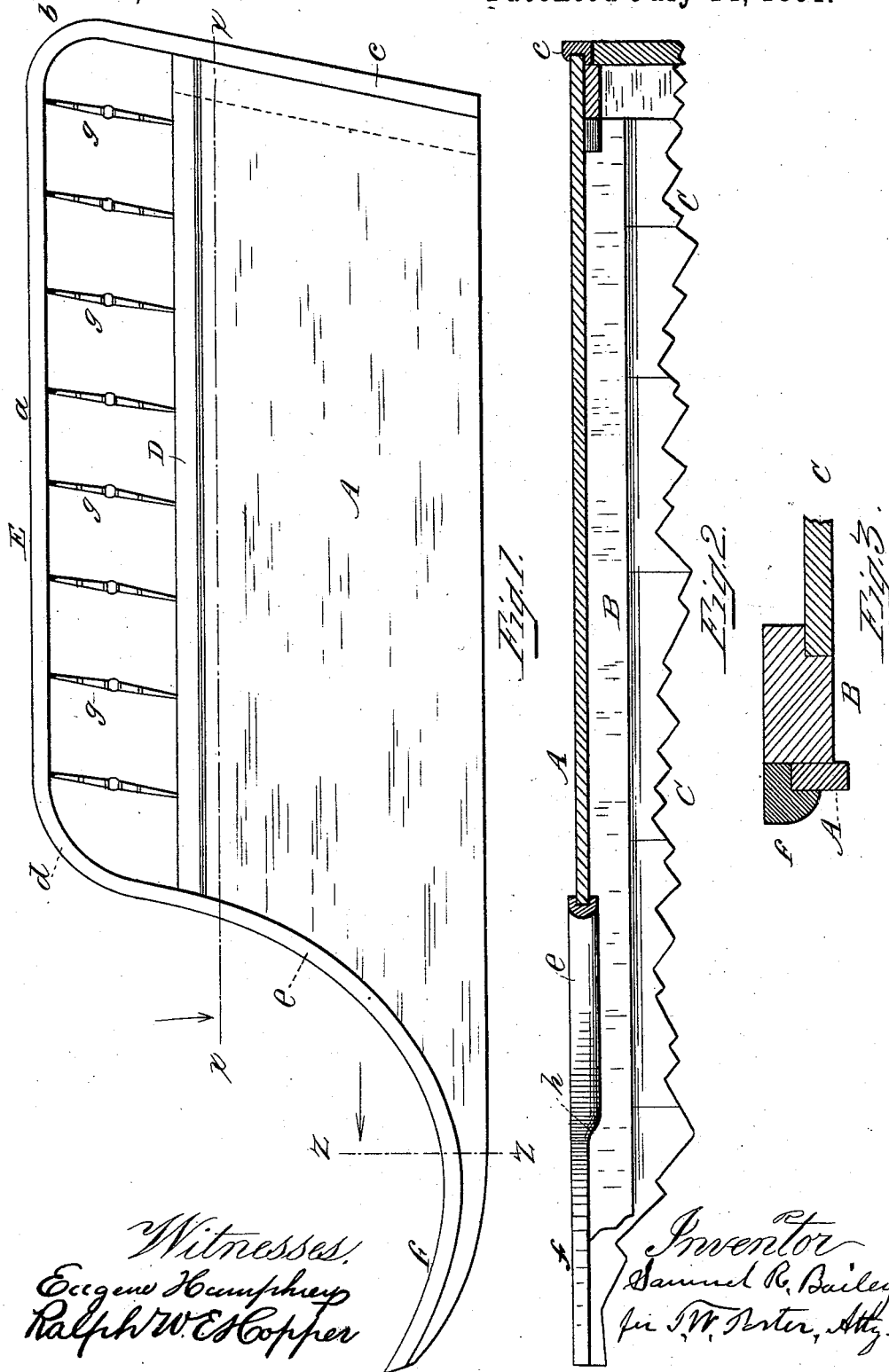


(No Model.)

S. R. BAILEY.
VEHICLE BODY.

No. 455,730.

Patented July 14, 1891.



Witnesses:
Eugene Humphrey
Ralph W. Eschopper

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UNITED STATES PATENT OFFICE.

SAMUEL R. BAILEY, OF AMESBURY, MASSACHUSETTS.

VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 455,730, dated July 14, 1891.

Application filed December 24, 1890. Serial No. 375,734. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL R. BAILEY, of Amesbury, in the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Vehicle-Bodies, which will, in connection with the accompanying drawings, be hereinafter fully described, and specifically defined in the appended claims.

In said drawings, Figure 1 is a side elevation of a vehicle-body embodying my invention. Fig. 2 is a sectional plan view, the section being horizontal and taken on line X, Fig. 1, and the view from above that line. Fig. 3 is a vertical section on line Z, Fig. 1, and viewed as from the right in that figure.

My invention relates more especially to that class of vehicle-bodies in which the sides rise to a sufficient height above the sills to constitute the seat ends, and it is especially adapted for use in bodies in which the upper section is what is known as "open-work" or "stick-work," thus constituting a "stick-seat end;" and it consists in forming the top rail, the rear corner-pillar, the front pillar, and the guard-molding of the cut-down of a single bent piece in which the panel is inserted, as will be hereinafter described and claimed.

Referring again to said drawings, A represents the side panels.

B is the side sill, and C the floor secured in B.

D is a rail that receives the upper edge of the panel.

E is my combined rail, pillar, and guard-molding, which consists of the following-described elements or parts, to wit: the rail portion proper, as *a*, which is above the panel-rail D and receives the upper ends of the sticks *g* and with the same constitutes the seat ends; the bend or curve *b* at the rear part of the rail proper, and the back pillar *c*, in the groove in which is secured the rear end of panel A, as shown in Fig. 2, the bend or curve at *d* at the front part of the rail proper, and the front pillar *e*, in the groove in which the front portion of the panel from rail D down to about line Z is inserted, as shown

in Fig. 2. The portion of E that extends forward to constitute the guard-rail *f* is reduced in thickness, as shown at *h*, Fig. 2, by removing that portion thereof that constitutes the lip upon the inner side of the panel, and so that it will have a rabbet for the panel, as shown in Fig. 3, and will, with the panel, bear against the outer face of the sill. I form this combined rail, pillar, and guard of wood that may without difficulty be bent to the required form when saturated with steam, and which will "set" and retain its curves when duly dried, oak, ash, and hickory being samples of such woods. I avoid all joints, as when the rail and pillars are of separate pieces of timber, and the cost thereof and provide a stronger, neater, and more satisfactory job than by other methods. If for want of timber of requisite length, or other reason, it was not convenient to form part E in one entire piece it could be made in two parts joined with a "scarfed" glue-joint in part *a* at some point between bend *b* and *d*; but I regard the same as of the essential nature of my invention which avoids both angles and joints at the curves, which latter are never satisfactory in first-class work.

In lieu of sticks *g*, the panel A may extend up to part *a*, or a panel may be employed to fill the space between rails D and *a*, and the height and outline of the body sides may also be varied without departing from the spirit of my invention.

I claim as my invention—

1. The combination, with seat-rail *a*, of back corner-pillar *c*, formed as part of said rail and united therewith by bend *b*, substantially in manner as specified.

2. A seat-rail, as *a*, the rear corner-pillar, as *c*, the front pillar, as *e*, and guard-rail, as *f*, formed of a single piece of timber bent and set to form, substantially as specified.

SAMUEL R. BAILEY.

Witnesses:

T. W. PORTER,
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