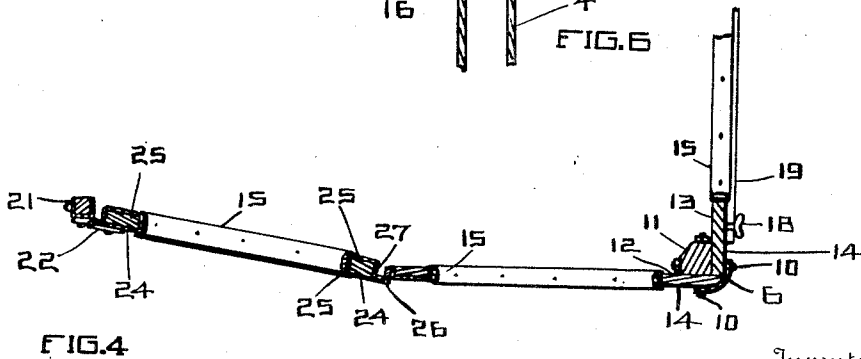
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2 SHEETS—SHEET 2.

FIG. 3



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UNITED STATES PATENT OFFICE.

KENNETH S. BAXTER, OF BRYAN, OHIO, ASSIGNOR, BY MESNE ASSIGNMENTS, TO THE SHEET STEEL PRODUCTS CO., OF MICHIGAN CITY, INDIANA, A CORPORATION OF INDIANA.

TRUCK-CAB.

93,071.

Specification of Letters Patent.

Patented Oct. 11, 1921.

Application filed November 12, 1918. Serial No. 262,125.

To all whom it may concern:

Be it known that I, KENNETH S. BAXTER, a citizen of the United States of America, residing at Bryan, Williams county, Ohio, have invented new and useful Truck-Cabs, of which the following is a specification.

This invention relates to cab structures, especially as metallic units.

This invention has utility when incorporated as a readily mountable top for converting open truck seats into closed cabs.

Referring to the drawings:

Figure 1 is a perspective view, from the rear, of an embodiment of the invention in connection with a metallic truck seat;

Fig. 2 is a perspective view, on a smaller scale, from the front, with a door swung open, of the device of Fig. 1;

Fig. 3 is a perspective view from the rear, of the top unit of Fig. 1, parts being broken away;

Fig. 4 is a section on the line IV—IV, Fig. 3;

Fig. 5 is a section on the line V—V, Fig. 3; and

Fig. 6 is a section on the line VI—VI, Fig. 3.

The truck 1 may have mounted thereon a sheet metal framed seat 2, having a back 3 extending between a pair of corners from which side arms 4 project forwardly short of the distance to a dash 5. The normal finish for the upper edge of the seat arms and back need not be disturbed in the conversion hereunder of such an open driver's station into a closed cab.

The top unit of the closed cab comprises at the rear a pair of corner embracing angles 6, 7, serving as stiffening means. Bolts 8 along these angles 6, 7, hold this structure rigid as a closed cab unit. This unit is shown as provided with a forwardly projecting roof 9. Between the angles 6, 7, the top unit is herein provided with a window frame. The building of the angles into the top unit may be by bolts 10 extending through wooden frame members 11, 12, 13. The angles are placed outside over a sheet metal exterior facing 14, which for the window framing proper may have channel finish means 15. This facing 14 on its lower free edge has a flange 16 downwardly projecting to cover the joint with the seat back and arms, while an upward and inward lap or extension of this sheet metal provides a

ledge or seat 17 for resting upon the normal finished back to sustain or carry the closed top weight, while the bolt anchored angles preclude shifting. Buttons or fasteners 18 may permit the detachable mounting of curtains or transparencies 19 in the window frame at the rear.

In the completion of the cab from a semi-inclosed, to a completely inclosed unit mounting, the window frame and facing may extend forwardly from the angles 6, 7, to conform in contour, at least as to the ledge 17 in places, for coacting with the seat arms. Fasteners 18 may permit the detachable mounting of side curtains or transparencies 20 in these forwardly extending window frames.

Downward from the forward overhanging portion of the roof 9, in completing the fully inclosed cab, there may be a pair of channels 21, each embracing an end of the dash 5 to which it is firmly anchored by bolts 8. Hinges 22 mount doors 23 to swing in closing toward the seat 2. The edge of the door 23 has sheet metal facing 24 over wooden frame 25, which has trimming flange 26 projecting therefrom. This flange 26 has an inward extension 27 approximating in form the ledge seats and flange of the top unit. This ledge 27 of the door has its joint covered by the flange 26 adjacent the front edge of the driver's seat (Figs. 4, 6). Fasteners 18 permit detachable mounting of transparencies or curtains 28 in the upper window frame providing portions of the swingable doors.

Between the channels 21 may be mounted sections 29, 30, of a windshield provided with locking pivot bearings 31 for the desired adjustments thereof.

The bottom free edges of the doors 23 have the flange 26 conceal the door joint with the driver's station floor 32, while joint shielding also occurs at the top frame of the doors.

The simplicity of the structure for attachable and detachable units gives it a range of universal adaptation for converting the open top driver's station into a cab, fully inclosed, which is rigid in use, for full response to closed cab requirements.

What I claim is—

1. The combination with a vehicle seat having sides, a back extending between said sides and forming corners therewith, of a

- cab top for attachably mounting therewith, said top having ledge portions resting on the seat sides and back and further provided with embracing means extending downward
5 from the upper portion of the top over the back and adjoining side at the respective corners of the seat, and holding means for attaching the top to the seat by anchoring the corner embracing means to said seat.
- 10 2. A driver's station for vehicles including a metallic open top seat, a dash spaced forwardly therefrom, and an attachable closed cab top having a pair of channels coacting to interlock with the dash ends for holding
15 the top fixed against any shifting as to the

dash, and a door hinged to each of said channels and swingable to closed position toward the seat.

3. A cab top attachable unit comprising a pair of dash engaging channels, a pair of 20 seat corner embracing angles, a roof carried by said channels and angles, a pair of doors mounted by the channels and extending short of reaching to the angles, a wind-
shield between the channels, and window 25 frames extending from the angles, said doors on their free edges having sheet metal facings projecting as joint covering flanges.

In witness whereof I affix my signature.

KENNETH S. BAXTER.