

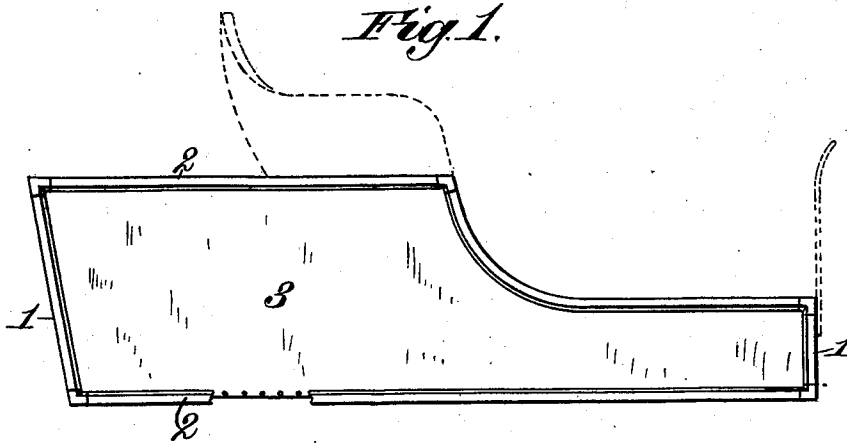
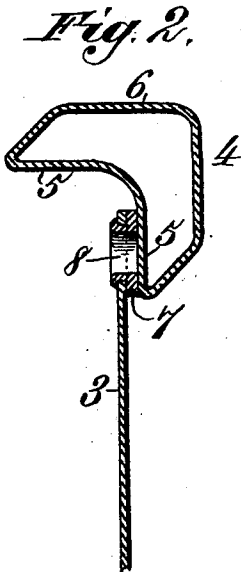
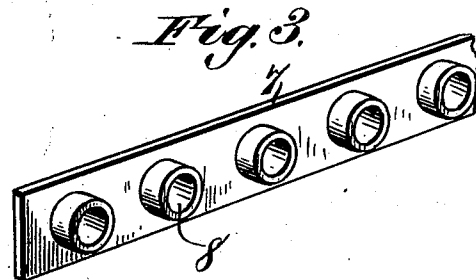
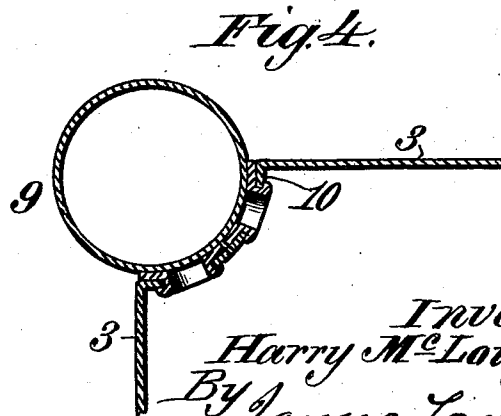
No. 722,611.

PATENTED MAR. 10, 1903.

H. McLOUGHLIN.
VEHICLE BODY.

APPLICATION FILED AUG. 9, 1902.

NO MODEL.



Witnesses.
Robert Everett.
Dennis Sumbly.

Inventor.
Harry McLaughlin.
By *James L. Norris.*
Att'y.

UNITED STATES PATENT OFFICE.

HARRY McLOUGHLIN, OF STAPLETON, NEW YORK, ASSIGNOR TO BARTON E. KINGMAN, OF NEW YORK, N. Y.

VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 722,611, dated March 10, 1903.

Application filed August 9, 1902. Serial No. 119,109. (No model.)

To all whom it may concern:

Be it known that I, HARRY McLOUGHLIN, a citizen of the United States, residing at Stapleton, in the county of Richmond and State of New York, have invented new and useful Improvements in Vehicle-Bodies, of which the following is a specification.

This invention relates to vehicle-bodies, and has for its object to provide in a metallic vehicle-body improved means for attaching the metallic panels of the body to the tubular frame in such manner that the panels and frame will be practically inseparable and will present a neat and symmetrical finish at the meeting parts or joints.

To these ends my invention consists in the features and in the construction, combination, and arrangement of parts hereinafter described, and particularly pointed out in the claims following the description, reference being had to the accompanying drawings, forming a part of this specification, wherein—

Figure 1 is a view in side elevation of a vehicle-body constructed in accordance with my invention, a part of the frame being broken away to show the edge of the panel. Fig. 2 is a transverse sectional view taken through one edge of the vehicle-body. Fig. 3 is a detail perspective view of one of the rivet-strips; and Fig. 4 is a view similar to Fig. 2, illustrating a slightly-modified form of frame.

I have illustrated in the drawings, by way of example, a buggy-body; but it will be obvious that the invention may be adopted in the manufacture of all classes or types of vehicles, such as automobiles, cabs, broughams, and wheeled carriages or vehicles in general.

Referring to the drawings, the skeleton frame of the vehicle is shown as consisting of vertical corner posts or standards 1 and longitudinal and transverse top and bottom rails or bars 2, the whole inclosing and supporting in place panels 3, the panels being rigidly secured to the frame in the manner and by the means hereinafter described. Each of the posts or standards 1 and the rails or bars 2 of the frame consists of a tube 4, of steel or other metal, compressed into the shape in cross-section shown in Fig. 2 of the drawings, whereby the inner wall is provided with two flat or straight sides or faces 5, arranged

at right angles to each other, and its outer wall 6 is given a rounded or bead-like and beveled configuration, which presents a neat, finished, and ornamental appearance. The posts or standards 1 and the rails or bars 2 are united at their meeting ends or corners in any suitable manner—as, for example, in the manner and by the means shown in Letters Patent granted to me on the 18th day of June, 1901, No. 676,469; but the particular means for or manner of connecting these parts together form no part of the present invention.

The edges of the panels 3 are secured to the inner sides of the skeleton frame as follows: Welded, brazed, or otherwise suitably secured to the inner walls 5 of the tubular frame are metallic strips of metal 7, each having punched or struck up therefrom a plurality of integral, hollow, cylindrical, or tubular rivets 8, as most clearly shown in Fig. 3 of the drawings. The panels 3 each have formed near their edges perforations adapted to register with the tubular rivets on the strips 7, secured to the inner sides of the frame. The panels are applied to the inner sides of the frame in such manner that the tubular rivets project through the perforations, after which the projecting ends of the tubular rivets are upset, expanded, or swaged by a suitable tool, thereby firmly clamping the panels to the frame or to the rivet-strips attached to the inner sides thereof.

Instead of compressing the tubular portions of the frame into the shape shown in Fig. 2 and above described they may consist of round or cylindrical tubes 9, as shown in Fig. 4, and in such case the rivet-strips will be transversely curved to fit the exterior of the tubes and will be brazed or welded thereto, as before set forth. When the frame is formed of cylindrical or rounded tubes, I prefer to offset the edges of the panels 3 and curve such offset portions, as at 10, to conform to the shape of the tubes, as shown in Fig. 4, whereby no crevices or clefts are left remaining between the frame and panels, in which dirt and other objectionable matter would be liable to lodge, and whereby the tubular frame is also prevented from projecting too far from the panels, which would

impart to the body a cumbersome, heavy, and ungraceful appearance. Moreover, by curving the edges of the panels in the manner described and causing said curved edges
5 to partially embrace the tubular frame additional strength is imparted to the structure.

In constructing the body in the manner described great strength and rigidity are combined with exceeding lightness, while at the
10 same time the tubular frame presents the appearance of an ornamental beading, giving to the body a handsome, neat, and ornate finish.

Having described my invention, what I claim is—

15 1. A vehicle-body comprising a tubular metallic frame, rivet-strips rigidly attached to said frame and comprising strips of metal having struck up therefrom integral tubular
20 rivets, and metallic panels having perforated edges fitted over said rivets, the projecting ends of the rivets being expanded to clamp the panels to the rivet-strips, substantially as described.

25 2. A vehicle-body comprising a tubular metallic frame, rivet - strips transversely curved to conform to the shape of the tubu-

lar frame and rigidly secured to the latter, said rivet-strips having struck up therefrom integral tubular rivets, and metallic panels having perforated edges fitted over said rivets, the projecting ends of the rivets being
30 expanded to clamp the panels to the rivet-strips, substantially as described.

3. A vehicle-body comprising a tubular metallic frame, rivet - strips transversely
35 curved to conform to the shape of the tubular frame and rigidly secured to the latter, said rivet-strips having struck up therefrom integral tubular rivets, and metallic panels having perforated edges curved to partially
40 embrace the tubular frame and fitted over said rivets, the projecting ends of the rivets being expanded to clamp the panels to the rivet-strips, substantially as described.

In testimony whereof I have hereunto set
45 my hand in presence of two subscribing witnesses.

HARRY McLOUGHLIN.

Witnesses:

W. H. CHAPMAN,
HENRY MUTHER.