

Feb. 7, 1933.

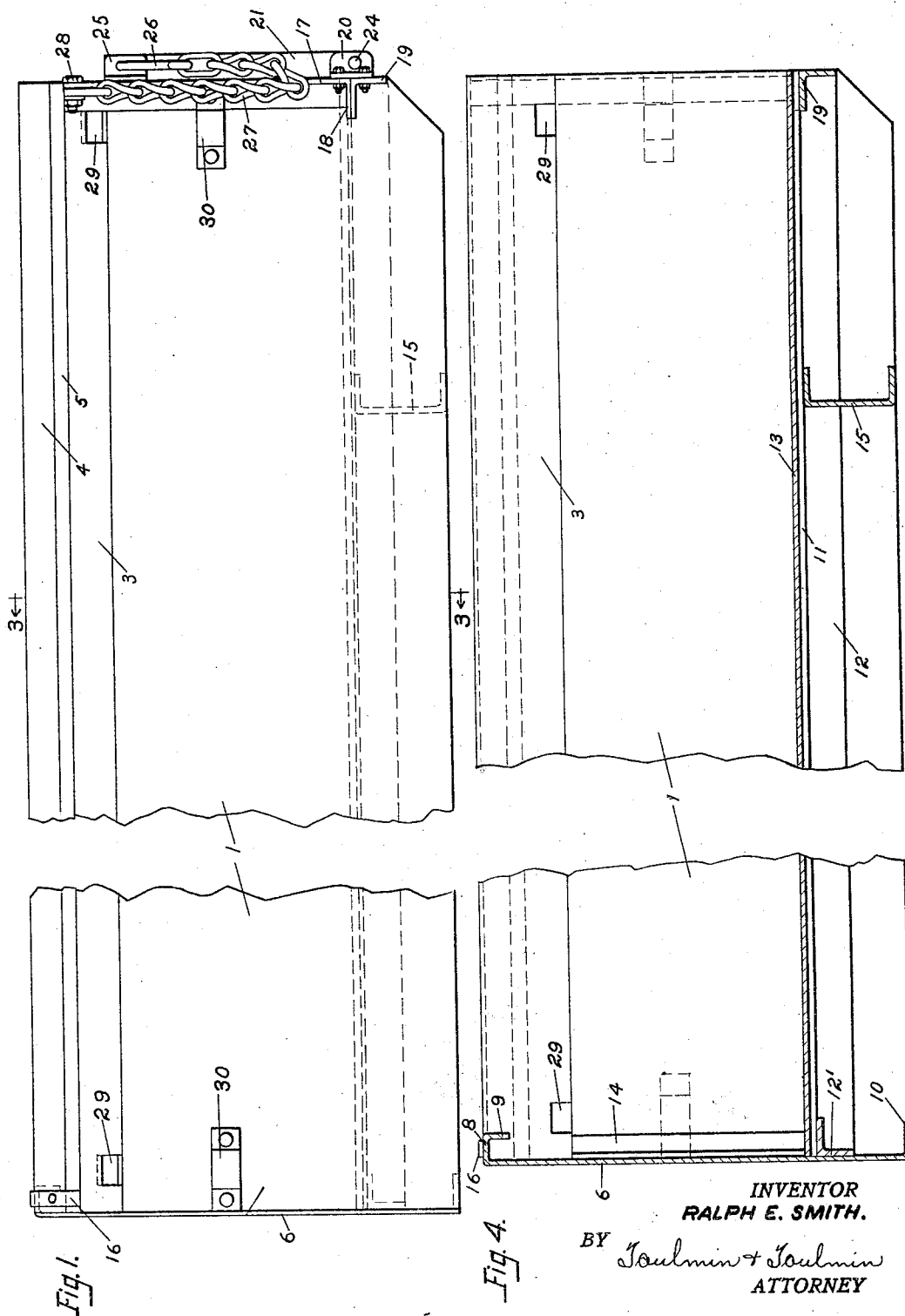
R. E. SMITH

1,896,254

DETACHABLE BODY

Filed Feb. 10, 1930

2 Sheets-Sheet 1



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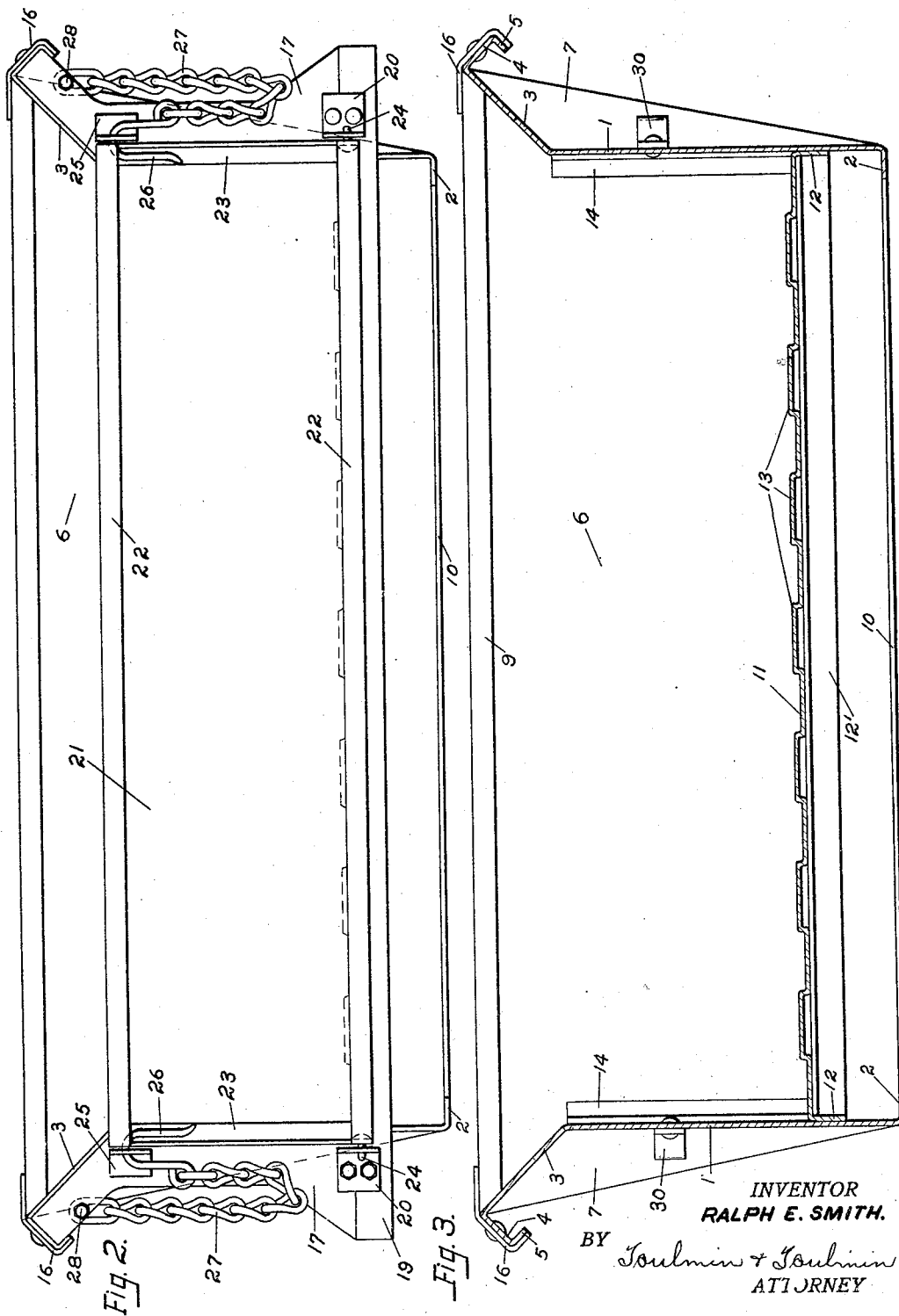
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UNITED STATES PATENT OFFICE

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DETACHABLE BODY

Application filed February 10, 1930. Serial No. 427,144.

This invention relates to improvements in detachable bodies adapted to be used as a light weight slip-on or pick-up body to be used on light trucks.

It is particularly the object of this invention to provide a light weight, detachable body consisting of four essential parts; two sides, a bottom and an end, each formed of a piece of sheet metal and welded together for the purpose of forming a complete body.

It is also an object of this invention, in connection with a detachable body formed of separate pieces of sheet metal united by welding, to extend beyond the margins of the body certain parts of the component pieces of the body for the formation of strengthening brackets.

It is also an object of this invention to provide, in connection with the joints uniting the parts, braces united to the parts by welding.

It is also an object of this invention to provide a detachable truck body having sides with flared upper edges and stake holes in the flared edges in line with stake loops on the sides.

These and other objects will appear from the description taken in connection with the drawings.

Referring to the drawings:

Figure 1 is a side elevation of the body detached from the truck.

Figure 2 is a rear end view showing the gate in raised position.

Figure 3 is a section on the line 3—3 of Figure 1.

Figure 4 is a partial longitudinal section showing the front end of the body and the bottom support and brace therefor.

The purpose of this invention is to provide a detachable body composed essentially of four pieces of sheet metal, all of which are rectangular or substantially so. Each side 1 of this body is formed of a single piece of sheet metal, rectangular in shape, having along one side thereof a flange 2 to form a strengthening flange on the bottom of the body. The other edge of the side is bent outward, as indicated by the numeral 3, to form a flared part of the upper part of the body.

The outer edge of this side member is bent

downward, as indicated by the numeral 4, substantially at a right angle to the part 3. The part 4 is also bent, as indicated by the numeral 5, to form a flange substantially parallel to the part indicated by the numeral 3 and at a right angle to the part indicated by the numeral 4. By this means there is formed a side member adapted to resist pressure and form a permanent and lasting side for the body.

The front end 6 of the body is formed by a substantially rectangular piece of sheet metal, being somewhat longer at the upper edge of the body than at the lower edge to form end braces 7. The lower edge of this end part is bent in to form a bottom flange 10, while the top is first folded over in a substantially horizontal position 8, and then downward as indicated by the numeral 9. The ends of the side members are welded to the end member so that these parts form a continuous body of sheet metal. The parts 8 and 9 are likewise welded to the flared upper edges of the sides so that these upper edges are thoroughly strengthened by the end.

The bottom 11 of the body is likewise composed of a rectangular sheet of metal, which has on its side edges turned down flanges 12, which are united to the sides by welding so that this bottom is integrally formed with the sides. The front end of the bottom is welded to the end 6 and supported by an angle iron 12' welded to the end and the bottom. The bottom is corrugated, as indicated by the numeral 13 to form longitudinally arranged strengthening ribs. The flanges 12 not only afford means for attaching the bottom to the sides and end, but also form brace means to more rigidly hold the sides and end in proper position.

For the purpose of strengthening the union between the sides and the end there are angular braces 14 located in the corner formed by these members, and united to them by welding. These angular braces not only serve to unite these parts together more firmly but also serve the purpose of making this part of the body stronger and more rigid so that the body as a whole will the better resist hard usage.

The general shape of the under part of the

body is rectangular with flanges extending downward from the bottom to form side braces and form means by which the body may be attached to the frame of an automobile.

5 For the purpose of attaching the body to the frame of an automobile the front end member is attached to the body of the truck by means of holes through the bottom flange 2, which accommodates bolts for attachment purposes.

10 To cooperate with the flange 2 there is arranged transverse the body, near the rear, a channel iron 15, which is welded both to the sides and the bottom for giving strength and rigidity to the part of the body to which it is attached and also to afford means by which the body may be attached to the frame of the truck. For this purpose there is also provided in one of the flanges of the channel iron, holes to receive bolts forming part of the truck frame.

In order to assist in strengthening the upper corners of the body there is attached thereto brace straps 16. These straps may be welded or they may be attached thereto by rivets or bolts. To the rear end of the body and to each rear end of the side there is welded a brace member 17, shown in Figure 2. This brace member is on the outside of the body and fits within the rectangular space formed by the upper edge of the body member. These braces are welded to the side members so that they are integral therewith, forming a rigid rear end structure. These brace members are somewhat angular in shape, with the lower lateral arm extending upwardly to form a horizontal ledge or seat 18, to which one end of an angle iron gate sill 19 is attached. These parts are all welded together so as to form one solid structure.

40 To each end of the gate sill and corresponding part of the brace is attached a gate hinge 20 by means of bolts or rivets. In the present instance bolts are shown to be used. The gate itself is indicated by the numeral 21, and is formed of a rectangular piece of sheet metal folded at each edge to form rectangular strengthening ribs 22, while at each end of the gate there is attached by means of welding an angle iron 23 which forms with the ribs 22 a frame structure surrounding the periphery of the gate.

Extending from each end of the lower edge of the gate is a pivot pin 24, which engages the hinge member 20 so that the gate may be raised and lowered, as indicated in Figure 2. For the purpose of holding the gate in locked position there is provided a bracket 25 having holes therein corresponding with similar holes in the angle irons 23 at each end of the gate, in which there fits a hook 26. When the hook is in the position shown in Figure 2 the gate is held in closed position against the rear end of the body. This hook may be slipped out of the holes and back into the hole in the gate so that the gate may drop

down and be supported in a substantially horizontal position by means of a chain 27 attached at one end to the hook 26 and at the other end to a pin or bolt 28 in the upper rear end of the body. There are two of these chains and hooks for the purpose of holding each end of the gate in either locked or horizontal position.

As shown in Figure 1 each side member is provided with a hole 29 at each end of the body, and in line with each hole is a loop 30. Each loop and its corresponding hole receives a standard to support any additional load that may be placed upon the body. The standard is supported in these members and prevented from wobbling or slipping down because of the peculiar structure of the standard at the point where it engages the loop 30.

It will be observed from the foregoing that applicant has produced a detachable body composed of a solid piece of metal, with the exception of the end gate and its immediate supporting structure. These parts are formed so that the body is strengthened longitudinally by means of a corrugated bottom and by means of flanges on the side members. It is also strengthened transversely by means of flanges on the end and also by means of the transverse channel bar. There is here produced a body that is simple, relatively light, rigid in structure, capable of enduring hardship and rough usage and meeting all kinds of demands and needs. There is also produced a body that may be easily placed on and removed from the frame of a truck. The only thing necessary is to remove a few bolts by which the body is attached to the frame of an automobile. This may be done in a few minutes.

I desire to comprehend within my invention such modifications as may be clearly embraced within my claims and the scope of my invention.

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

1. In a detachable truck body, side members, an end member welded at each end to one of the side members, a brace piece welded to each side member and to the end member at their line of union, said side members and end member having straight sides terminating in inturned flanges on their lower edges, a transverse channel iron member resting on the flanges of the side members and welded to the side member, a corrugated bottom resting on said channel iron member and welded thereto and to the side and end members, and an angle iron welded to the end member, the side members and to the bottom for supporting one end of the bottom.

2. In a detachable truck body, side members, an end member welded at each end to one of the side members, a brace piece welded to

each side member and to the end member at
their line of union, said side members and
end member having straight sides terminat-
ing in intumed flanges on their lower edges,
5 a transverse channel iron member resting on
the flanges of the side members and welded
to the side members, a corrugated bottom
resting adjacent one end on said channel iron
member and welded thereto and to the side
10 and end members, an angle iron welded to the
end member, the side members and to the
bottom for supporting the other end of the
bottom, a laterally extending brace member
welded to the other end of each of the side
15 members, and a gate sill welded to said lat-
eral brace members.

In testimony whereof, I affix my signature.
RALPH E. SMITH.

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