No. 709,378. Patented Sept. 16, 1902.

G. W. VINSON.

VEHICLE SEAT BRACE.

(Application filed June 12, 1902.)

(No Model.)

Fig. 1.

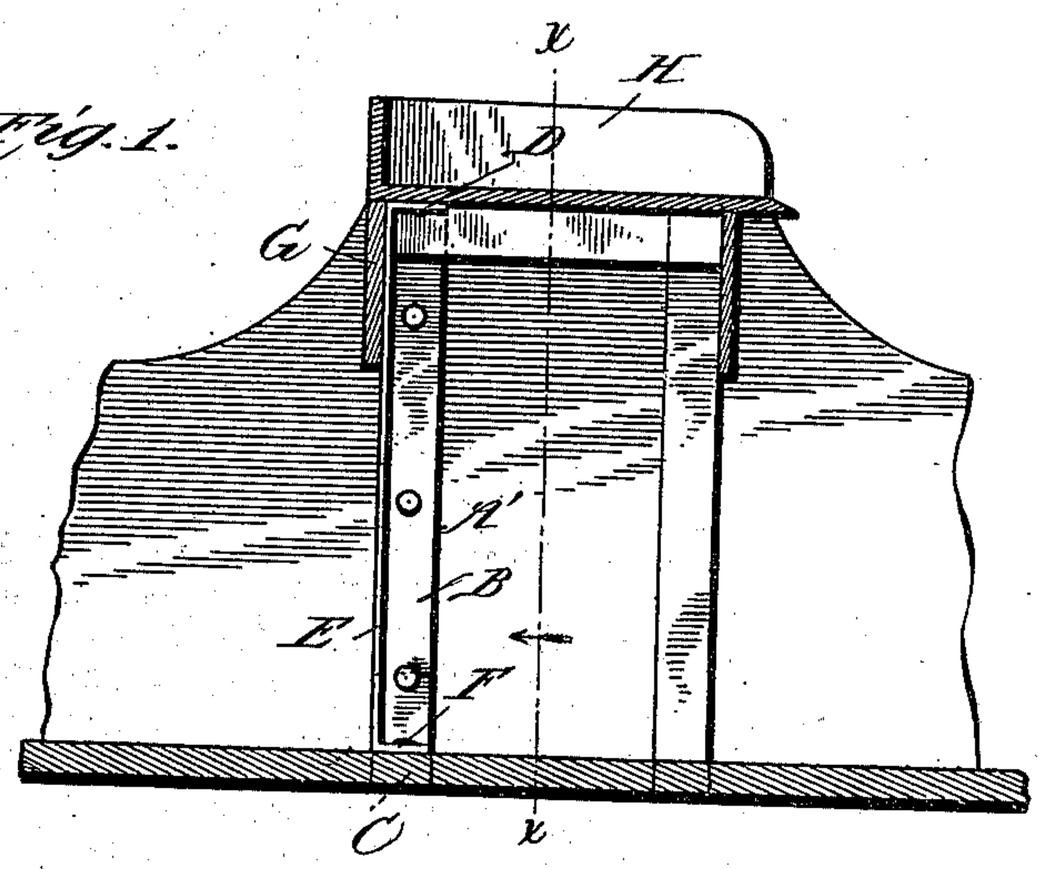


Fig. 2.

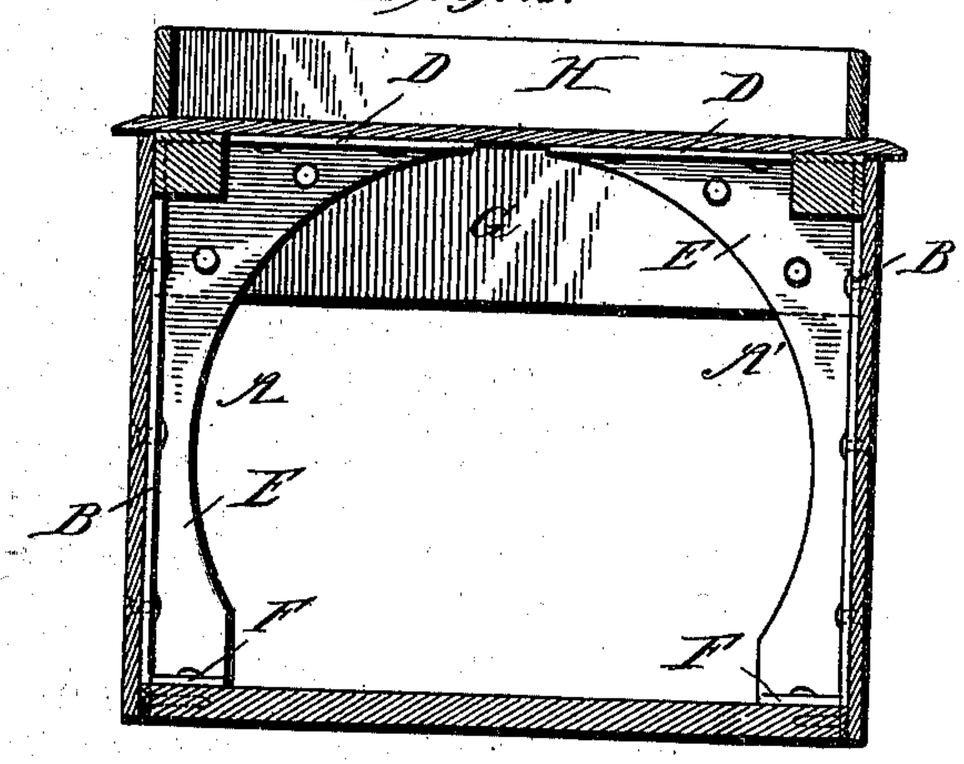
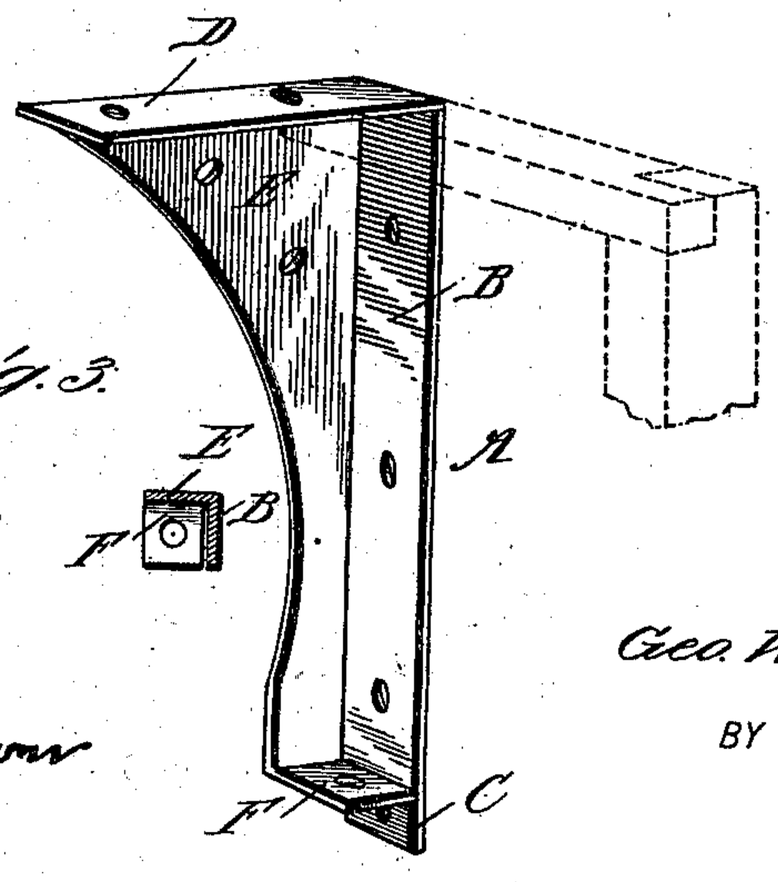


Fig. 3.



WITNESSES:

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GEORGE W. VINSON, OF HAZLEWOOD, KENTUCKY.

VEHICLE-SEAT BRACE.

SPECIFICATION forming part of Letters Patent No. 709,378, dated September 16, 1902.

Application filed June 12, 1902. Serial No. 111,380. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. VINSON, of Hazlewood, in the county of Ballard and State of Kentucky, have invented certain new and useful Improvements in Vehicle-Seat Braces, of which the following is a specification.

The object of my invention is to provide a new and improved brace for supporting the seat and body of any vehicle to which it is adapted. In some types of vehicles, such as buggies and the like, the seat structure is commonly employed as the sole means for supporting the vehicle-top, and to such vehicles my invention is particularly directed. While my brace is adapted for use in many types of vehicles, it is more particularly designed to provide improved bracing for the seat and sides of a vehicle-body against strain exerted thereon in supporting a top as well as afford improved and more rigid bracing for the whole seat structure.

My invention consists in the improved brace-iron and combination of parts, all as will be hereinafter fully described, reference being had to the accompanying drawings, and the letters of reference thereon, as forming a part of this specification.

In the drawings, Figure 1 is a central vertical longitudinal sectional view through the vehicle body and seat. Fig. 2 is a transverse vertical section on line $x\ x$ of Fig. 1, and Fig. 3 is a perspective view showing one of the brace-irons.

In carrying out my invention I employ two peculiar brace-irons A A′, of substantially the same formation, which may be cast or stamped from sheet metal. My brace-irons are angular in cross-section and consist of a vertical flange B, projecting at C, a horizontal flange D, and a web E, integral with the flanges B and C, having its lower end bent horizontally short of the lower end of the vertical flange B, forming a foot F, as shown. As affording means for attachment the braces are provided with suitable bolt-holes, as indicated. In the drawings I have shown my braces under the rear of the seat with common or well-known means forming the front support; but obviously the latter, the common means, may be dispensed with and my brace-irons used both front and rear, if desired; but the use thereof at the rear of the seat will, I think, afford sufficient bracing for the whole seat structure in light bodies, such as are employed in vehicles of the buggy type.

While my braces may be arranged under the seat of a finished vehicle, they can be more effectively employed while the vehicle-body is being made. With braces constructed as above described and shown by my drawings the flange projection C should be sunk into the side edges of the bottom of the vehicle and secured by a horizontally-projected screw. Each brace rests upon its foot F, and the latter is secured to the bottom board by a vertical bolt. The braces A A′ may, if desired, be connected at their upper ends by a board G. The seat H and the board G, as also the side boards of the vehicle-body, are bolted to the braces, as shown.

Now it is apparent that with my peculiar seat-bracing the whole seat structure is provided with such rigid support as will more effectively withstand strain and at the same time afford means whereby the seat, side boards, and bottom of the vehicle may be securely connected together.

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

As an article of manufacture, a brace-iron of the character described, consisting of vertical and horizontal flat flanges arranged at right angle one with the other and braced by a web in one piece with said flanges, the lower end of said web being bent at right angle forming a foot and the lower end of the vertical flange extended below said foot adapted to provide additional securing means, substantially as described.

GEORGE W. VINSON.

Witnesses:
GEO. TANNER,
CHAS. BIRNEY.