

No. 814,823.

PATENTED MAR. 13, 1906.

H. E. BRADNER.
VEHICLE BODY.
APPLICATION FILED AUG. 7, 1905.

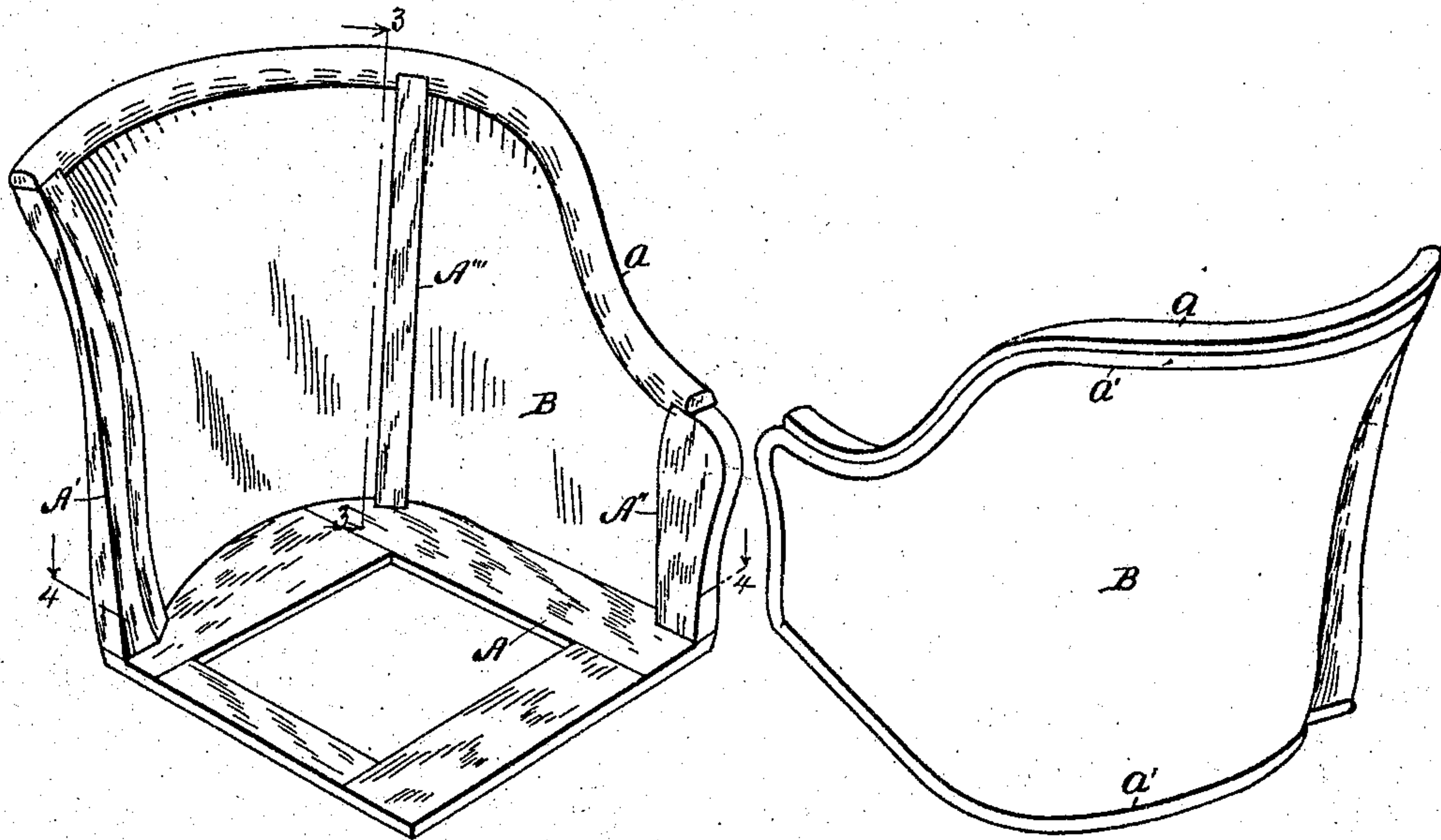


Fig. 1

Fig. 2

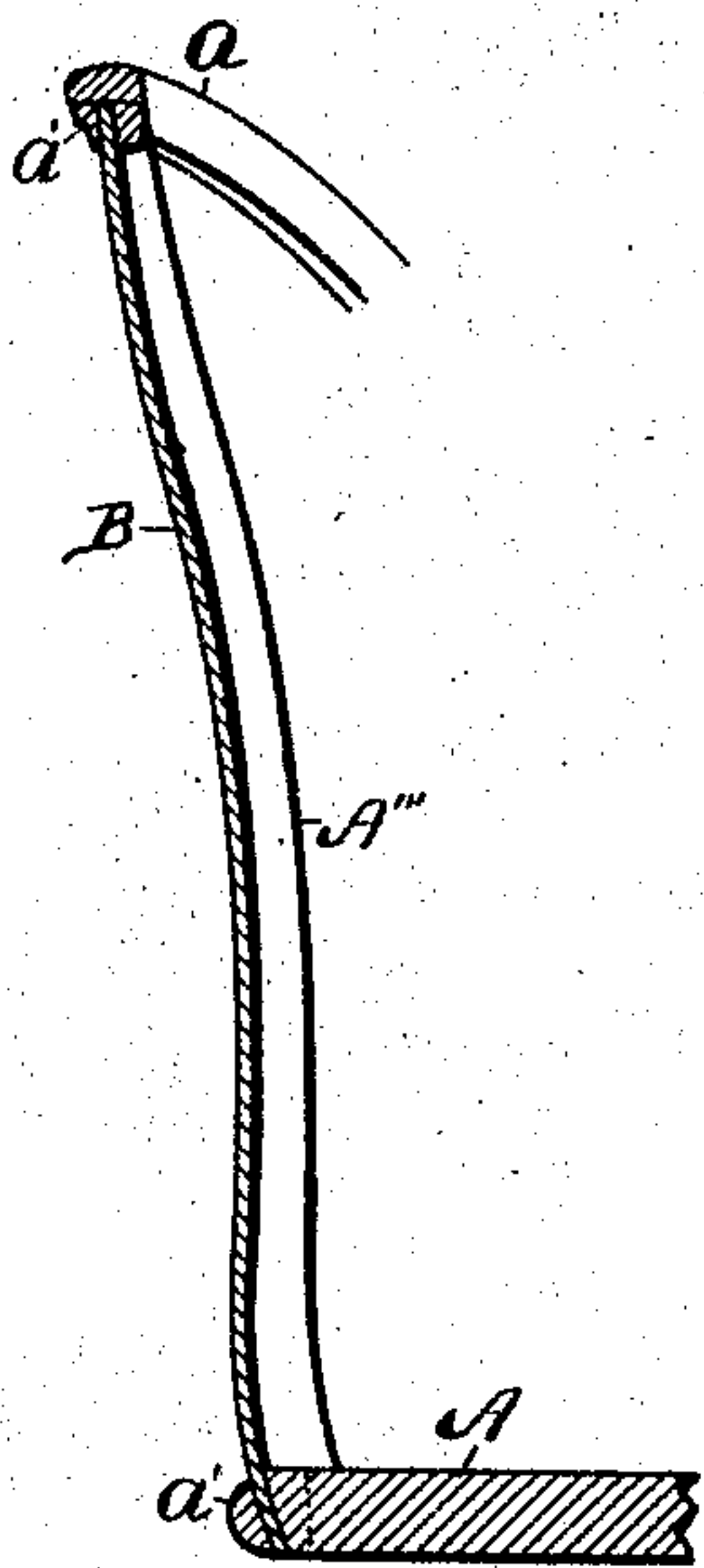


Fig. 3

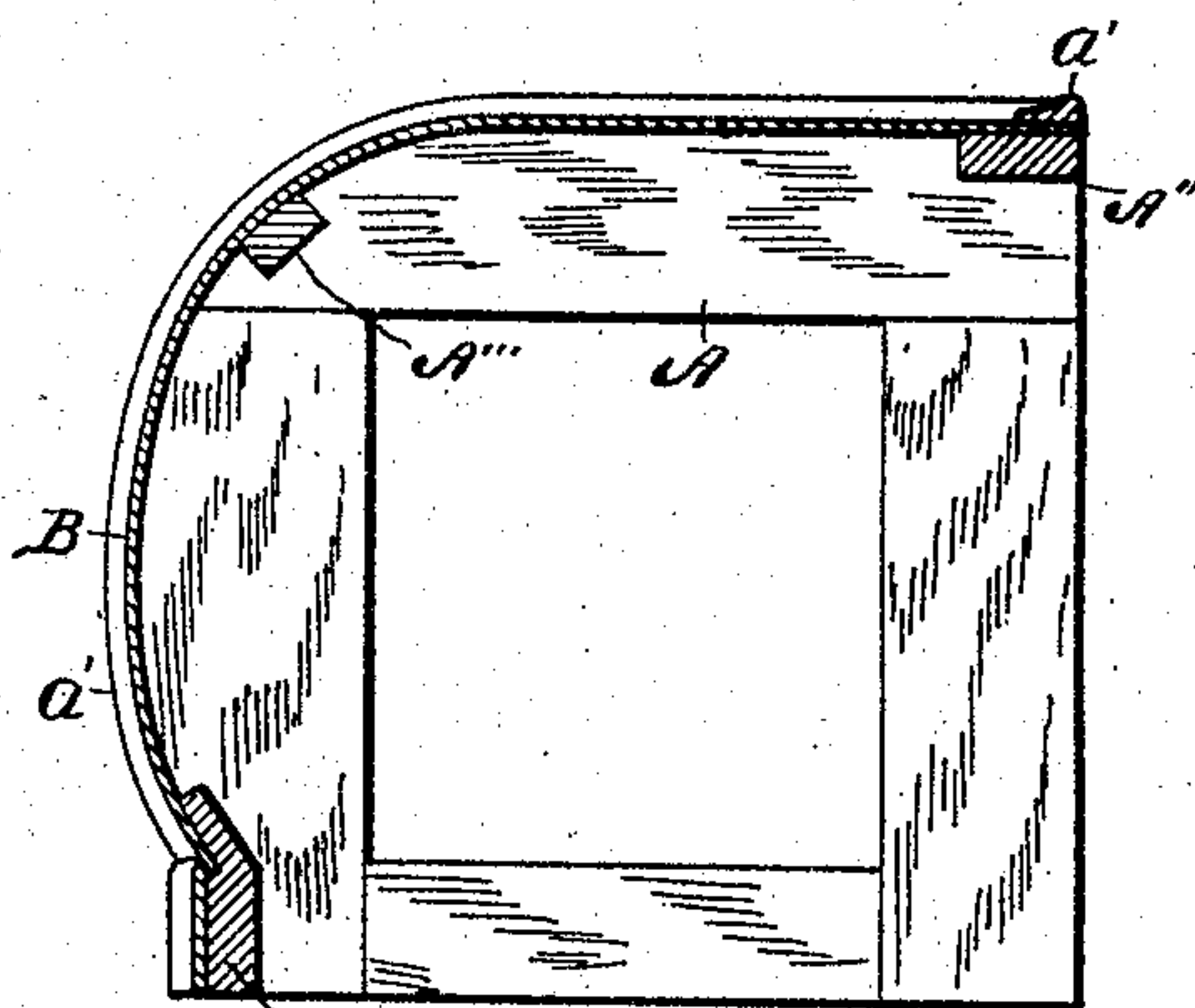


Fig. 4

Witnesses:

Ethel A. Bradford
A. J. Alber.

Inventor,

Harry E. Bradner
By *Chappell & Earl*
Att'ys

UNITED STATES PATENT OFFICE.

HARRY E. BRADNER, OF LANSING, MICHIGAN.

VEHICLE-BODY.

No. 814,823.

Specification of Letters Patent.

Patented March 13, 1906.

Application filed August 7, 1905. Serial No. 273,179.

To all whom it may concern:

Be it known that I, HARRY E. BRADNER, a citizen of the United States, residing at Lansing, county of Ingham, State of Michigan, have invented certain new and useful Improvements in Vehicle-Bodies, of which the following is a specification.

This invention relates to improvements in vehicle-bodies.

As vehicle-bodies, particularly bodies of automobiles, have heretofore been constructed, great loss and annoyance has resulted by the checking and warping of the walls, which, if it does not destroy the usefulness thereof, destroys the finish and attractiveness of the vehicle. Where sheet metal has been used for the walls, owing to the warping, buckling, and vibration the finish is soon destroyed, and, further, such vehicle-bodies are objectionable on account of the resonant features thereof.

It is the main object of this invention to provide an improved vehicle-body in which these objectionable features are overcome.

A further object is to provide an improved vehicle-body which is very strong and durable and capable of receiving and retaining a very fine finish.

Another object is to provide an improved vehicle-body which possesses these desirable features and is at the same time economical to produce.

Further objects and objects relating to the structural details will definitely appear from the detailed description to follow.

I accomplish the objects of my invention by the devices and means described in the following specification.

The invention is clearly defined and pointed out in the claims.

A structure embodying the features of my invention is clearly illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a front perspective view of one-half of an automobile body-seat embodying the features of my invention. Fig. 2 is a rear perspective view of the structure appearing in Fig. 1. Fig. 3 is a vertical sectional view taken on a line corresponding to line 3 3 of Fig. 1. Fig. 4 is a horizontal sectional view taken on a line corresponding to line 4 4 of Fig. 1.

In the drawings similar letters of reference refer to similar parts throughout the several views, and the sectional views are

taken looking in the direction of the little arrows at the ends of the section-lines.

I have in the accompanying drawings illustrated only one-half of an automobile-seat, as I deem it sufficient for the purpose of illustrating my invention. It will be evident from the following description that the entire vehicle-body can be constructed after the same plan as that of the seat-section shown.

Referring to the drawings, A is the bottom of a seat-frame. The posts A' A'' A''' are secured to the seat-bottom. A top rail a, which is suitably conformed, is mounted on the upper ends of the posts. The panel B, which consists of a heavy sheet of hard fiber suitably conformed, is secured to the frame by the beading-strips a, which clamp the edges thereof. The wall is conformed by steaming the same until pliable, shaping over a suitable form, and allowing to dry on the form. In drying it contracts somewhat, so that it is drawn tight upon the form and has no wrinkles therein and has a smooth surface. The process of forming my invention is the subject of a patent application filed concurrent herewith. This surface, I find, is capable of receiving and retaining a very high finish. It retains its finish for an unusual length of time, and it does not check, warp, or crack, as is likely to be the case with wood veneer and solid wood walls now in common use. Further, it does not buckle, warp, or vibrate, as in the case of sheet-metal walls. It is desirable in that the surface can be easily prepared for receiving the finish.

The structure possesses many other advantages, such as economy in manufacture and the ease with which it may be finished.

While I prefer to form the wall and attach it to the frame, it may also be shaped up by placing directly upon the body-frame instead of upon a separate form by using a suitable form in connection with the frame.

I have described my improved vehicle-body in detail in the form preferred by me on account of its structural simplicity and economy. I am, however, aware that it is capable of great variation in structural details without departing from my invention.

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

1. A vehicle-body, comprising a suitable frame; a panel therefor of hard fiber, suitably conformed and secured to said frame by strips arranged at its edges.

2. A vehicle - body, comprising a suitable frame; and a panel of irregular curvature of hard fiber suitably conformed and secured to said frame.

5 3. In a vehicle-body, a panel of irregular curvature of hard fiber, suitably conformed.

In witness whereof I have hereunto set my

hand and seal in the presence of two witnesses.

HARRY E. BRADNER. [L. S.]

Witnesses:

HARRIS E. THOMAS,
M. C. NICHOLS.