

No. 672,220.

Patented Apr. 16, 1901.

F. STRATTON.  
VEHICLE BODY.

(No Model.)

(Application filed Aug. 8, 1900.)

3 Sheets—Sheet 1.

Fig. 1.

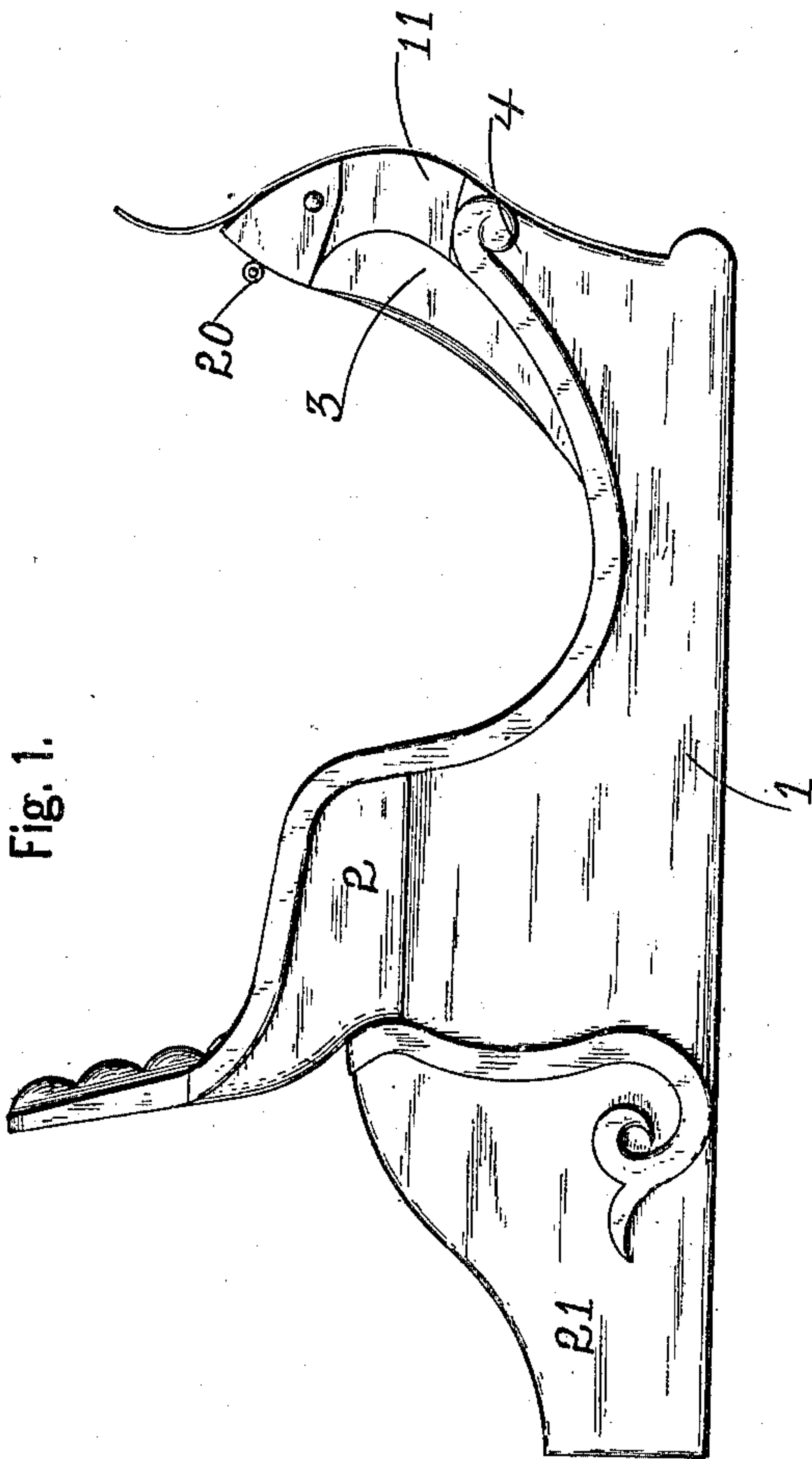
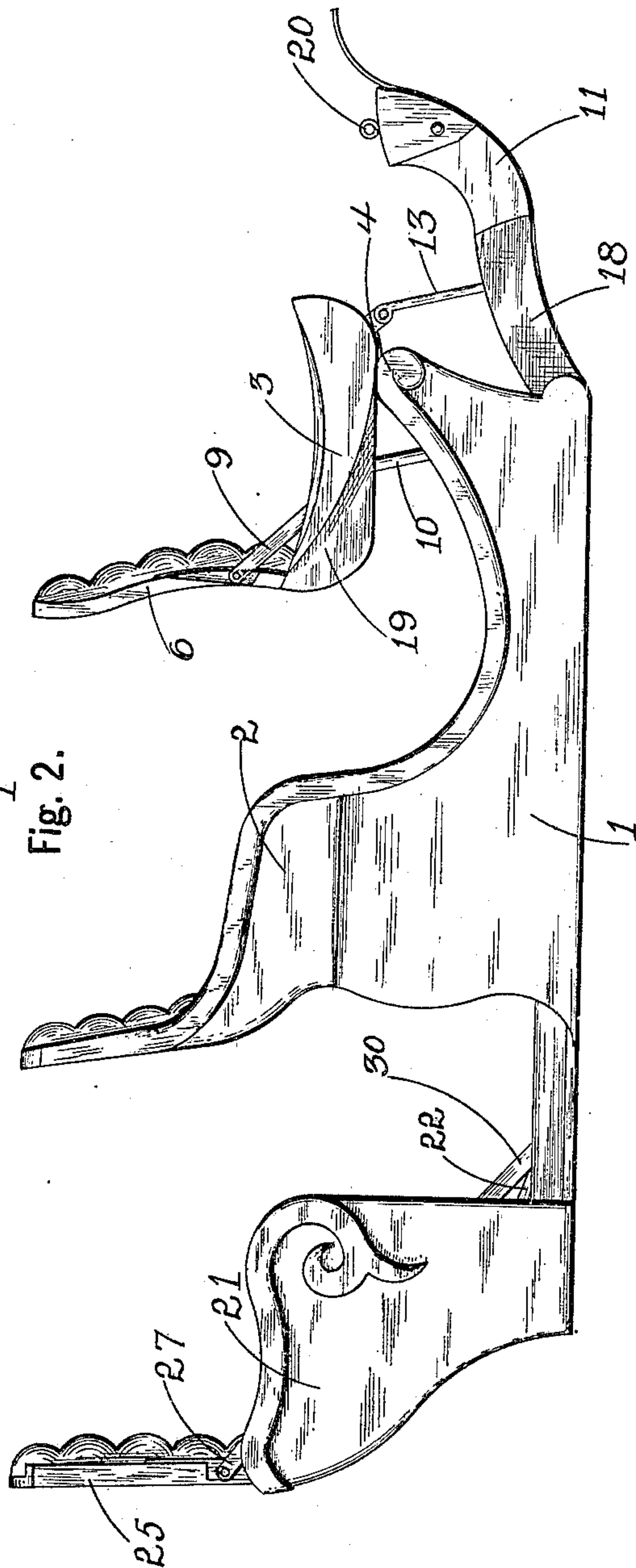


Fig. 2.



Witnesses.

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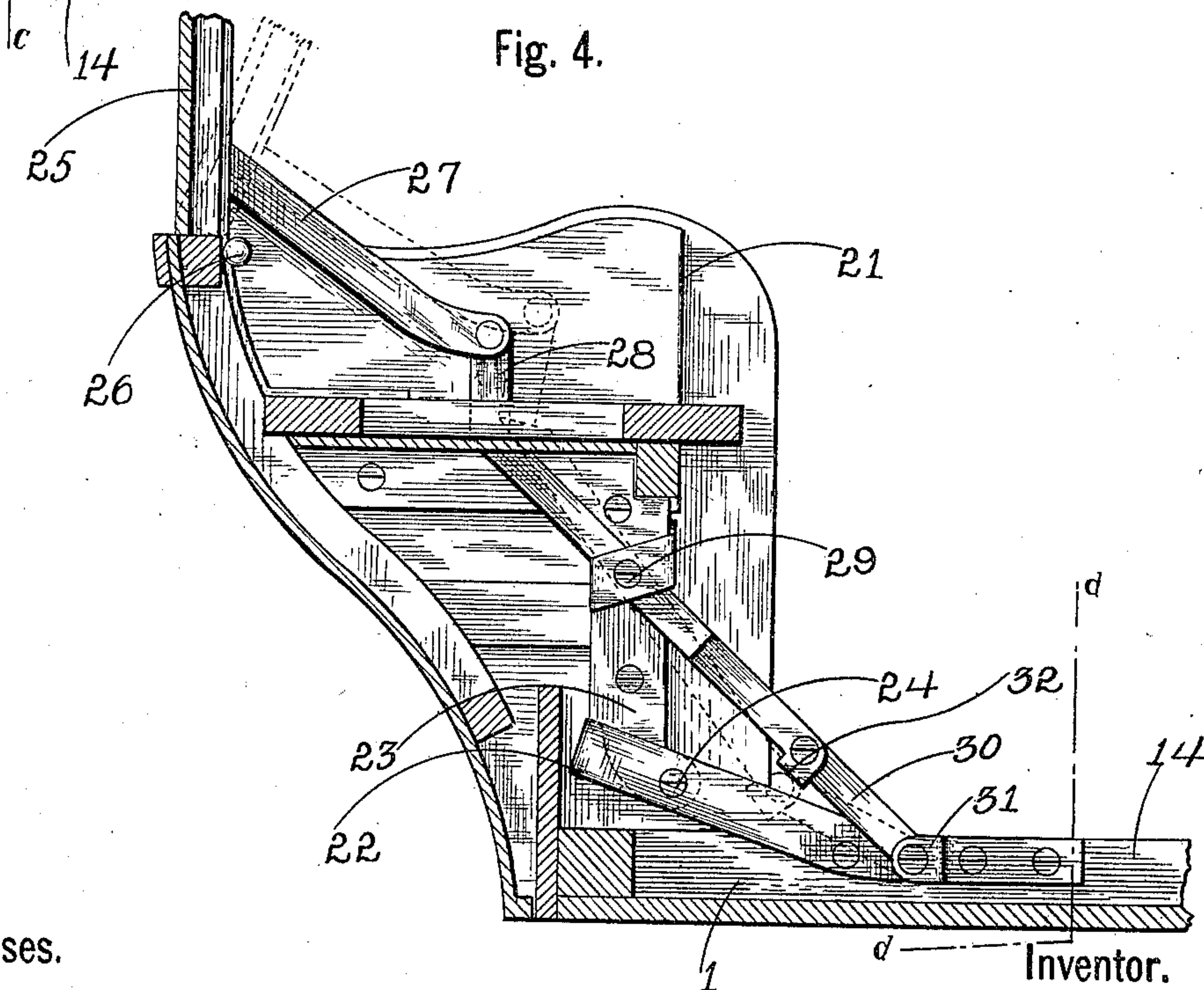
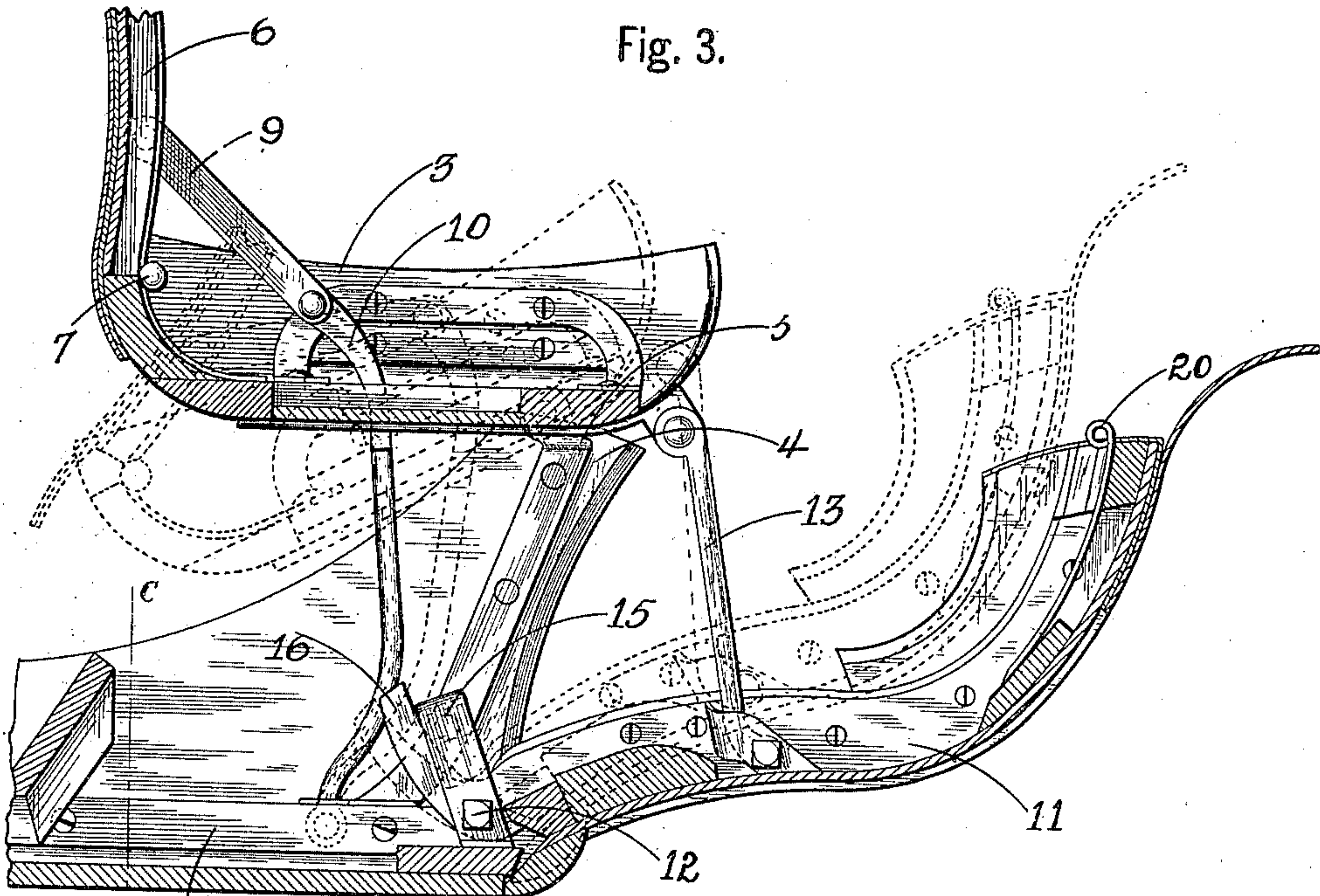
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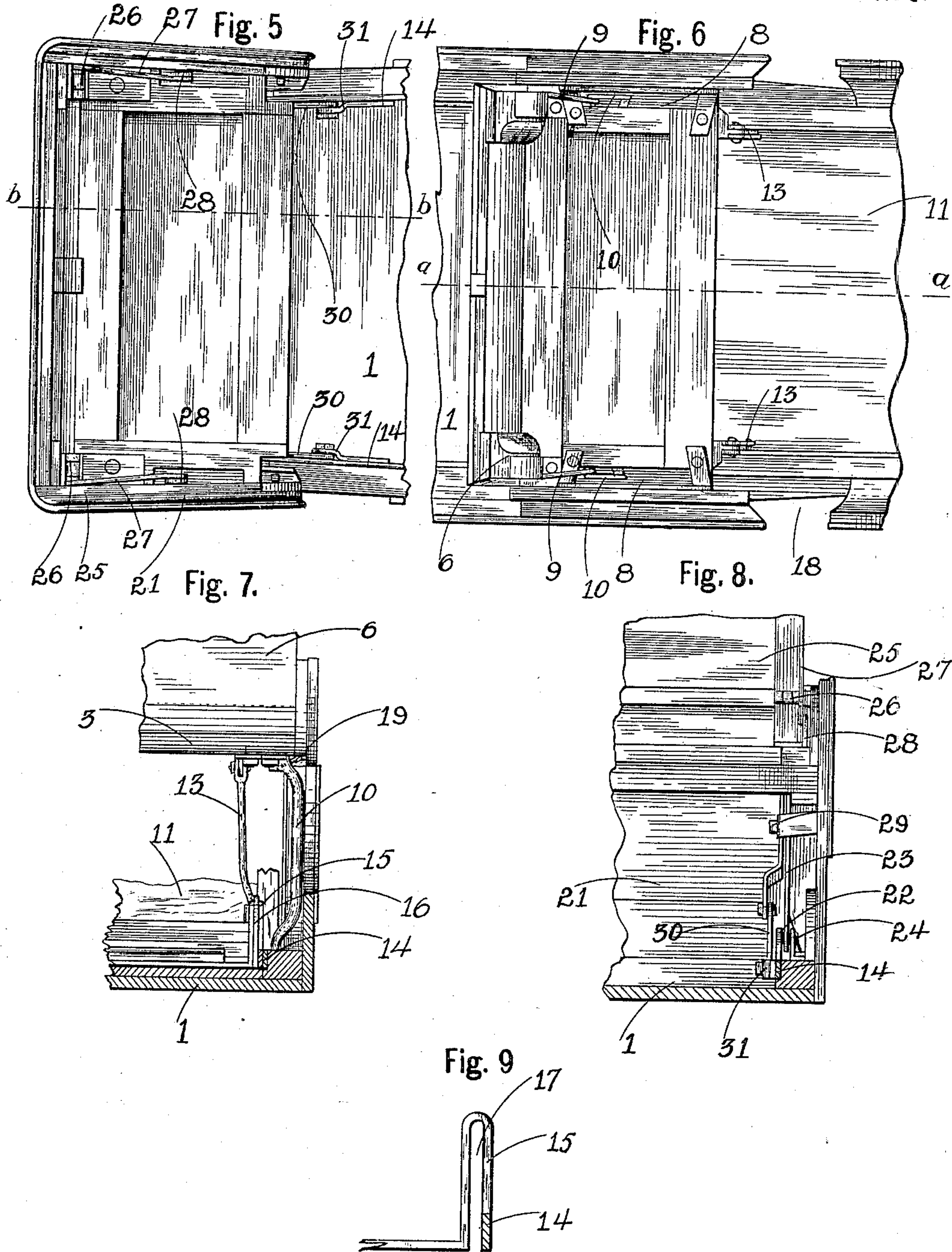
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3 Sheets—Sheet 3.



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# UNITED STATES PATENT OFFICE.

FRANKLIN STRATTON, OF BUFFALO, NEW YORK.

## VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 672,220, dated April 16, 1901.

Application filed August 8, 1900. Serial No. 26,241. (No model.)

*To all whom it may concern:*

Be it known that I, FRANKLIN STRATTON, a citizen of the United States, residing in Buffalo, in the county of Erie and State of New York, have invented a certain new and useful Improved Body for Vehicles or the Like, of which the following is a specification.

My invention relates to an improved body for vehicles or the like, in which one or more of the seats are arranged so that they can be folded down to constitute a portion of the body when not in use.

For a full understanding of the merits and advantages of the invention reference is to be had to the accompanying drawings and the following description.

The invention is susceptible to various changes in the form, proportion, and minor details of construction without departing from the principle or sacrificing any of the advantages thereof, and to a full disclosure of the invention an adaptation thereof is shown in the accompanying drawings, in which—

Figure 1 represents a side elevation of my improved body with the folding seats closed on the body. Fig. 2 is a side elevation with the folding seats in open position. Fig. 3 is a vertical longitudinal section on or about line *a a*, Fig. 6. Fig. 4 is a vertical longitudinal section on line *b b*, Fig. 5. Fig. 5 is a top plan view of a fragment of the body, showing the rear folding seat open. Fig. 6 is a top plan view of a fragment of the body, showing the front folding seat open. Fig. 7 is a vertical transverse fragmentary section on line *c c*, Fig. 3. Fig. 8 is a vertical transverse fragmentary section on line *d d*, Fig. 4. Fig. 9 is a detached fragment of the stop.

In referring to the drawings for the details of construction like numerals designate like parts.

My improved vehicle-body preferably comprises a body portion 1, having a middle stationary or permanent seat 2 and rear and forward folding seats. The forward seat is preferably formed substantially as shown in Fig. 3, having a seat portion 3, which is hinged to the forward extremes 4 of the body by the hinges 5, and a back 6, hinged to the seat portion by the hinges 7. The seat has a longitudinal slot 8 on each side, (see Fig. 6,) and a metal bar 9 is pivoted at one end to the back

6 and at the opposite end to a connecting-rod 10, which in turn is pivoted at its lower end to the wagon-body.

The dash 11 is hinged to the forward end of the body by the hinges 12, and connecting-rods 13 are pivoted to the lower forward portion of the seat and the dash on each side and act to support the forward portion of the seat from tilting down when the seat is in the open position shown in full lines in Fig. 3.

A strengthening-strip of metal 14 is preferably placed along the lower inner side of each side of the wagon-body, and the forward end is bent upon itself to form the stop 15 to limit the downward movement of the dash, a metal finger 16 projecting from the dash and extending through the opening 17 in the bent portion, the dash being tipped by the finger striking against the bent portion, substantially as shown in Fig. 3.

Portions of the dash and seat are cut away on each side at 18 and 19, (see Fig. 2,) so that they will fold closely together.

A spring-strip 20, having its end curled upon itself, is fastened to the dash and holds the forward seat and dash in their closed position, the curled end of the spring being sprung over the top of the back, as shown in Fig. 1.

The rear seat 21 folds upon the rear of the body, so as to close the same and also present a tasteful pleasing appearance to the eye, the entire seat being hinged to the rear of the body.

The rear ends of the metal strips 14 are bent upon themselves to form the portions 22, and metal strips 23 extend from the rear seat and are pivoted in the bent portions by the screws or pins 24, the opening movement of the seat being limited by the striking of the strips against the bent tops of the portions 22.

The back 25 is hinged to the rear seat by the hinges 26, and the back is held in its open position and the seat locked against a forward tilting movement by folding locking devices. These devices are arranged on each side of the seat and preferably consist of a metal bar 27, pivoted at its respective ends to the seat and to the upper end of a connecting-rod 28, which is pivoted at an intermediate point to the body by the screw or pivot 29 and at its lower end to a short bar 30, which in turn is pivoted to a metal extension or lip 31, fas-



tened to the body. The lower end of the connecting-rod is bent, so as to project over one side of the lower short bar 30 and form a stop 32, which prevents pivotal movement of the bar 30 and rod 28 with respect to each other in one direction.

The operation of the device will be easily understood from the foregoing description and drawings. The seats are locked automatically against closing when opened by the jointed rods and cannot be closed until the backs are partially folded forward. The rear seat is so hinged to the body that when in its open position ample space or foot-room is left between itself and the middle seat. The forward seat and the dash are separated sufficiently when open to leave ample foot-room and when folded together constitute a dash for the middle seat.

The principal advantages of the invention reside in the simplicity of construction, the beauty of outline and shape when in either position, the opening and closing of the several portions without disturbing the middle or permanent seat, and the positive automatic locking of the seats in their open position.

Another peculiar advantage of the device is that the back of the rear seat cannot strike against the middle seat when closing, as when the back is not tilted sufficiently by the operator to clear the middle seat the forward closing movement of the rear seat portion automatically bends the jointed rods toward each other, thereby turning the back downward a sufficient distance to avoid striking the middle seat. The jointed rods also hold the back in rigid position when the rear seat is folded down to avoid marring the adjacent parts.

I claim as my invention—

1. A vehicle or the like, having a body, a movable seat mounted on said body, a back hinged to said seat, jointed two-part locking-rods pivoted to the body and bars pivoted at their respective ends to the back and locking-rods.

2. A vehicle or the like, having a body, a hinged seat, a back hinged to said seat, rods for locking said seat in its open position and

bars pivoted to the rods and back, said rods and bars automatically folding the back when partially closed to avoid striking the body as the seat is closing upon the body.

3. A vehicle or the like, having a body, a seat hinged thereto and provided with elongated slots, a back hinged to said seat, jointed locking-rods pivoted to the body and passing through the longitudinal slots and bars pivoted to the upper ends of the rods and the back.

4. A body for vehicles and the like, having a dash hinged to its forward end, a seat hinged in the rear of the dash, connecting-rods between the seat and dash, a back hinged to the seat, and jointed locking-rods between the back and the body, as set forth.

5. A body for vehicles and the like having a dash hinged to its forward end, a seat hinged in the rear of the dash, connecting-rods between the seat and dash, a back hinged to the seat, locking-rods between the back and the body, and stops for limiting the opening movement of the seat, as set forth.

6. A body for vehicles and the like having a dash hinged to its forward end, a seat hinged in the rear of the dash, and having longitudinal slots, connecting-rods between the seat and dash, and jointed locking-rods passing through the slots in the seat and pivoted at their ends to the back and body, as set forth.

7. A body for vehicles and the like having a dash and forward and rear seats hinged thereto; said dash and forward seat being adapted to be folded together to form a front portion and the rear seat to be folded upon the end of said body to form a closed end therefor, as set forth.

8. A body for vehicles and the like having a seat and dash adapted to be folded together when the seat is not in use, to constitute a dash for the adjacent seat, as set forth.

9. A body for vehicles and the like having a hinged seat and dash adapted to be folded together when the seat is not in use.

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Witnesses:

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