

No. 875,999.

PATENTED JAN. 7, 1908.

M. R. HULL.
VEHICLE BODY.
APPLICATION FILED APR. 16, 1907.

Fig. 1.

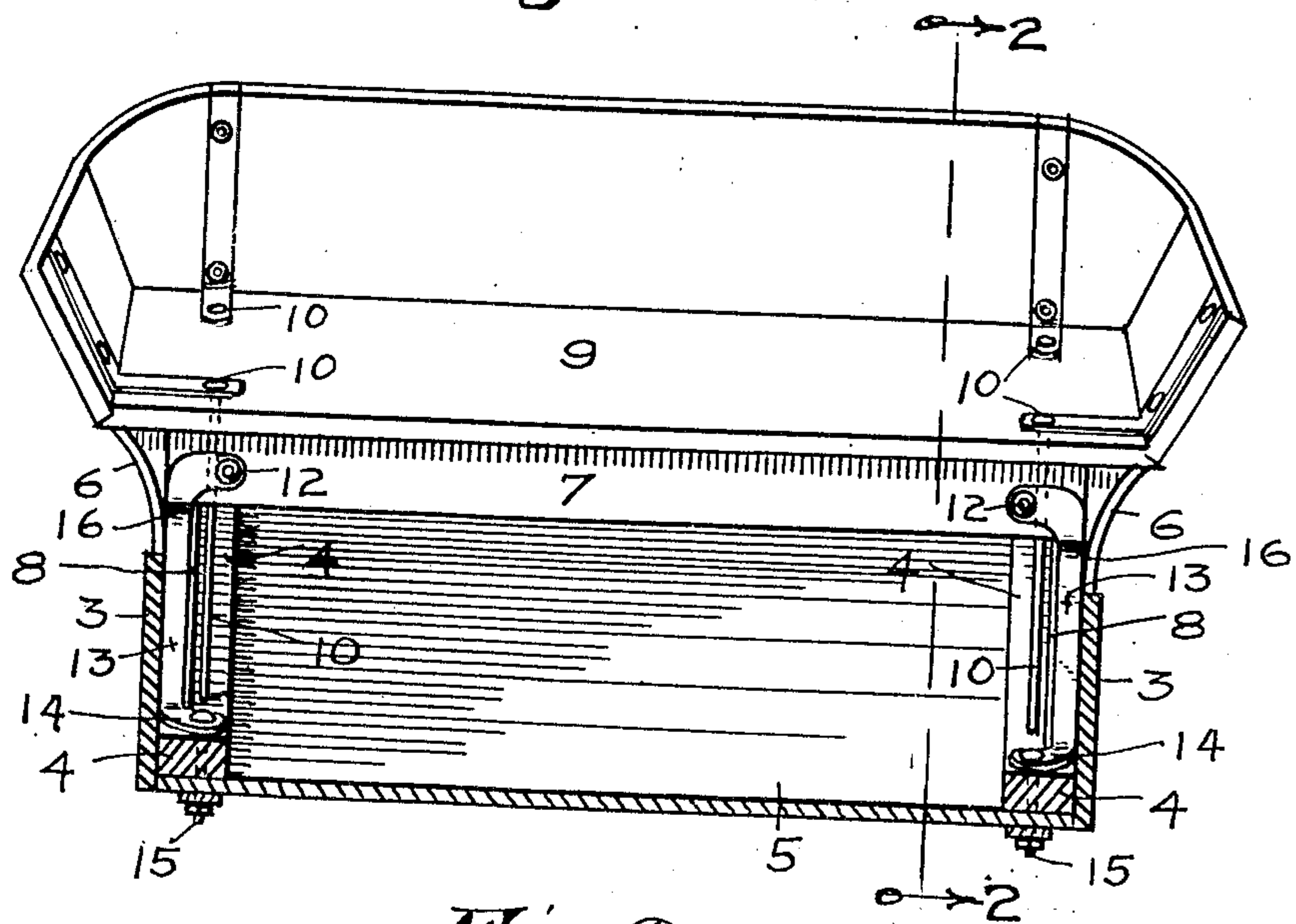
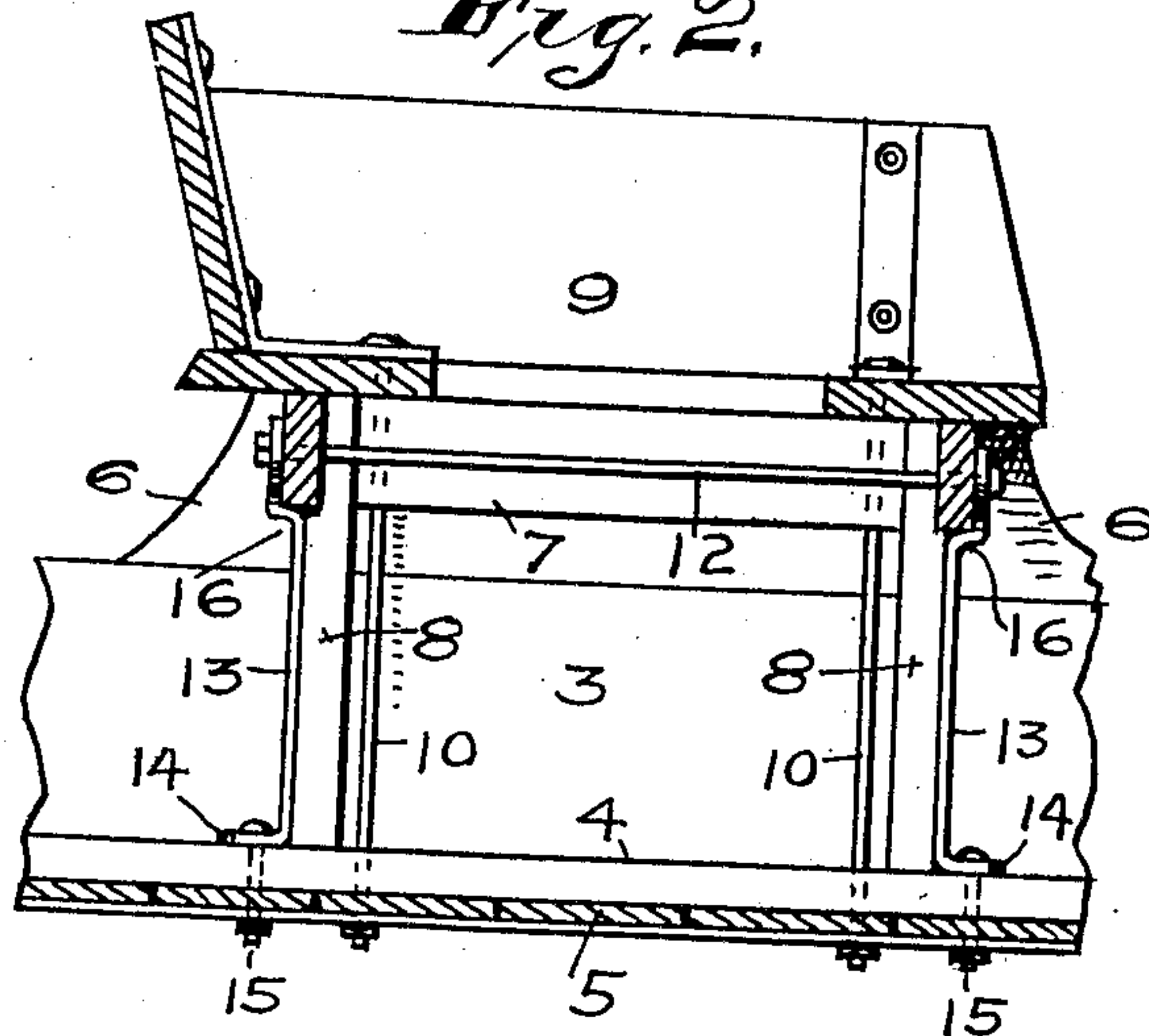


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

MATTHEW R. HULL, OF CONNERSVILLE, INDIANA, ASSIGNOR TO REX BUGGY COMPANY, OF CONNERSVILLE, INDIANA, A CORPORATION OF INDIANA.

VEHICLE-BODY.

No. 875,999.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed April 16, 1907. Serial No. 368,506.

To all whom it may concern:

Be it known that I, MATTHEW R. HULL, a citizen of the United States, residing at Connorsville, in the county of Fayette and State of Indiana, 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, and particularly to the construction of the seat-buck and the attachment of the latter to the buck-posts and of the buck-posts to the body-sills.

When vehicles are driven over rough roads the resulting hard jolts and sudden strains tend rapidly to open up the seat-buck at its corners, to work it loose from the buck-posts and to loosen the posts from the sills, of the body, upon which they rest.

The object of my invention is to brace and strengthen all of the above named parts and tie them together into a rigid and secure whole.

I accomplish the objects of the invention by the mechanism illustrated in the accompanying drawing in which—

Figure 1 is a detail in front perspective view of my improvements on a buggy showing the vehicle-body in transverse vertical section, and Fig. 2 is a section on the line 2—2 of Fig. 1.

Like characters of reference indicate like parts in the two views.

3 are the side panels, 4 the floor sills and 5 the bottom, of an ordinary vehicle-body.

6 are the seat-risers, 7 the seat-buck and 8 the buck-posts resting upon the sills 4, and to which posts the seat-buck is fastened.

9 is the seat proper which rests upon the risers 6 and seat-buck 7 to which it is fastened in the usual way by screws and the four vertical bolts 10, near each corner which pass through the seat and seat-buck and through the bottom sills as shown in Fig. 2. These bolts are essential as screws alone would pull out allowing the seat to work loose.

A pair of horizontal bolts 12 connect the front and back members of the seat-buck and keep them from spreading apart. A bolt is located adjacent to each end of the seat-buck.

13 are plates of strap-iron or steel extending longitudinally of each buck-post in contact with the outer face of the post and provided with a bottom portion 14 at right-angles and oblique to the body of the strap, forming a foot which rests upon a corresponding sill, of the sills 4, and is secured thereto by means of a bolt 15. The upper portion of each strap 13 is bent at 16 to fit around the shoulder formed by the projection of the seat-buck past the buck-post and the end of the strap is bent laterally as shown in Fig. 1 to bring it in the path of its adjacent horizontal bolt 12. The ends of the straps 13 are perforated for the passage of the bolts 12 and are secured to the seat-buck by said bolts. They take the place of washers for the bolts but their most important function is to form a strong and rigid connection between the seat-buck and buck-post and between the latter and the sills so as to practically eliminate the weaknesses due to joints in the parts thus connected.

The strap 13 and its attaching bolts might lie in a common vertical plane without departing from the spirit of my invention, but I prefer the edgewise bends for the reason that they additionally stiffen and brace the construction and thereby add to the efficiency of the device.

Having thus fully described my invention what I claim as new and wish to secure by Letters Patent of the United States, is—

In a vehicle body, a buck-post iron consisting of a straight body to lay against the longitudinal dimensions of the post, having a foot at right angles and oblique to said body, said body being bent close around the off-set of the buck-frame and terminating with an edgewise bent top end.

In witness whereof, I, have hereunto set my hand and seal at Indianapolis, Indiana, this, 29 day of March, A. D. one thousand nine hundred and seven.

MATTHEW R. HULL. [L. s.]

Witnesses:

ELLIS W. RYAN,
HARRY T. QUICK.