

No. 735,688.

PATENTED AUG. 4, 1903.

G. E. ELSEY.  
VEHICLE BODY.

APPLICATION FILED DEC. 17, 1902.

NO MODEL.

2 SHEETS—SHEET 1.

Fig. 1.

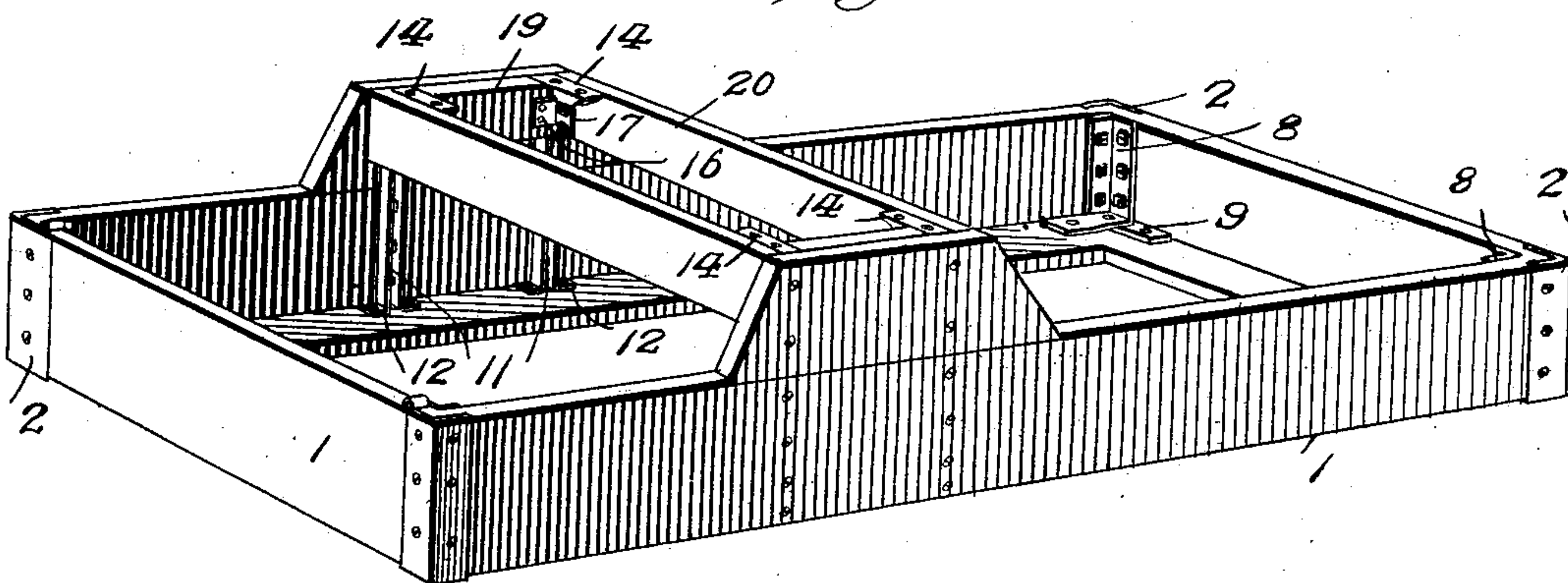


Fig. 2.

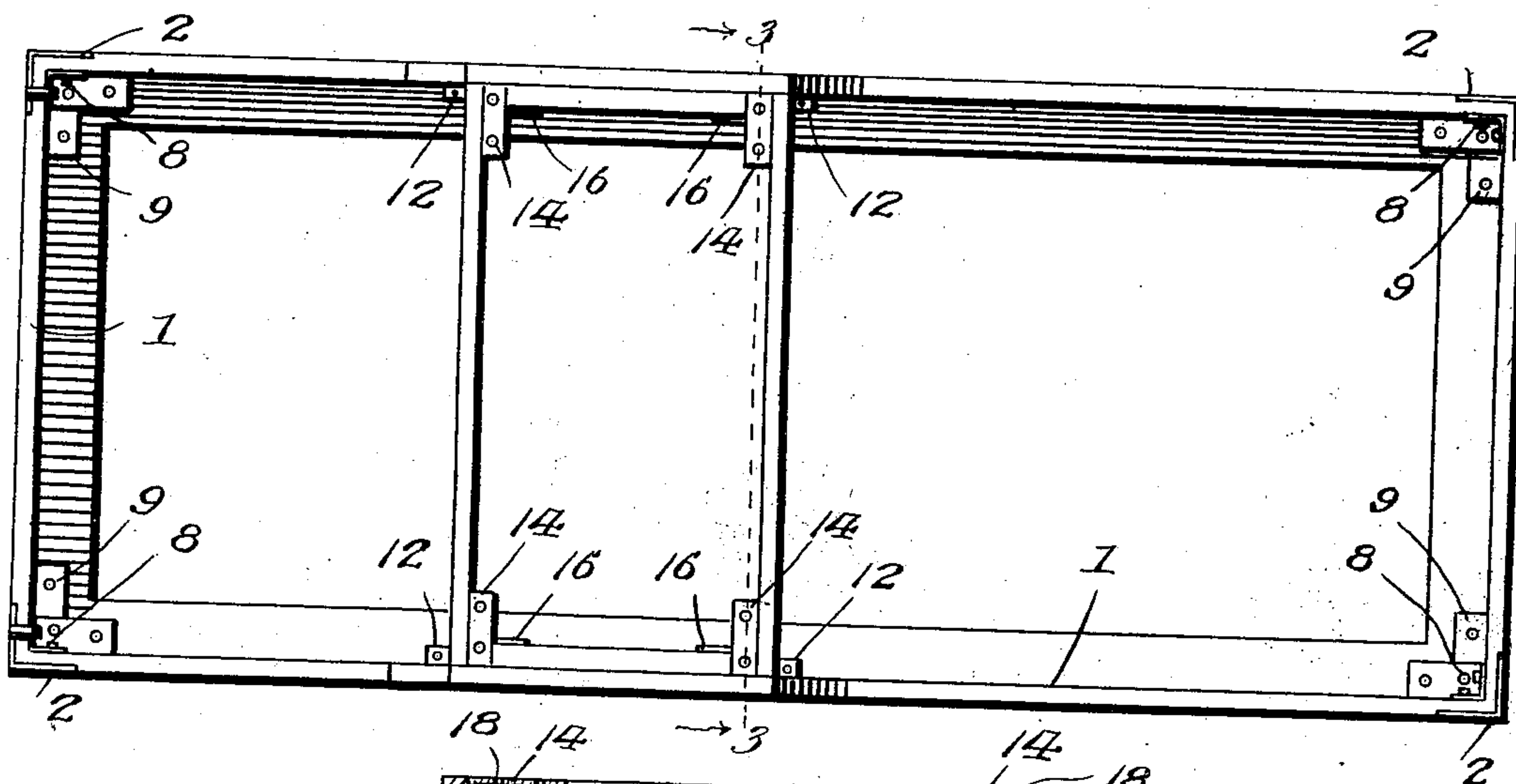
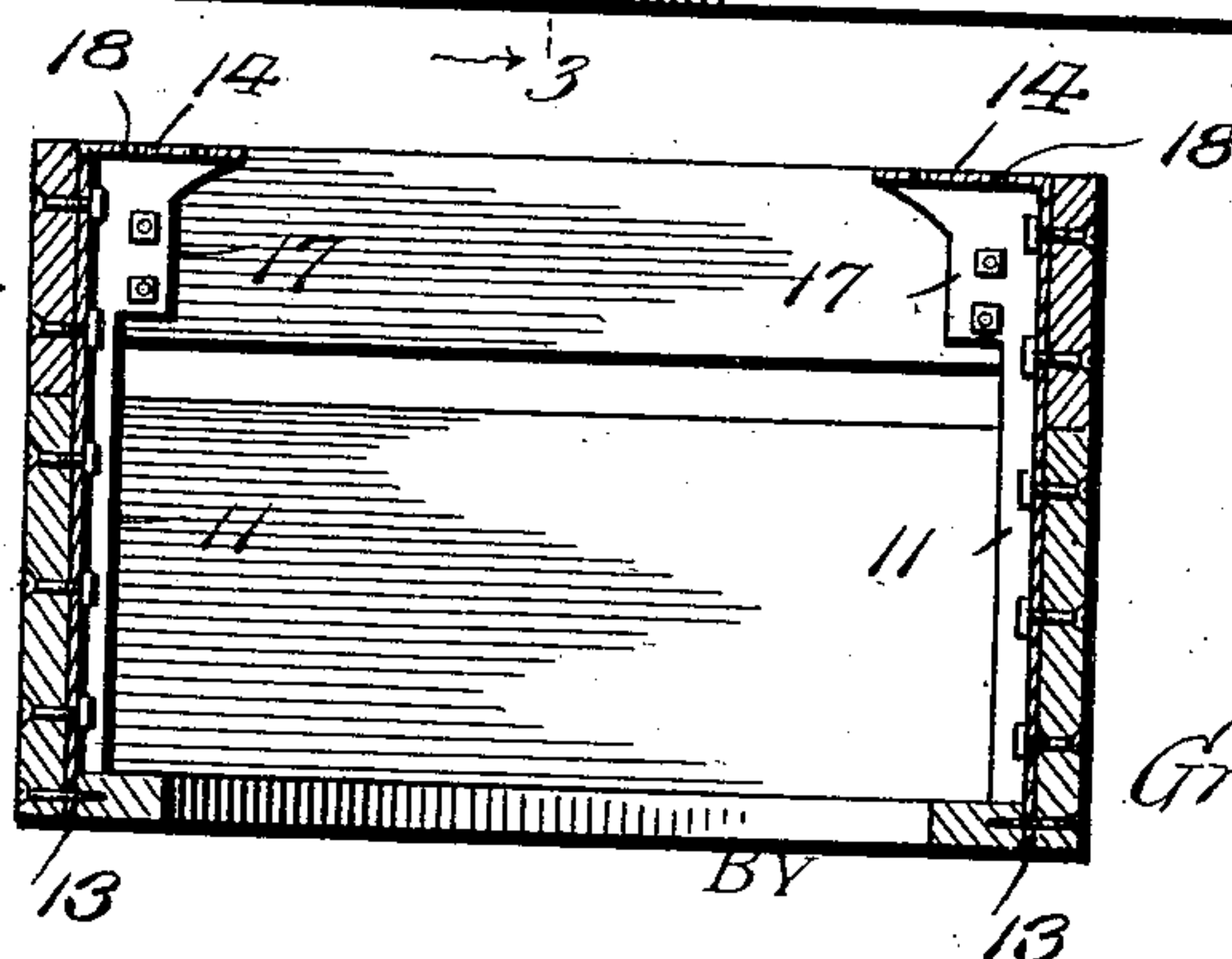


Fig. 3.



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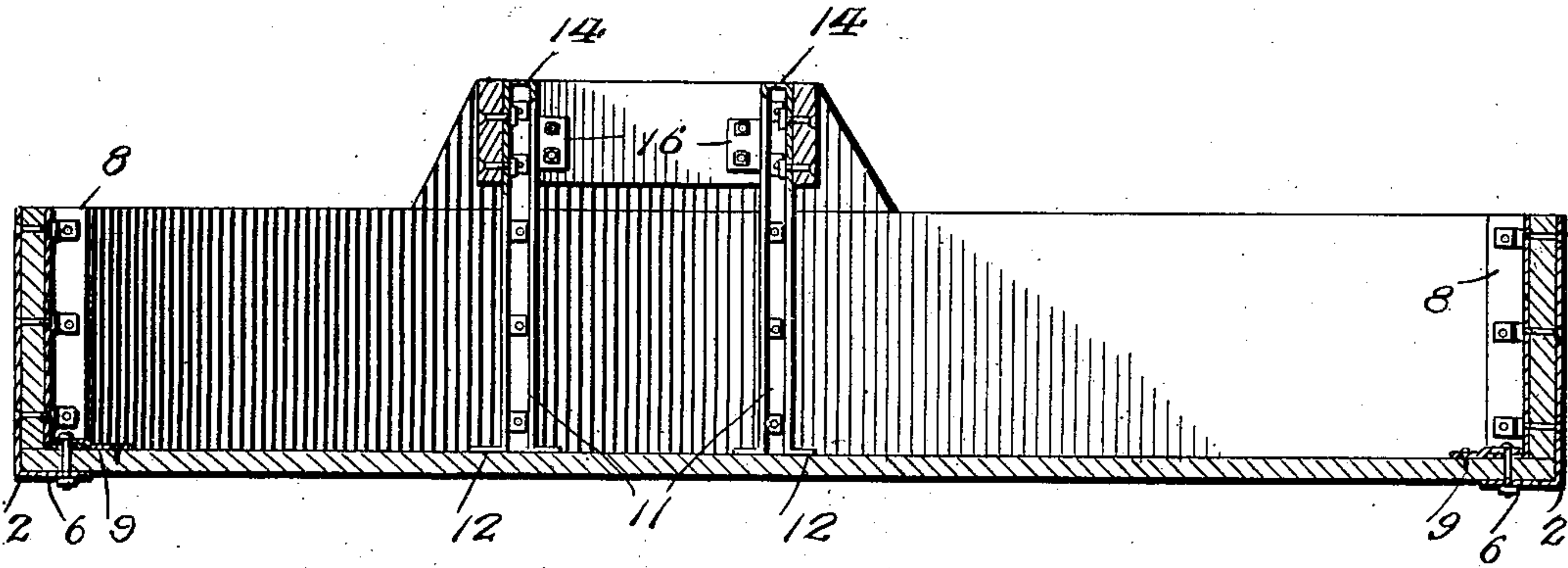
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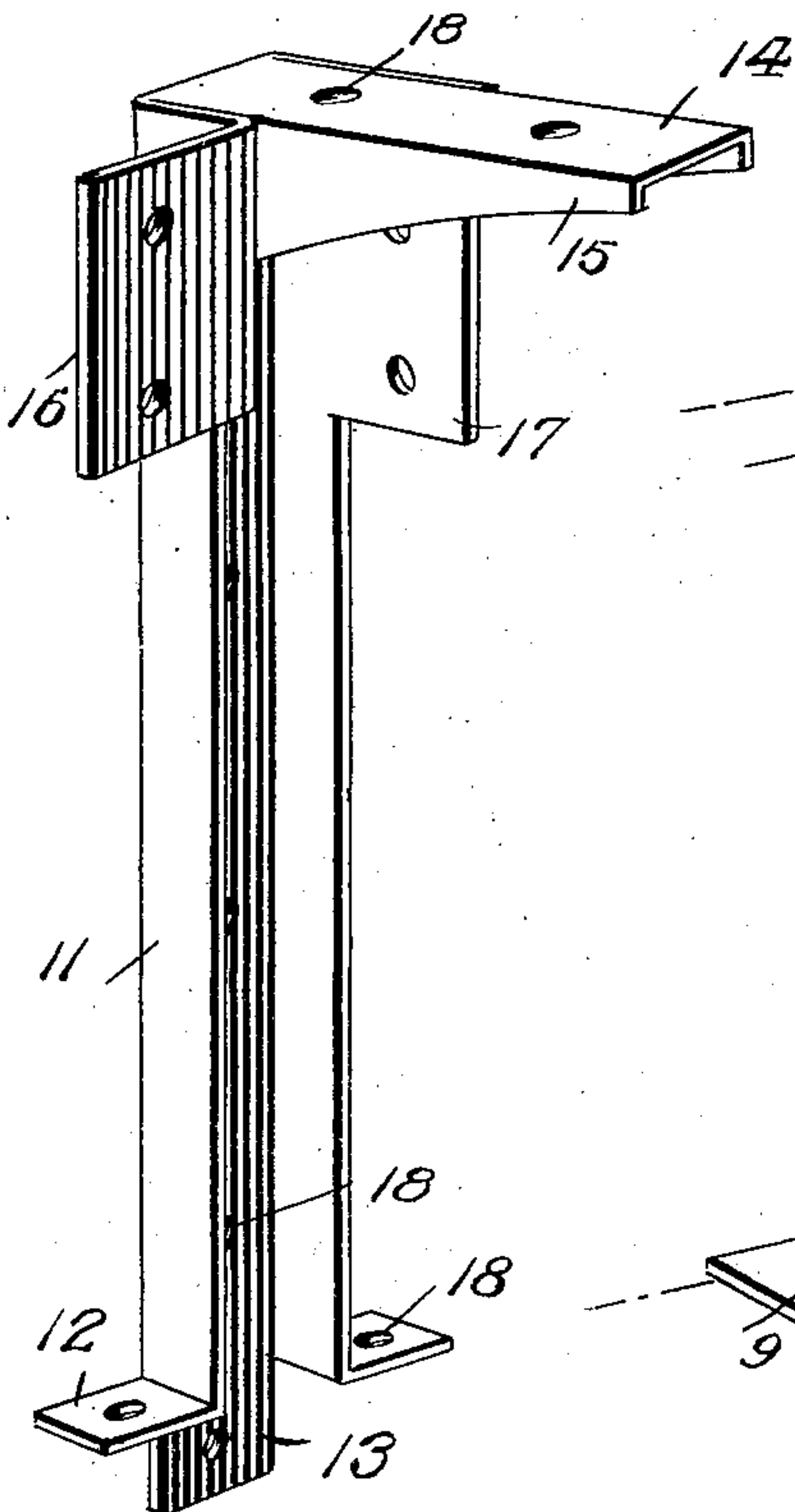
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2 SHEETS—SHEET 2.

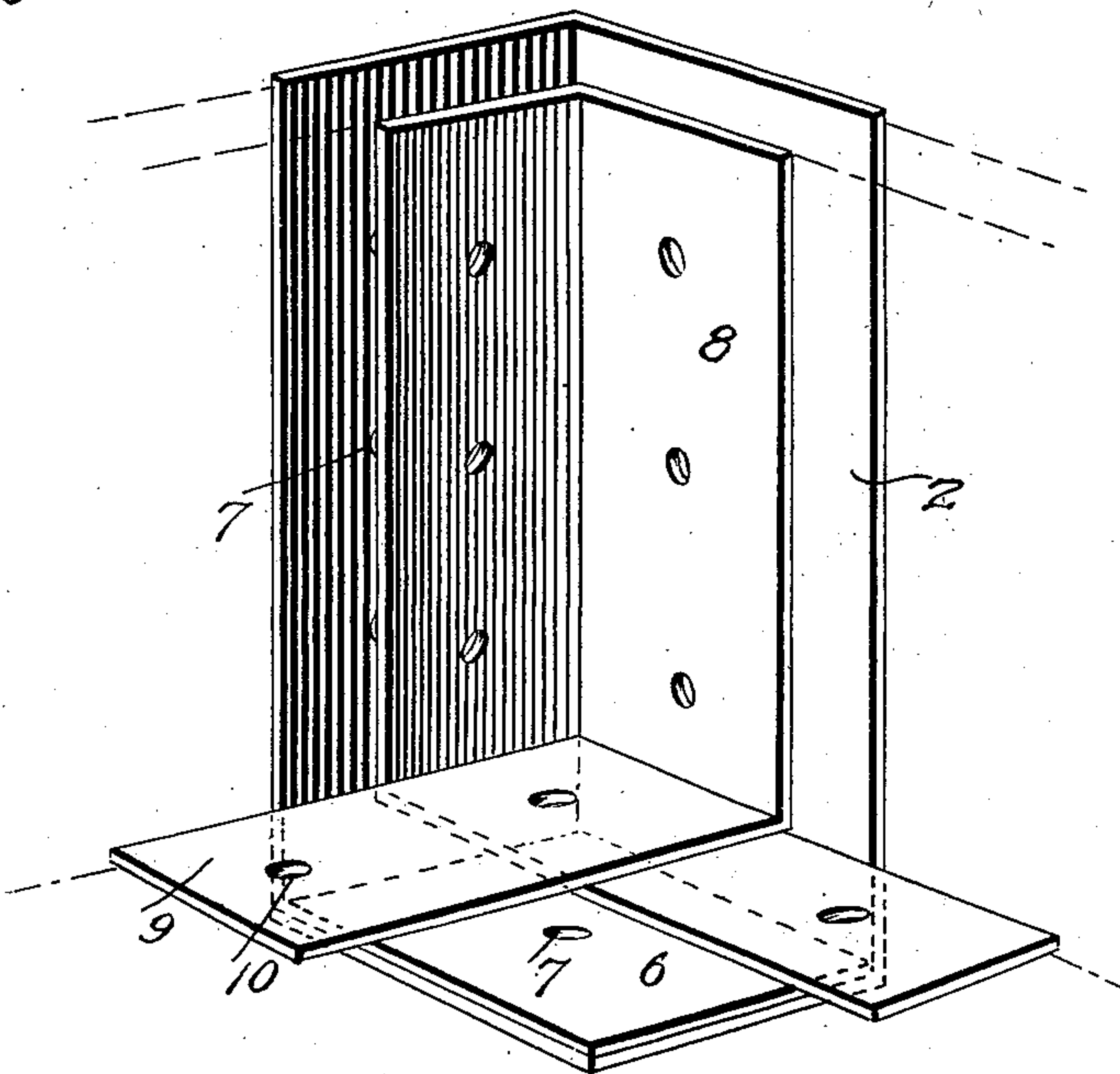
*Fig. 4.*



*Fig. 5.*



*Fig. 6.*



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# UNITED STATES PATENT OFFICE.

GRANT E. ELSEY, OF AURORA, MISSOURI.

## VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 735,688, dated August 4, 1903.

Application filed December 17, 1902. Serial No. 135,576. (No model.)

*To all whom it may concern:*

Be it known that I, GRANT E. ELSEY, a citizen of the United States, residing at Aurora, in the county of Lawrence and State of Missouri, have invented new and useful Improvements in Vehicle-Bodies, of which the following is a specification.

My invention relates to new and useful improvements in vehicle-bodies; and its object is to provide a simple, inexpensive, and durable means for securing the side and end panels of the body together and to the bottom and to brace and support the seat or seats in position upon said body.

With the above and other objects in view the invention consists in a certain novel construction and combination of parts, hereinafter more fully described and claimed, and illustrated in the accompanying drawings, showing the preferred form of my invention, and in which—

Figure 1 is a perspective view of a vehicle-body constructed in accordance with my invention. Fig. 2 is a plan view thereof. Fig. 3 is a section on line 3-3, Fig. 2. Fig. 4 is a central vertical longitudinal section through the vehicle-body. Fig. 5 is a detail view of the seat post or brace, and Fig. 6 is a similar view of one of the corner-irons.

Referring to the figures by numerals of reference, 1 1 are the side and end panels of a vehicle-body, the ends thereof being secured together by a corner-iron 2, bent longitudinally upon itself to form right-angular extensions. A slit is preferably formed in this corner-iron in alignment with the bend therein, and the ends 6 of the two sections of said iron are bent inward at right angles, so as to overlap, as shown in Fig. 6. An aperture 7 is formed in the center of each of these ends and also at desired intervals within the two sides of the corner-iron. A similar corner-iron 8 is arranged upon the inner surfaces of the panels at the adjoining ends thereof, and this iron is constructed in the same manner as the one hereinbefore described. The ends 9 thereof, however, are not only overlapped, but extend laterally a suitable distance from the side edges of the iron. Apertures 10 are formed at suitable intervals within the iron, two of them being so located within the ends 9 as to register when said ends are folded upon each

other. To secure the corners of the vehicle-body together, the irons 2 are placed on the outside of the corners thereof and irons 8 within said corners. Suitable bolts are then passed through the panels and through the apertures 7 and 10 within the irons. As one of these bolts goes through the overlapping ends of the two irons in each corner, it serves not only to bind said ends together, but to clamp the ends of the two irons upon opposite sides of the bottom of the vehicle-body.

The seat supports or posts may be located within the body at any suitable points therein. These posts, as shown in Fig. 5, are stamped from sheet metal, and each comprises a channeled upright 11, having laterally-extending ears 12 at the lower end thereof and a downwardly-projecting tongue 13, extending from between said ears. At the upper end of the standard is arranged a bracket 14, having curved downwardly-extending flanges 15, which project between the sides of the channeled standard and rest upon the inner surface thereof and serve to brace the bracket and hold it at right angles to the standard. The ear 16 extends laterally from the bracket 14 and standard 11, and a second ear 17 is arranged directly below the bracket and in alignment with one side thereof. Bolt-holes 18 are formed at suitable points within the standard 11, ears 12, 16, and 17, tongue 13, and bracket 14 and are adapted to receive bolts or similar securing means, whereby the standard may be secured to the side panels and the seat of the vehicle. In securing the support or post to the vehicle the tongue 13 is inserted between the side panel and bottom of the vehicle-body and secured in such position, preferably by means of a screw adapted to be inserted from the outer surface of the side panel, as illustrated in Fig. 3. Ears 12 are then bolted to the bottom of the body and ears 16 secured in a similar manner to the end bar 19 of the seat-frame. The remaining ear 17 of the support is adapted to be fastened to the front or rear bar 20 of said frame. Four of these supports or posts are provided for each seat, and it is obvious that when they are properly secured in position by means of suitable bolts or other fastening means said seat will be held securely upon the body and will be prevented



from sagging or becoming accidentally displaced.

As both the corner-irons and the seat-posts can be struck up from blanks of sheet metal, it is obvious that they can be constructed at slight cost, and by shaping said parts in the manner described they serve to securely connect and brace the parts to which they are attached.

10 In the foregoing description I have shown the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing any  
15 of the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

Having thus described the invention, what is claimed as new is—

20 1. The combination with a vehicle-body; of a seat-support formed in a single piece of sheet metal and comprising a channeled standard adapted to be secured to the side of the body, a bracket at the top of said standard  
25 and at an angle thereto, depending flanges

to the bracket abutting against the standard and adapted to brace the bracket, ears adapted to overlap and be secured to the frame of a vehicle-seat, ears at one end of the standard forming a base for said support, and a depending tongue adapted to be secured within the bottom of the body. 30

2. In a vehicle-body, a seat-support struck up from a single sheet of metal and comprising a channeled standard, a tongue at one end thereof, base-ears extending laterally from opposite sides of the tongue, a bracket at the opposite end of the standard, depending flanges thereto abutting against the standard and serving to brace the bracket, an ear  
40 extending laterally from said bracket, and an ear upon the standard in alinement with said bracket.

In testimony whereof I affix my signature in presence of two witnesses.

GRANT E. ELSEY.

Witnesses:

J. F. RAGSDALE,  
C. G. THOMPSON.