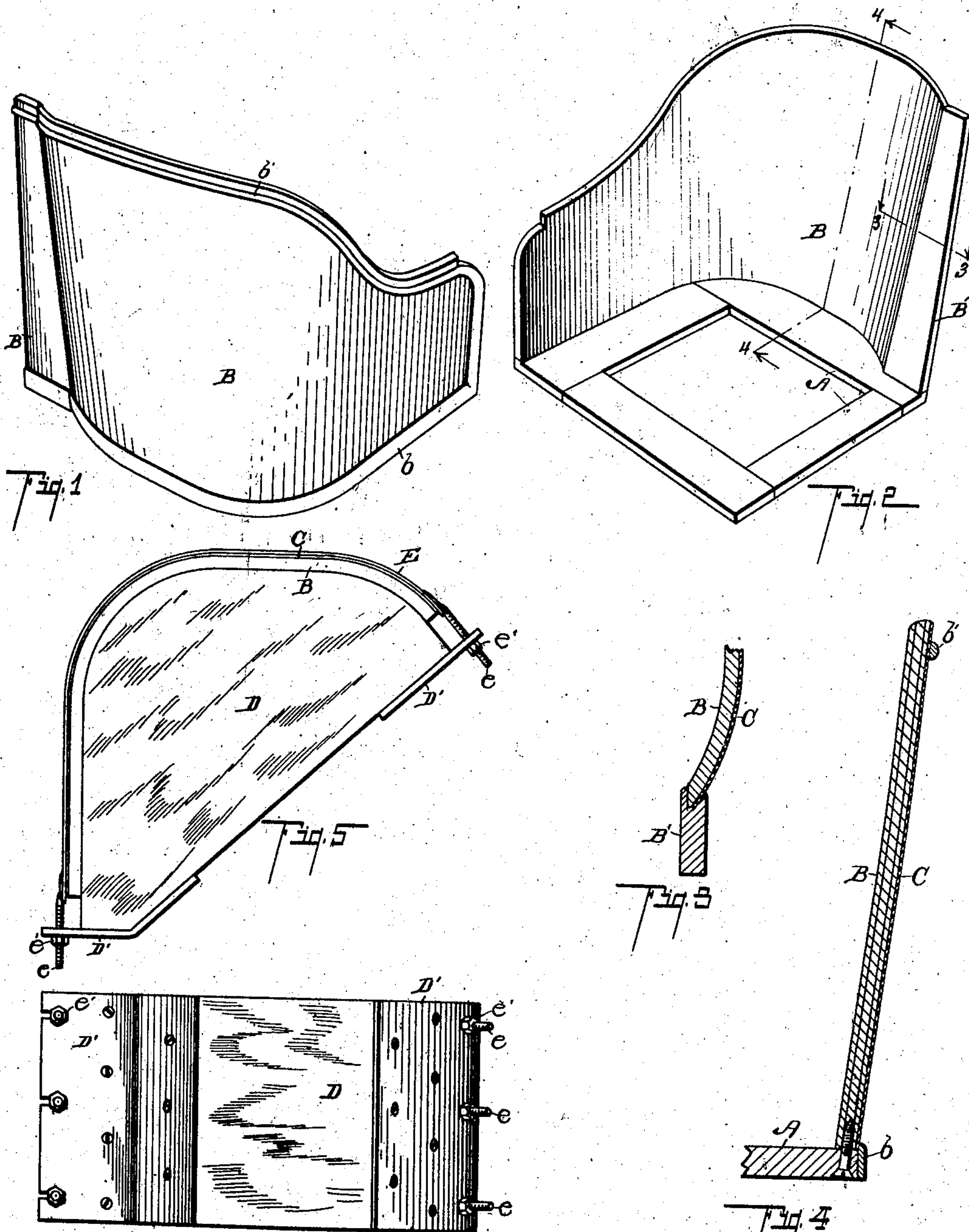


No. 814,824.

PATENTED MAR. 13, 1906.

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



Witnesses:
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UNITED STATES PATENT OFFICE

HARRY E. BRADNER, OF LANSING, MICHIGAN.

VEHICLE-BODY.

No. 814,824.

Specification of Letters Patent.

Patented March 13, 1906.

Application filed August 7, 1905. Serial No. 273,180.

To all whom it may concern:

Be it known that I, HARRY E. BRADNER, a citizen of the United States, residing at the city of 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 the bodies of automobiles, have heretofore been constructed great loss and annoyance have been caused by the cracking, checking, and warping of the walls or the loosening of the joints, 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 and buckling and vibration the finish is soon destroyed, and, further, such bodies are objectionable on account of the resonant features thereof.

It is the main object of this invention to provide an improved vehicle-body by 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 rear perspective view of one-half of an automobile-seat embodying the features of my invention. Fig. 2 is a front perspective view of the structure appearing in Fig. 1. Fig. 3 is a horizontal sectional view taken on a line corresponding to line 3 3 of Fig. 2. Fig. 4 is a detail vertical sectional view taken on a line corresponding to line 4 4 of Fig. 2. Fig. 5 is a plan view of a form, showing one of the steps in the construction of my improved body. Fig. 6 is a front ele-

vation view of the structure appearing in Fig. 5.

In the drawings the sectional views are taken looking in the direction of the little arrows at the ends of the section-lines, and similar letters of reference refer to similar parts throughout the several views.

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

Referring to the drawings, A is the bottom of a seat-frame, the same being of common construction.

B' is a stile secured to the back of the seat.

The panel B is built up of layers consisting of an inner or body portion made up of layers of wood suitably arranged and secured together and an outer covering or veneer of hard fiber, which is secured upon the body portion, preferably by gluing thereto.

In the construction of my improved vehicle-body the body portion of the wall is made into the desired shape. The outer covering C of hard fiber is first steamed until pliable. It is then stretched upon the form D and secured thereon and allowed to dry. A clamp consisting of a sheet of metal E, having threaded rods *e* secured at its ends, is preferably used for this purpose. These threaded rods are arranged through the projecting plates D', which are secured on the forward edge of the form D. The clamp is adjusted by means of the nuts *e'* on the rods. As the hard-fiber sheet dries it contracts somewhat, thereby stretching it very tightly over the form, effectively conforming the same thereto. The structure I have illustrated I have made comparatively plain—that is, there are no vertically-arranged curves therein. The same, however, may be of any conformation desired. The inner edge of the wall is arranged in a suitable groove in the stile B'. Other means might, however, be provided for securing the same. The finishing-strips *b* and *b'* are provided. By building up the panels as described wood may be used as the main support and hard fiber for the surface.

I thus secure a vehicle-body in which there is practically no possibility of cracking or warping, as is the case with wood veneer. The covering C may be of one piece, thus avoiding joints, which are unavoidable with

wood veneer. Further, the hard fiber does not buckle, warp, or vibrate, as is the case in sheet-metal panels. Another advantage is that it is capable of receiving and retaining a very high finish. Another advantageous feature is that it does not have the objectionable resonant feature of the vehicle-bodies having metal panels. The structure is also of advantage in that the surface is very easily and quickly prepared to receive the finish.

I have illustrated and described my improved vehicle-body in the form preferred by me on account of its structural simplicity and economy. I am, however, aware that it is capable of very great variation in structural details. I desire to claim the same specifically, as I have illustrated, also broadly.

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 built up of an inner body portion of wood and an outer portion of veneer of hard fiber suitably conformed and secured thereto.

2. A vehicle-body, comprising a suitable frame; a panel made up of an inner body portion of layers of wood, and an outer portion or veneer of hard fiber suitably conformed and secured thereto.

3. In a vehicle-body, a panel comprising an inner body portion, or shell, and a veneer of hard fiber conformed and secured thereto.

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.