

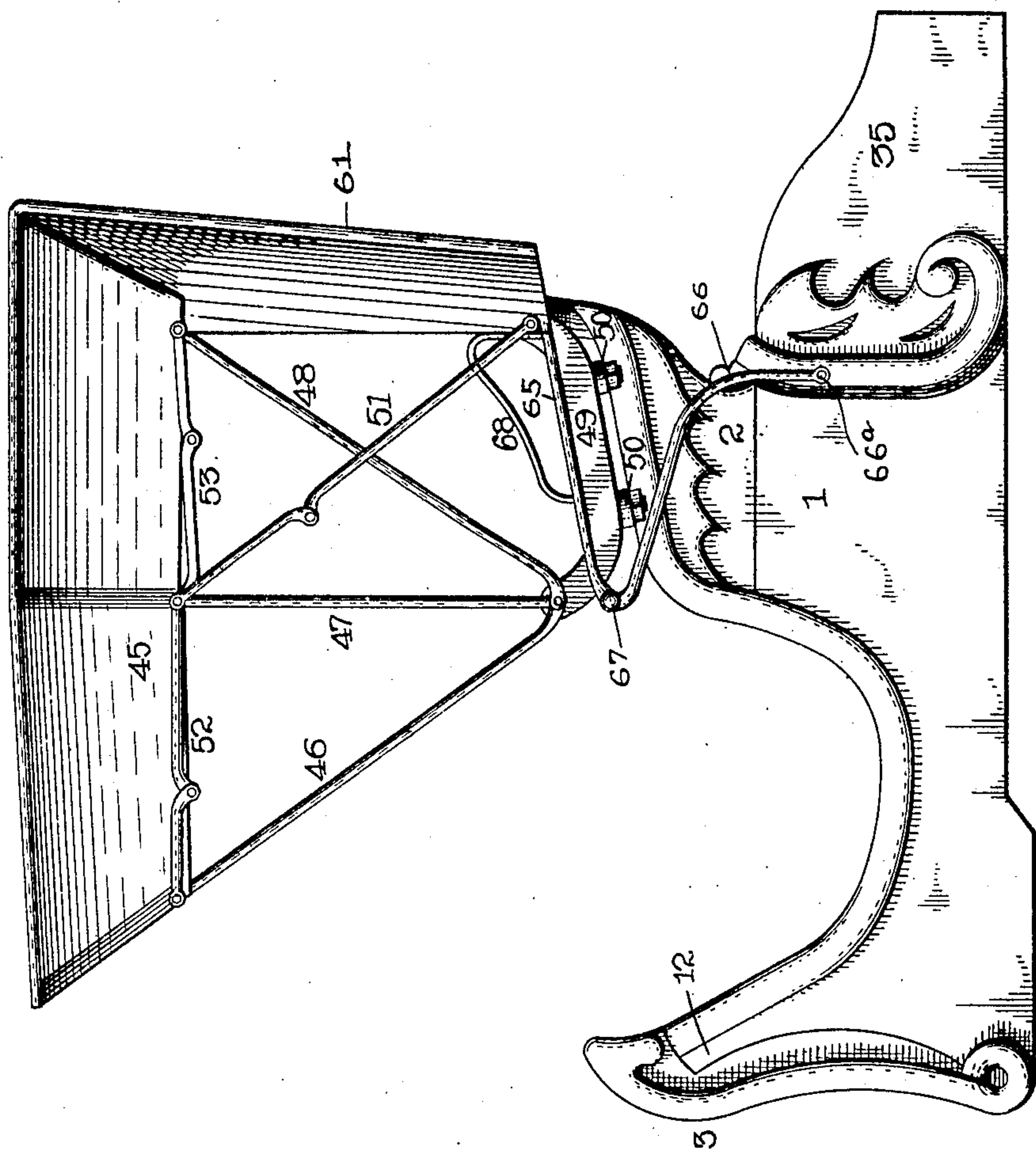
No. 876,026.

PATENTED JAN. 7, 1908.

F. STRATTON.
BODY FOR VEHICLES.
APPLICATION FILED AUG. 5, 1906.

7 SHEETS—SHEET 1.

Fig. 1.



Witnesses.

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Geo. A. Neubauer.

Franklin Stratton Inventor.

By

A. J. Sangster. Attorney.

No. 876,026.

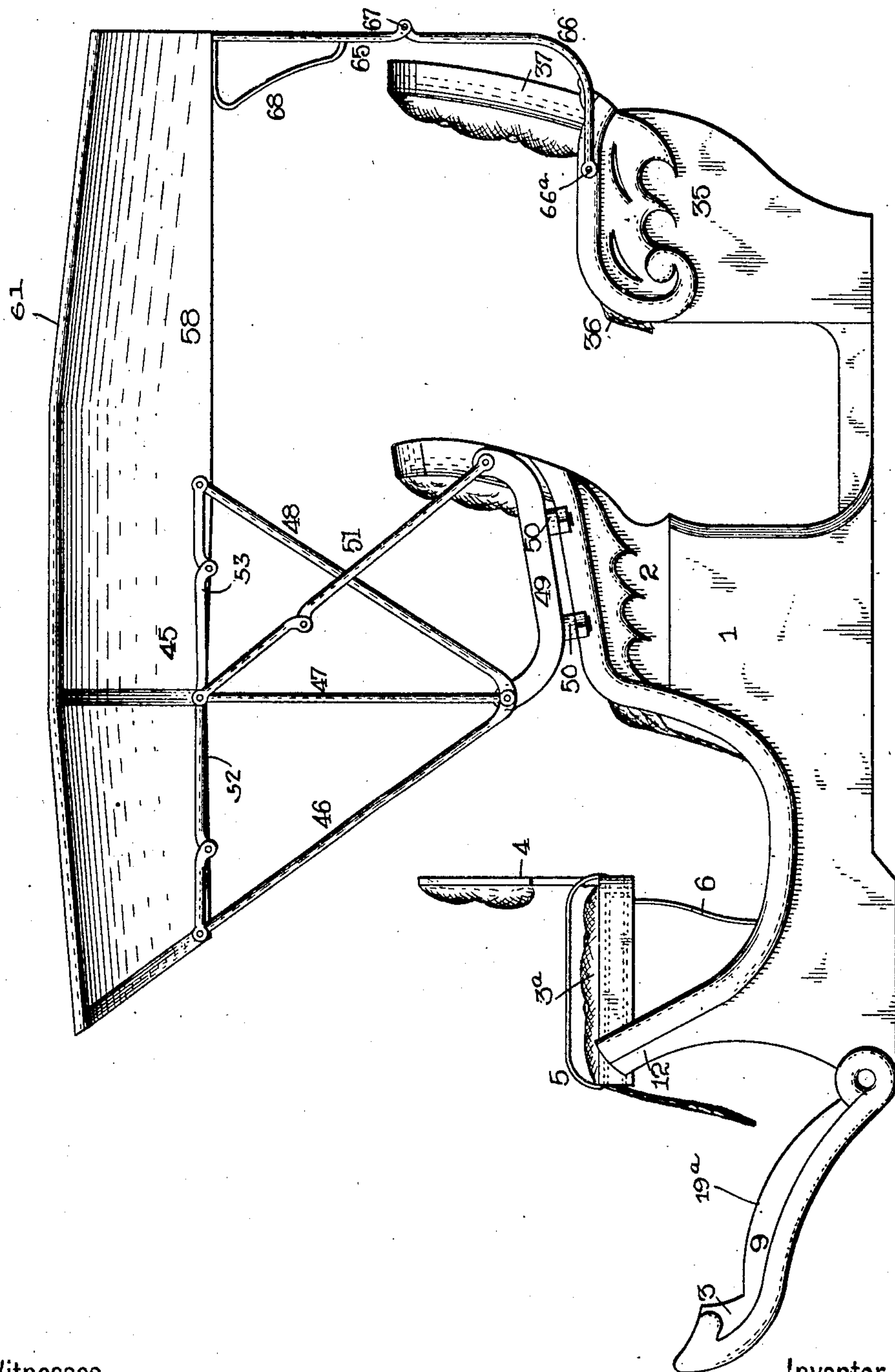
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7 SHEETS—SHEET 2.

Fig. 2.



Witnesses.

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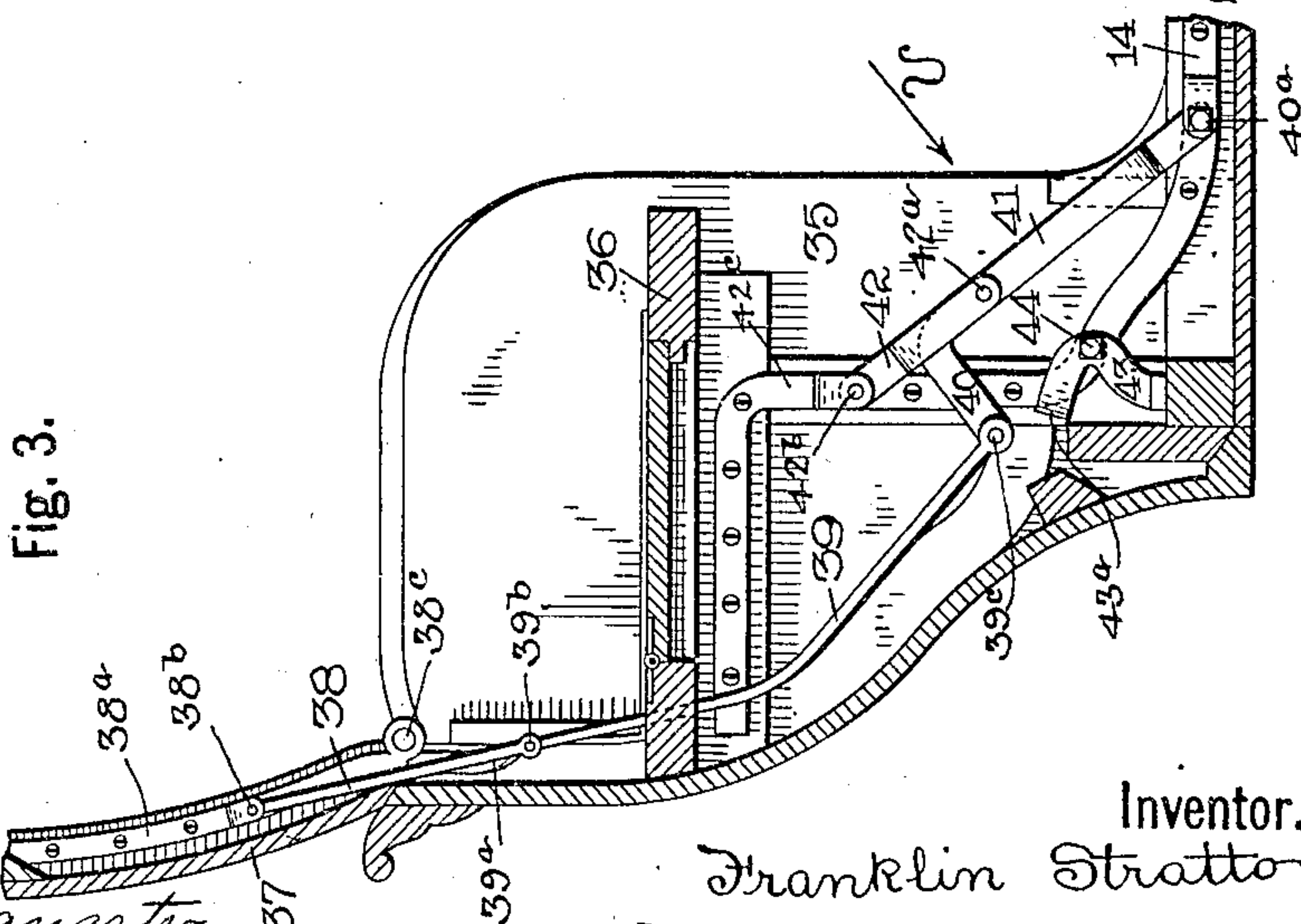
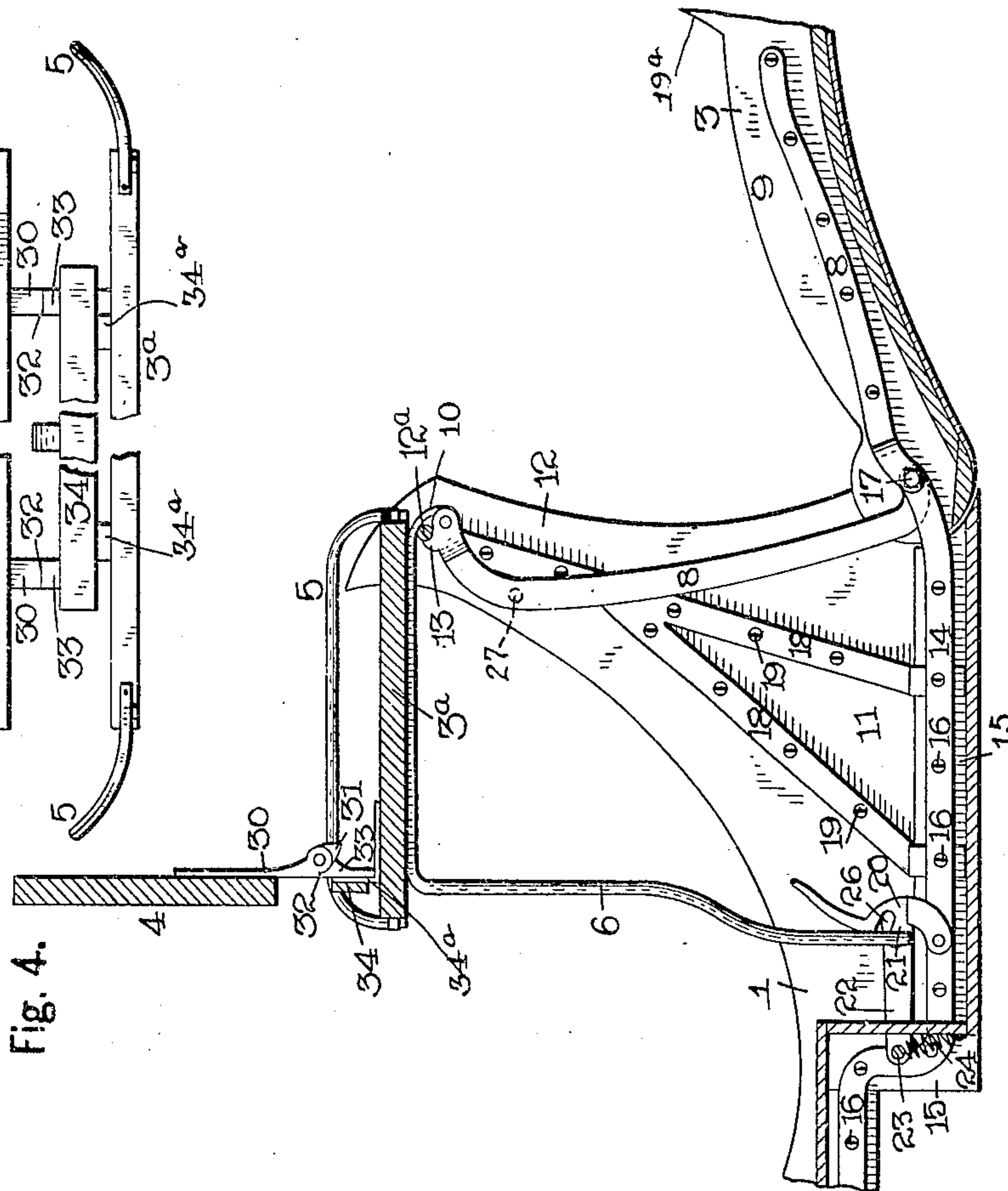
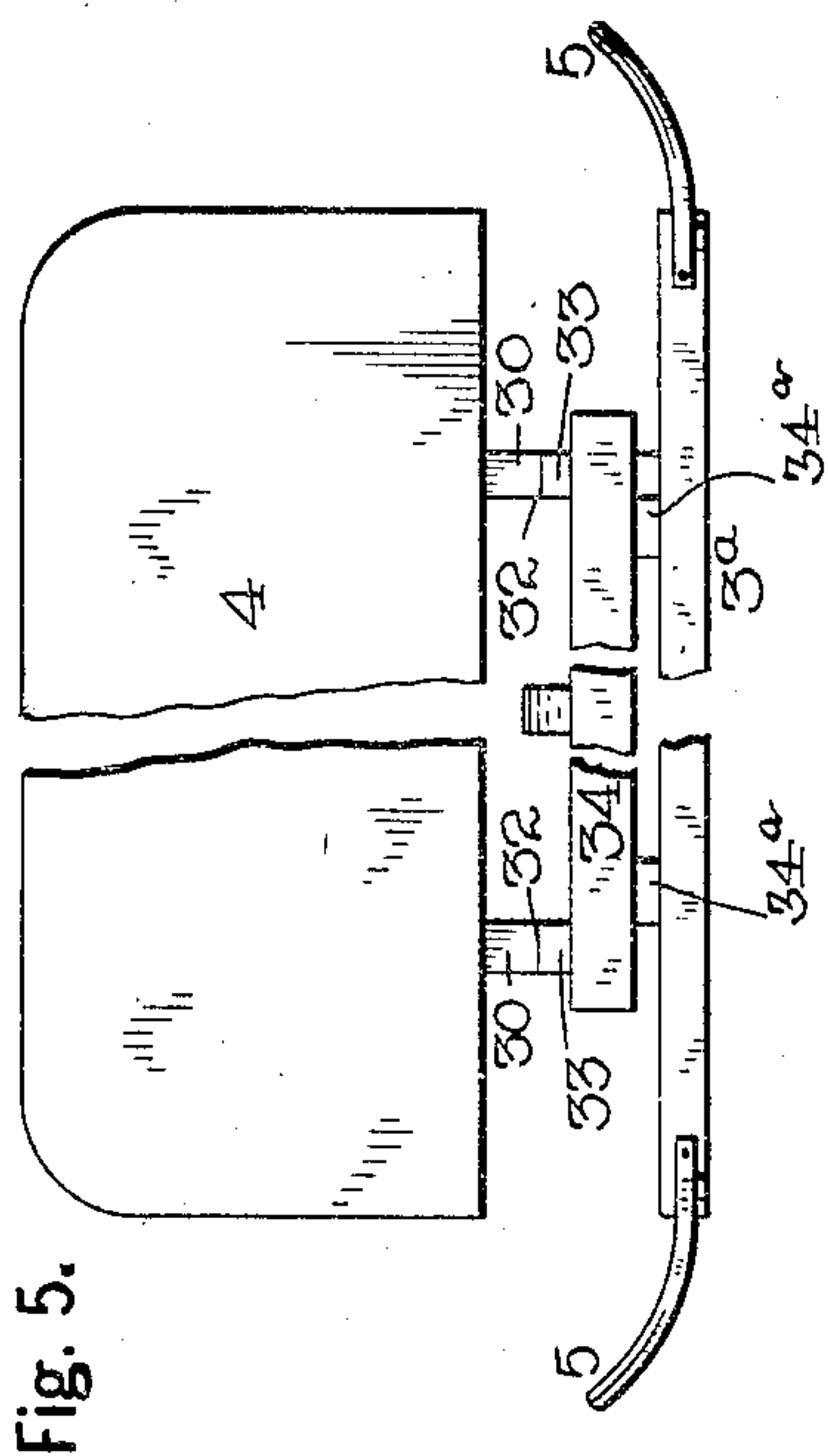
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7 SHEETS—SHEET 3.



Witnesses.
L. M. Sangster.
Geo. A. Newbauer.

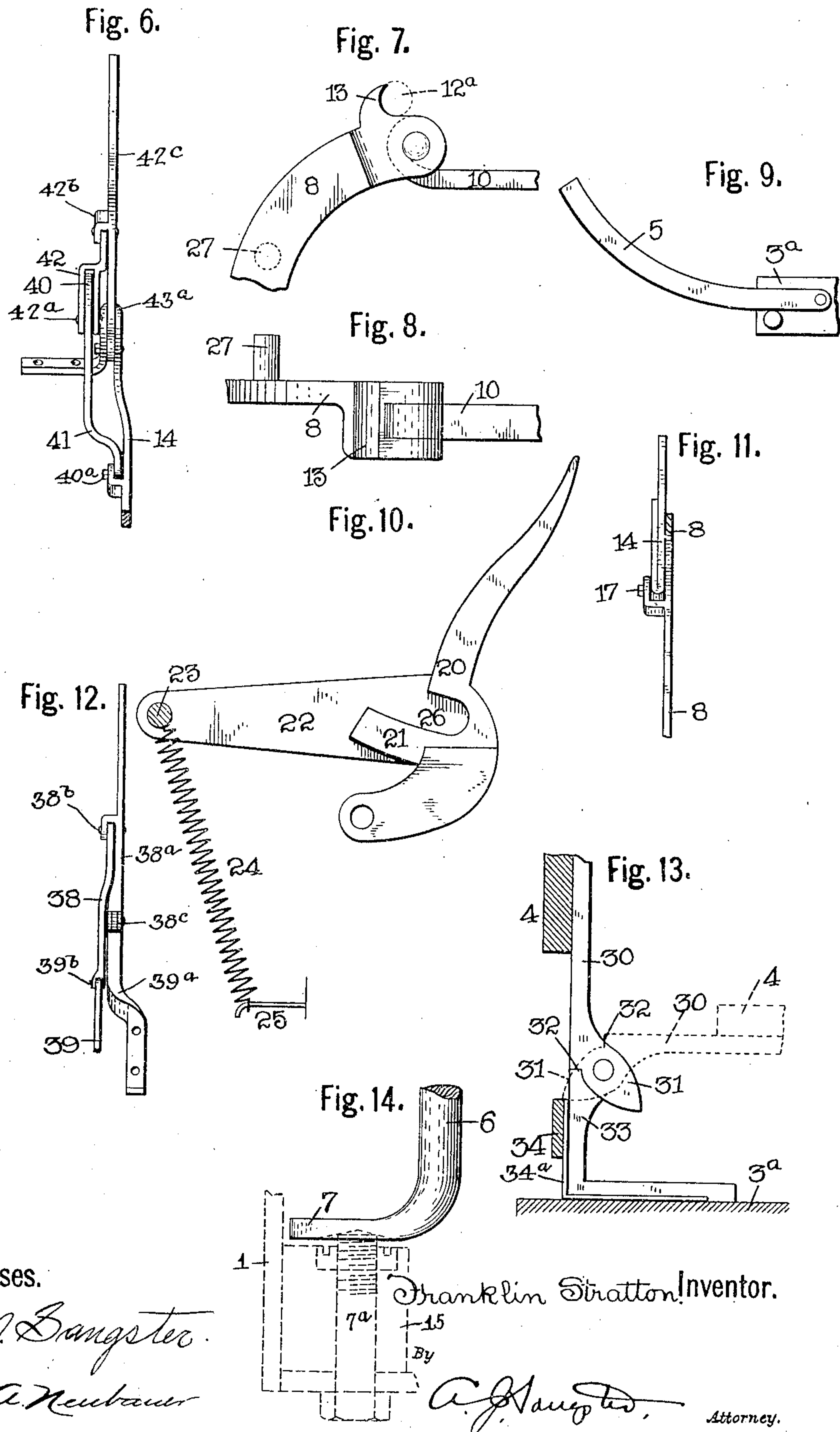
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7 SHEETS—SHEET 4.



Witnesses.

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7 SHEETS—SHEET 5.

Fig. 15.

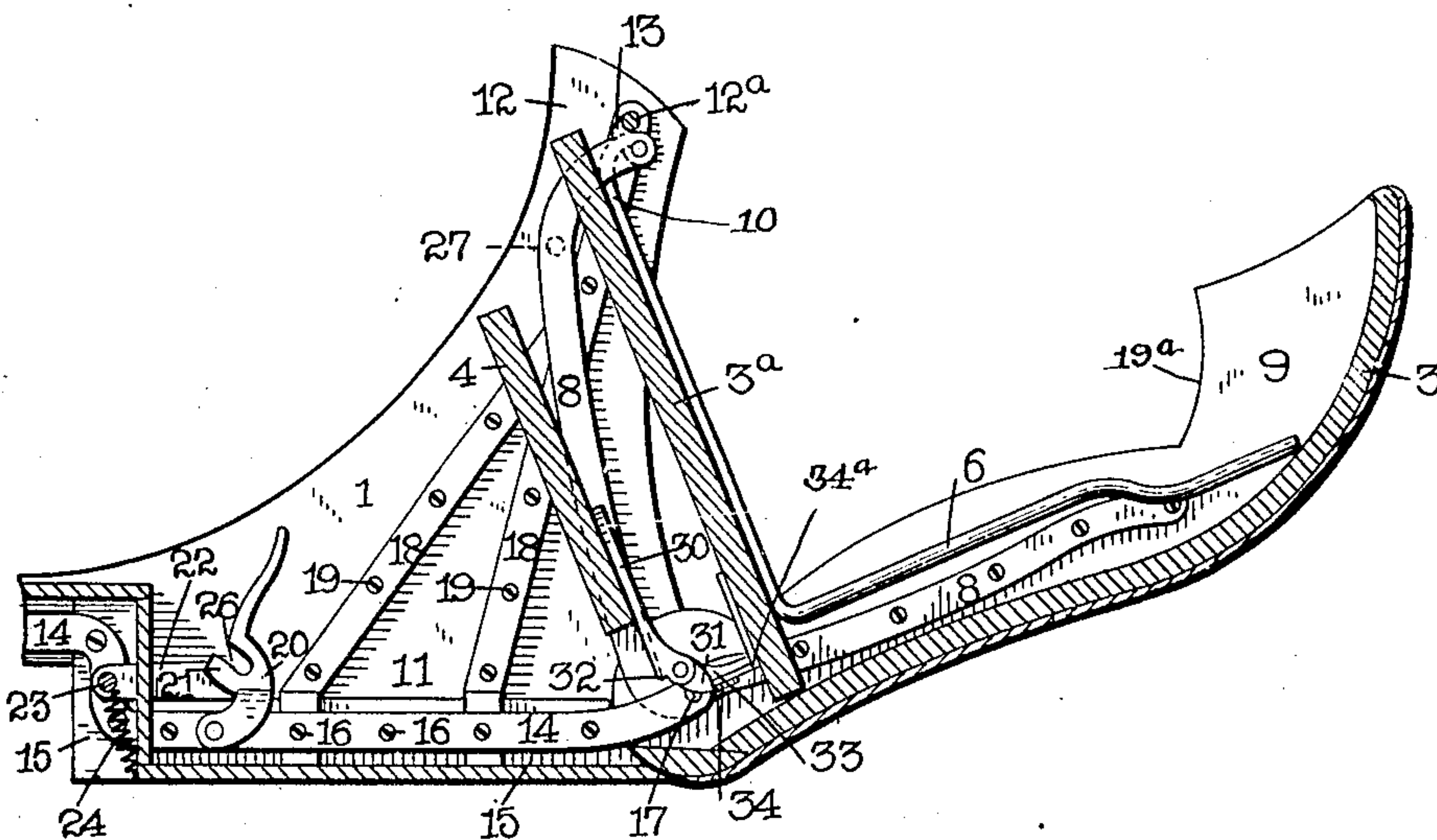
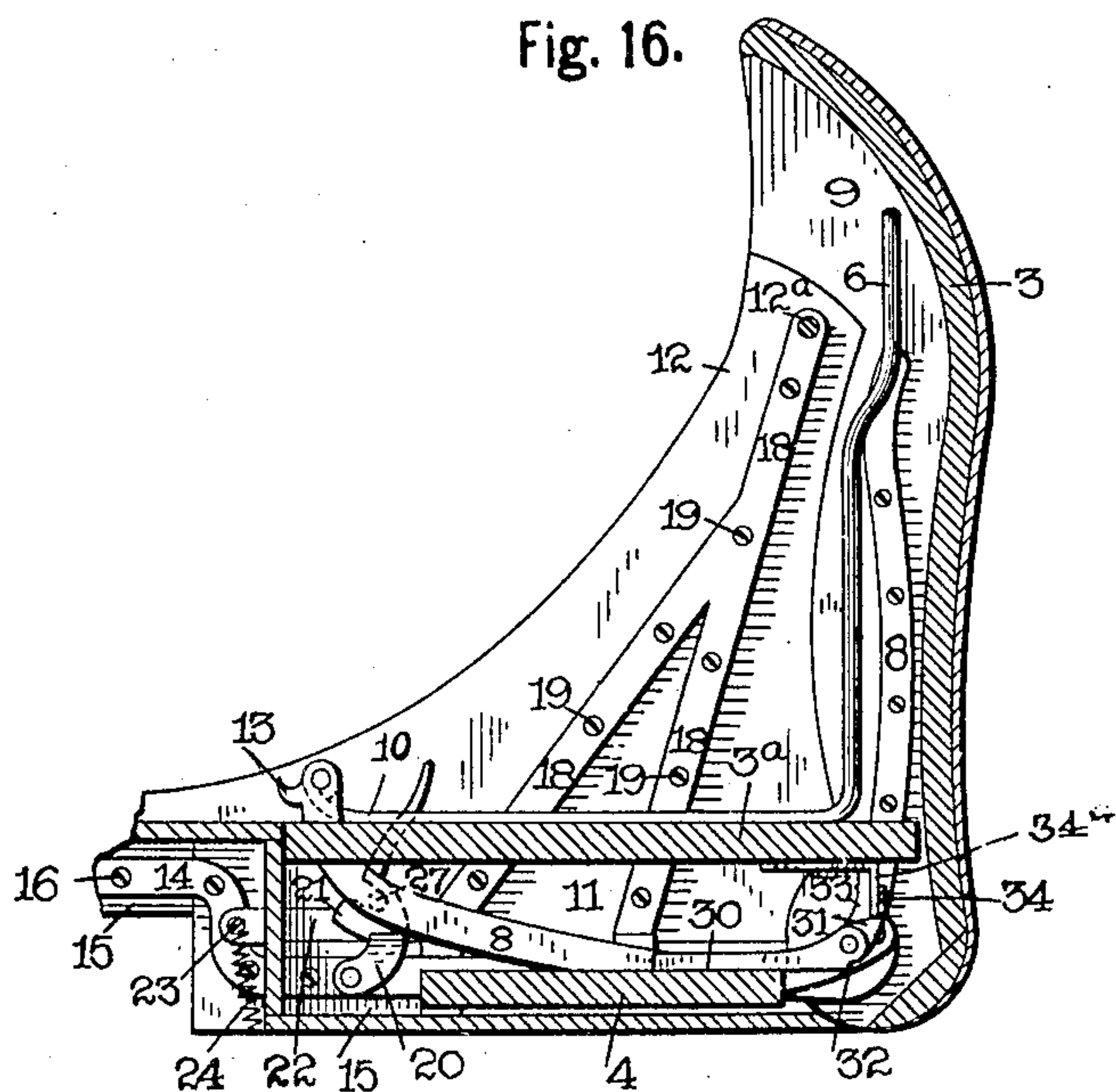


Fig. 16.



Witnesses.

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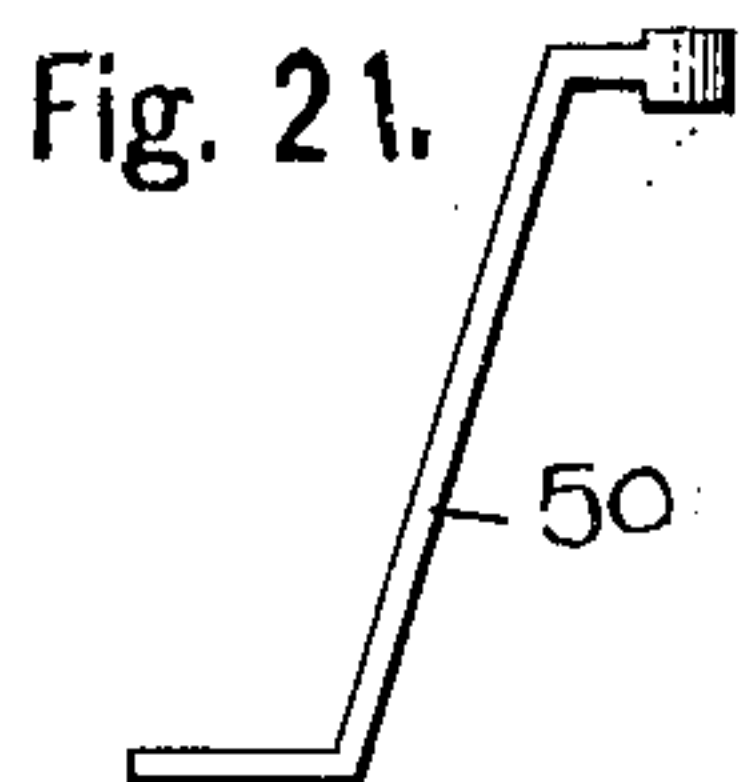
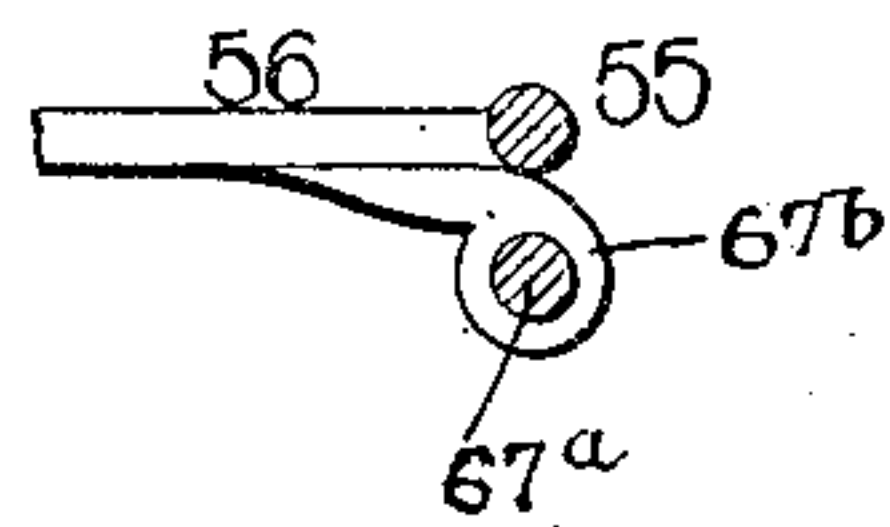
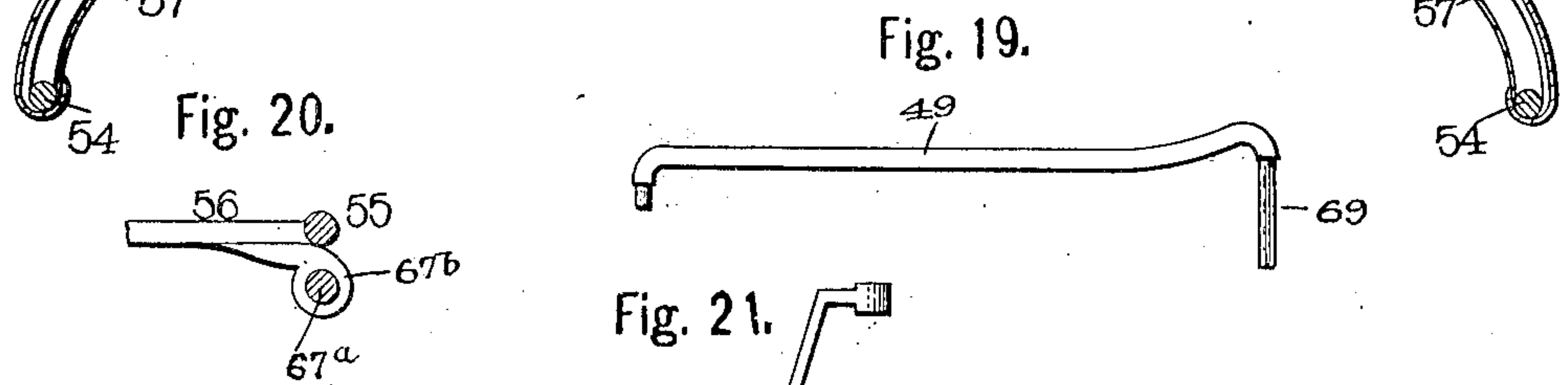
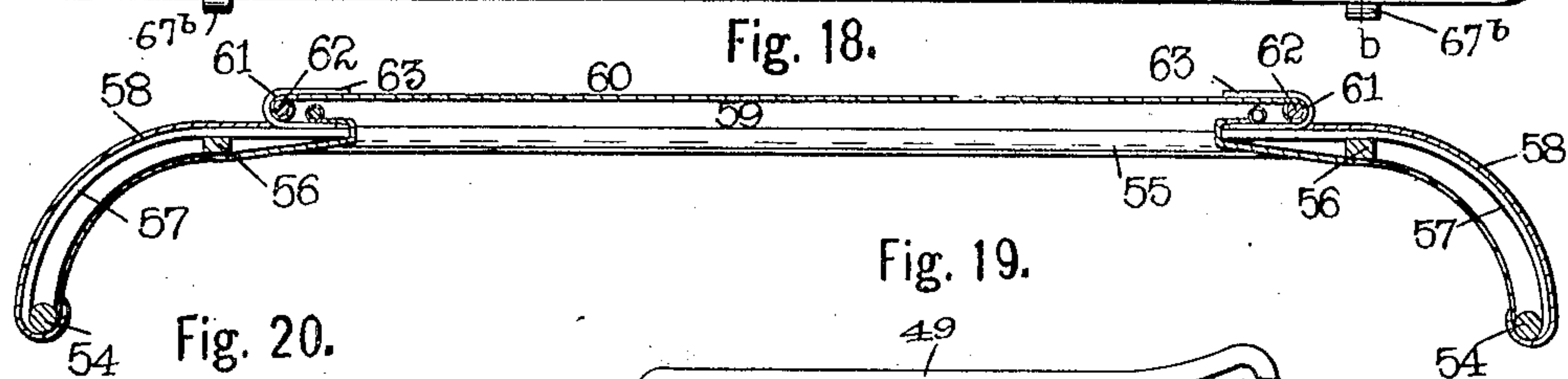
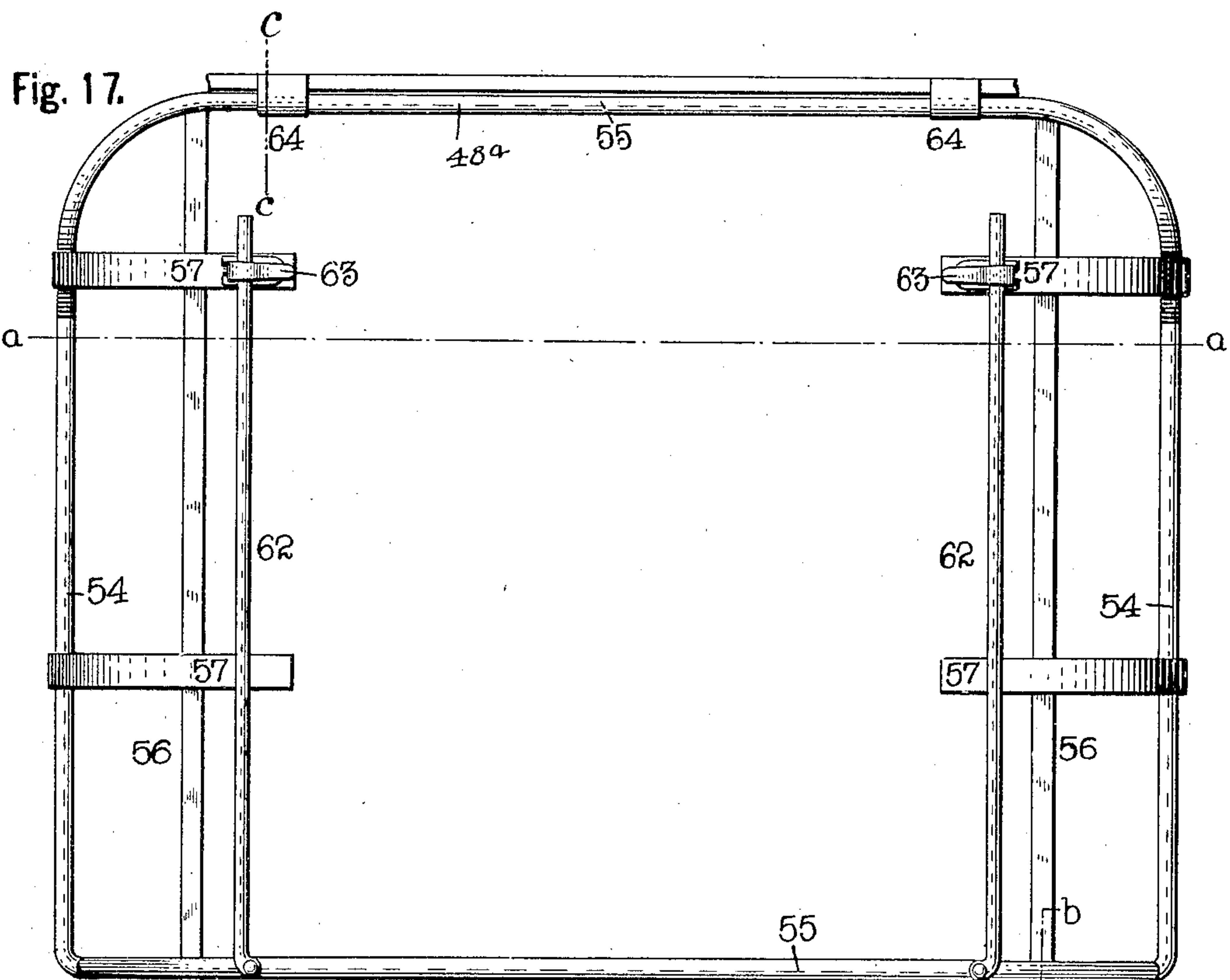
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APPLICATION FILED AUG. 5, 1905.

7 SHEETS—SHEET 6.



Witnesses.

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APPLICATION FILED AUG. 5, 1905.

7 SHEETS—SHEET 7.

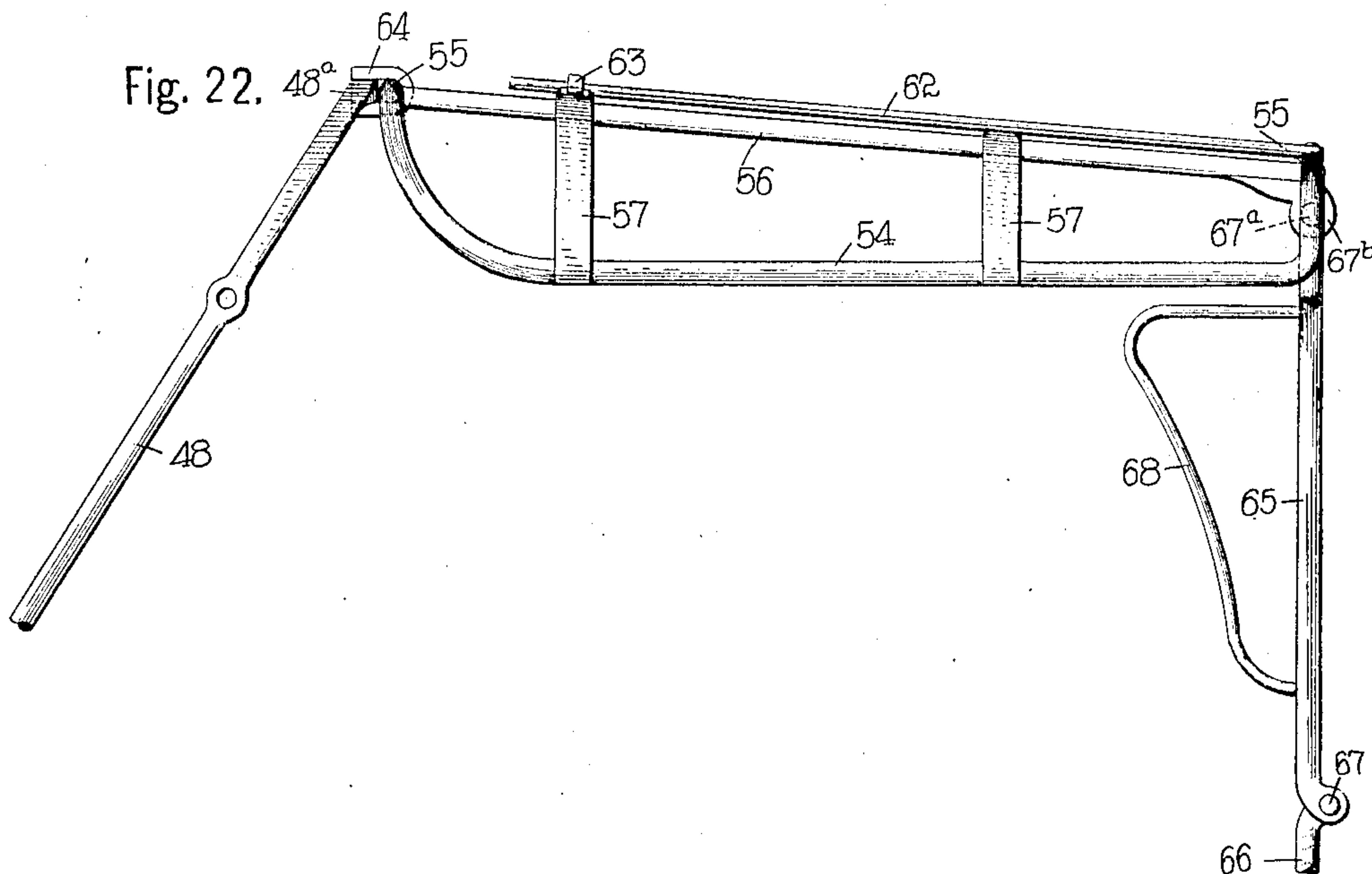
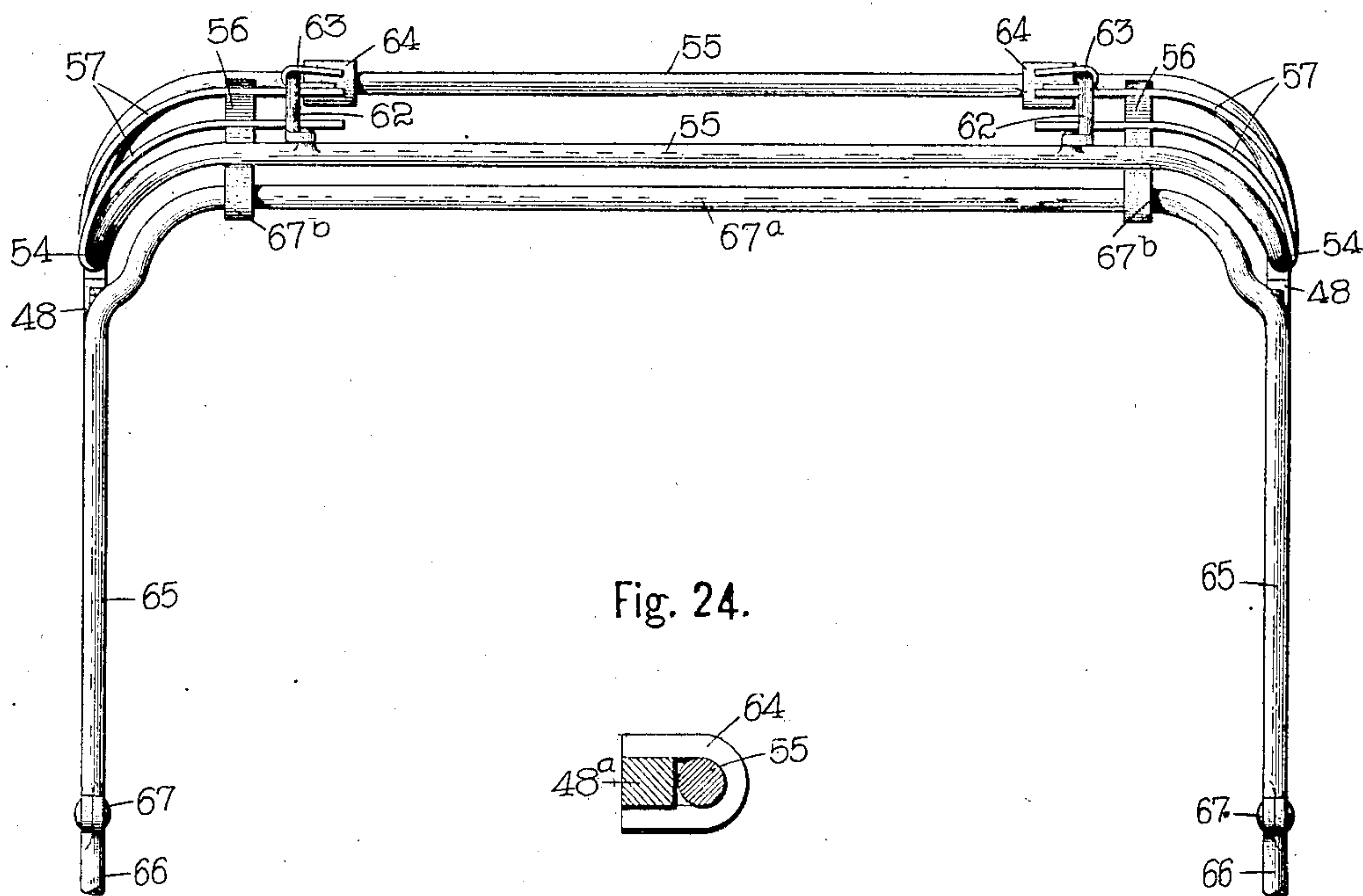


Fig. 23.



Witnesses.

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UNITED STATES PATENT OFFICE.

FRANKLIN STRATTON, OF BUFFALO, NEW YORK.

BODY FOR VEHICLES.

No. 876,026.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed August 5, 1905. Serial No. 272,808.

To all whom it may concern:

Be it known that I, FRANKLIN STRATTON, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Bodies for Vehicles, of which the following is a specification.

My invention relates to an improved body for vehicles or the like and an improved top or cover therefor, in which one or more of the seats are arranged so that they can be folded down to constitute a portion of the body when not in use, the top or cover being connected to one of the folding seats so that a portion can be turned down to form a back shield for the open seat or seats when said seat is folded.

One of the objects of the invention is to arrange the forward seat so that it swings on a pivot into its open position and which when closed is reversed on the pivot and folded into the body bottom.

Another object is to arrange the rear part of the top or cover so that it will form a top covering for the rear seat and can be turned down to form a back shield for the next seat when the rear seat is folded against the body.

For a full understanding of the merits and advantages of the invention, reference is to be had to the accompanying drawings and the following description.

The invention is susceptible to various changes in the form, proportion and minor details of construction without departing from the principle or sacrificing any of the advantages thereof, and to a full disclosure of the invention, an adaptation thereof is shown in the accompanying drawings, in which,—

Figure 1 represents a side elevation of my improved body and top therefor with the folding seats closed on the body and the rear of the top turned down to form a back shield. Fig. 2 is a side elevation with the folding seats and the top in open position. Fig. 3 is a fragmentary vertical longitudinal section through the rear portion of the body with the rear seat in its open position. Fig. 4 is a fragmentary vertical longitudinal section through the front portion of the body with the front seat in its open position and the dash in its forward position. Fig. 5 is a fragmentary elevation of the front seat and its folding back and sides. Fig. 6 is an enlarged end view looking in the direction of

the arrow V, Fig. 3, of a fragment of the locking mechanism for the rear folding seat. Fig. 7 is an enlarged fragmentary view illustrating the formation of the pivotal portion of the front seat. Fig. 8 is a top plan view of the fragment shown in Fig. 7. Fig. 9 is an enlarged detached fragment of one of the front seat side rails and its stop. Fig. 10 is an enlarged fragmentary view of the mechanism for locking the front seat in position. Fig. 11 is an enlarged fragment of the angular dash rod and the metal strengthening strip in the bottom of the body to which it is pivoted. Fig. 12 is an enlarged fragmentary view of the locking mechanism for the folding back of the rear seat. Fig. 13 is an enlarged fragmentary view of the front seat and its back showing the back in open position in full lines and in closed position in dotted lines. Fig. 14 is an enlarged fragment of the lower bent end of one of the rear brace rods of the front seat, showing also a fragment of the sill and a fragment of a cone shaped bolt end fitting in a concavity in the under surface of the bent end of the brace rod to prevent lateral movement of the seat. Fig. 15 is a vertical longitudinal fragmentary section through the front portion of the body showing the front seat in partially closed position. Fig. 16 is a vertical longitudinal fragmentary section through the front portion of the body showing the front seat in its closed position. Fig. 17 is an enlarged detached top plan view of the frame of the folding back portion of the top. Fig. 18 is a horizontal section through the folding back portion of the top on line *a a*, Fig. 17. Fig. 19 is an enlarged detached top view of one of the angular supports for the top connections. Fig. 20 is a fragmentary section through the top on line *b b*, Fig. 17. Fig. 21 is an enlarged detached view of one of the angular braces for securing the angular supports to the body. Fig. 22, is an enlarged detached side view of the frame of the folding back portion of the top. Fig. 23, is a rear view of the same, showing the connection of the upper pivotally jointed brace rod to the same. Fig. 24, is an enlarged transverse section on line *c—c*, Fig. 17, showing the hinge for securing the folding rear portion of the top to the front portion.

In referring to the drawings for the details of construction, like numerals designate like parts.

My improved vehicle body consists of a body portion 1, a middle stationary seat 2, a dash 3, pivoted to the front end of the body, and rear and forward folding seats secured to the rear and front ends of the body.

The forward seat is preferably formed substantially as shown in Figs. 1, 2, 4, 15 and 16, and has a seat portion 3^a, which is provided with a hinged back 4, and hinged side rails 5. Angular brace rods 6, have their upper ends bent beneath and attached to the front seat 3^a near the ends of said seat and their lower ends bent to form transverse inwardly extending feet 7, which are provided with concavities on their under surface, substantially as shown in Fig. 14, to receive and fit the cone shaped end of a bolt 7^a extending up from the sills 15 of the body bottom, as shown in dotted lines in Fig. 14. The object of this is to hold the bars rigidly when the seat is in supporting position.

Angular rods 8, have their front portions extending along and fastened to the sides 9, of the dash and their rear portions bent at almost a right angle to the front portions and pivoted to the bent ends 10, of the rods 6, at the forward corners of the front seat.

The body is provided with a space in its forward portion formed by lowering the body in that portion which constitutes a pocket 11, to receive the forward seat 3^a when in its folded position, and thus form a practically level floor to the body when the seat is folded, see Fig. 16. The side portions 12, extend upwardly from the sides of the forward end of the body and a transverse bar 12^a, extends between the upper ends of these side portions and forms a support for the forward portion of the front seat. The angular rods 8, have enlargements 13, on the side of the upper ends of their bar portions, which are concaved on one side to fit the curved surface of the bar 12^a, see Figs. 4 and 7.

Metal strengthening pieces 14, extend along and are secured to the inner surface of the sills or sides 15, of the body by screws 16, and are pivoted at their forward ends to the rods 8, at their bending points by the pivots 17. The side portions 12, are also strengthened by metal pieces 18, which are secured to the inner surface of said side pieces by the screws 19.

The forward seat 3^a when in its folded position lies in the pocket 11, substantially as shown in Fig. 16, and the dash is formed so as to fit against the forward edge of the upright side portions 12; depressions 19^a being formed in the sides of the dash which give comparatively large side entrances to the front seat when open, see Figs. 4 and 15, and receive the front parts of the side portions when closed, see Fig. 16. The front seat is moved from its closed position to its open position by moving the dash forward on its pivot from the position shown in Fig. 16, to

the position shown in Fig. 15 which brings the enlargements 13, against the bar 12^a. The seat is now turned on its pivots around the bar 12^a, into the open position shown in Fig. 4.

By referring to Fig. 4, it will be noticed that the bar 12^a, is gripped between the curved forward ends 10 of the rods 6, and the enlargements 13, which locks the dash in its open position while the seat is elevated. The seat is locked both in its open position and in its closed position by spring tensioned locking devices. The preferred form of these locking devices is shown in Fig. 10, in which an angular lever 20, is pivoted at its lower end to each side of the body and has a lateral extension 21, which is adapted to fit over the foot 7. Arms 22, extend laterally from the levers and are connected by a transverse bar 23. Spiral springs 24, are connected at their respective ends to the bar 23, and extensions 25, projecting from the body and serve to maintain the locking levers in their locking position with a spring tension, see Fig. 10. The levers 20, are each provided with a transverse slot 26, and the angular bars 8, have laterally extending pins 27, shown in dotted lines in Figs. 4, 7, 15 and 16, which are adapted to spring into the slots and thus lock the front seat 3^a and dash in their closed position.

The front seat is provided with two folding side railings 5, see Figs. 2, 4, 5, and 9, which are folded upon the seat when not in use, and a folding back 4. The back 4, is arranged so that it can be locked in folded position to avoid the danger of opening when closing the seat and striking some other portion of the body. The preferred form of this device is shown in Figs. 4, 5, and 13, particularly Fig. 13, in which two vertical bars 30, extend downward from the back and have angular lower ends 31, which are formed with two oppositely curved sides, one of which terminates in a straight part 32, which constitutes a stop. Portions 33, extend upward from the seat 3^a upon which the stops 32, seat and thus limit the backward movement of the seat when turned back. Two of these portions 33, are provided and a strip of yielding material 34, such as a thin strip of wood and is supported between the portions 33. The extreme ends of the angular parts 31, are sprung over the strip 34, when the back 4 is folded down upon the seat 3^a as shown in dotted lines in Fig. 13. This locks the back in its folded position from which it can be released by bending the strip backward sufficiently to free the ends 31. The entire rear portion of the body is pivoted so that it can be opened in the position shown in Figs. 2 and 3, or closed in the position shown in Fig. 1. The folding rear portion of the body 35, has a seat portion 36, and a back 37, which is adapted to be folded upon the seat 36, and

is held in its open position by the pivoted rods 38 and 39.

The rod 38, is pivoted at its upper end to a metal bar 38^a, by a pivot 38^b, being secured to the folding back 37. This bar 38^a, is connected at its lower end by a hinge 38^b, to the upper end of a bar 39^a, which is secured to the back of the folding rear portion 35, of the body, above the seat 36, see Fig. 3. This hinge forms the connection between the back 37, and the rear portion 35, of the body, and permits said back to fold upon the seat 36. The lower end of the rod 38, is secured by a pivot 39^b to the upper end of the rod 39, which has its upper portion bent to extend longitudinally with the rod 38, when the back 37, is in open position, see Fig. 3. The lower end of the rod 39, is pivoted at 39^c to the end of the shorter member 40, of an angular bar, the longer member 41, of which is secured at its end by a pivot 40^a, to the metal strengthening strip 14, which is bolted to the sills 15, of the body, see Fig. 3. The metal strip 14, curves upwardly in the rear of the pivot 40^a, and then bends back upon itself to form a support 43, for the pivot 44, which secures the lower end of the metal strip 42^c, to the metal strip 14, and thereby forms a hinge which joins the rear folding portion 35, of the body, to the main portion 1, of the body, see Fig. 3. The portion 43^a where the metal strip 14, bends back upon itself to form the support 43, constitutes a stop to limit the opening movement of the rear portion 35. The angular bar 40—41, and the link 42, constitute a locking device which prevents the involuntary closing of the folding rear portion 35, owing to said parts being joined by the pivot 42^a, and extending in a straight line, which can only be "broken" by first folding the back 37, upon the seat 36.

The top or cover consists of a collapsible front portion 45, which is preferably formed in the usual and well known style of leather or other suitable material supported upon the usual transversely curved frame. Supporting side frame bars 46, 47 and 48, are each pivoted at their lower ends to the forward end of an angular support 49, and bent transversely at their upper ends so as to form an inverted U. The angular supports are secured slightly above and to the sides of the seat by angular braces 50, which are bolted thereto. This portion of the top is held in its open position by the usual folding pivotally jointed brace rods 51, 52 and 53. The rods being in two pivotally joined sections and the rod 51, being pivoted at its upper end to the upper end of the intermediate side frame bars 47, and at its lower end to the rear extreme of one of the angular supports 49, see Fig. 2; the rod 52, extending between and being pivoted at its respective ends to the side bar 46, and the intermediate side frame bar 47, and the rod 53, extending be-

tween and being pivotally connected at its respective ends to the rear frame bar 48, and the intermediate frame bar 47.

The rear folding portion of the top or cover has a frame which consists of the side and end bars 54 and 55, preferably formed from a single bar of metal bent to the proper shape, the substantially longitudinal strengthening bars 56, and the substantially transverse curved bars 57, which extend inwardly from the side bars 54, and connect said bars 54 with the longitudinal bars 56, see Figs. 17, 18, 21 and 22.

A covering 58, of leather or other material is secured upon the frame and is provided with a central opening or window 59, see Fig. 18, which is closed by a removable flap or curtain 60, of leather or other flexible material.

The flap 60, has hoops 61, at the sides, through which bars or rods 62, pass, said bars 62, being pivoted at their rear ends to the rear end bar 55, of the frame, see Figs. 17, 22 and 23. Clamps 63, which are substantially in the form of a flattened C are secured to the forward pair of transverse curved bars 57, and serve to detachably secure the forward ends of the bars 62. These bars 62, serve to secure the flap or curtain 60, in taut condition when it is desired to screen the window 59. When it is desired to remove the curtain 60, the forward ends of the bars 62, are released from the claps 63, by moving said bars toward each other on their pivots and then the curtain or flap is withdrawn from the bars 62, and rolled up, being held by straps in the usual manner. The bars 62 are now returned to their former position and clamped in place.

The forward extreme of the rear folding portion of the top is hinged to the transverse portion 48^a, of the supporting side frame bar 48, of the forward portion of the top by hinges 64. These hinges 64, which are shown in Figs. 17, 22, 23 and 24, of the drawings, comprise U shaped straps which are secured to the transverse portion 48^a, of the supporting side frame bar 48, and embrace the forward frame bar 55, of the rear folding portion of the top. The rear end of the rear folding portion of the top is supported by two pivotally joined brace rods, each of which is formed of two members 65 and 66, pivotally joined to each other by a pivot pin 67. The upper members 65, of the brace rods are joined at their upper ends by a transverse bar 67^a, which is pivotally supported in lugs 67^b, secured to the under side of the rear ends of the longitudinal strengthening bars 56, so that the bar 67^a, will be vertically beneath the rear transverse frame bar 55, see Figs. 20, 22 and 23. The members 65, of the brace rods and the transverse bar 67^a, are preferably made in one piece, bent into the form shown in Fig. 23. The lower mem-

ber 66, of each brace rod is of an angular form and has a lower part which is pivoted at its end to the side of the rear folding portion 35, of the body, by a pivot 66^a, and extends substantially horizontal when the top is open as shown in Fig. 2, then bends to form an upper portion which extends substantially vertical when the top is in the position shown in Fig. 2.

10 An angular rod 68, bent to substantially the form shown in Figs. 1 and 2, and attached to the upper section 65, of each brace rod forms an arm rest when the folding part is closed and also fastens the folding part in its vertical position by being sprung under the outwardly projecting portion 69, of the angular support 49, shown in Fig. 19.

When the rear seat is in its open position as shown in Fig. 2, the folding part of the top is arranged above and forms a projecting cover for the said rear seat and when the rear seat is closed as shown in Fig. 2, the folding part of the top is folded down to form a back shield for the middle seat as shown.

25 The object in locking the folding part of the top in its folded position is to prevent the wind pressure opening the top and rear seat when the vehicle is traveling. The advantage of this construction is that the entire top may be folded down to completely uncover the vehicle, or the rear seat may be closed which folds down the rear portion of the top to completely inclose the rear of the fixed seat.

35 Without limiting myself to the precise construction and arrangement of parts herein shown, I claim as my invention,

1. The combination with a vehicle body having a permanently fixed seat and a movable seat, of a collapsible top for said body having a rear folding part pivotally connected with the movable seat and adapted to form a covering for said seat when open and to be turned down by the closing of said movable seat, to form a shield to completely inclose one end of the fixed seat.

2. The combination with a vehicle body having a permanently fixed seat and a movable seat, of a top for said body having a folding rear part pivotally connected with the movable seat and adapted to form a top covering for said seat when open and a back shield for completely inclosing the fixed seat when said movable seat is closed and means for locking said folding part in its shielding position.

3. The combination with a vehicle body having a movable seat and a fixed seat, of a top having a collapsible part supported from the fixed seat and a folding part hinged to the collapsible part and pivotal connections between the folding part and the movable seat whereby the closing of the movable seat will turn down the folding portion of the top

to completely inclose the rear of the fixed seat.

4. An improved vehicle body and top therefor having a body with at least one movable seat, a top having a folding part and two part pivotal side connections between the folding part of the movable seat whereby the folding part of the top will be folded down by the closing of the movable seat.

5. An improved vehicle body and top therefor having a body with at least one movable seat and one fixed seat, a top having a forward part above and supported from the fixed seat and a rear folding part hinged to the forward part and side connections, each consisting of an upper section pivoted to the folding part and an angular lower section pivoted to the upper section and the movable seat, said folding part being over the movable seat when open and in the rear of the fixed seat when said movable seat is closed, as set forth.

6. An improved vehicle body and top therefor having a body provided with a movable seat and a permanently fixed seat, and a collapsible top having a folding part above the movable seat adapted to be folded down to completely inclose the rear of the fixed seat when the movable seat is closed.

7. An improved vehicle body and top therefor having a body with a movable seat and a permanently fixed seat and locking projections, a top having a folding rear part, side connections between the folding rear part of the top and the movable seat, and braces on said connections adapted to be sprung under the locking projections when the movable seat is closed and the rear folding part of the top is turned down, substantially as set forth.

8. An improved vehicle body and top therefor having a body with a movable seat and a fixed seat, and a top having a movable part above the movable seat adapted to form a back shield for the fixed seat when the movable seat is closed; said movable part having an opening, a curtain adapted to close said opening, bars or rods supporting said flap, and fastening devices for the upper ends of said bars or rods, substantially as set forth.

9. An improved vehicle body and top therefor having a body with a movable seat and a fixed seat, and a top having a movable part above the movable seat adapted to form a back shield for the fixed seat when the movable seat is closed; said movable part having an opening, a curtain adapted to close said opening and having side loops, rods or bars slidably fitting in said loops and fastened at their inner ends to the movable part, and fastening devices for clamping the upper ends of said rods or bars, substantially as set forth.

10. An improved vehicle body having a front seat rigidly fastened to said body and a folding rear seat in combination with a collapsible top above the front seat having a hinged rear portion adapted to be moved up to form a cover above the folding seat when open and to be turned down to completely inclose the rear of the front seat when the rear seat is folded.

11. An improved vehicle body having a movable seat and a movable dash and provided with a horizontal extending depression in its bottom, the dash being adapted to be moved to serve as a dash for the adjacent seat when the movable seat is in its closed position and the depression in the bottom of the body being adapted to form a pocket for the movable seat when closed.

12. An improved vehicle body having its front portion disposed below the horizontal plane of the remainder to form a pocket, a dash attached to the front end of said pocket portion and a seat pivotally supported from the body and adapted to be folded to lay horizontally in said pocket portion.

13. An improved vehicle body having a bottom pocket portion and side portions extending upward from each side of the pocket portion, a horizontal bar between said side portions, a movable dash attached to the front end of the pocket portion and a seat pivotally supported by said dash; said seat being adapted to be folded horizontally into the pocket when the dash is in a rearward position and to be elevated by forward

movement of the dash and then turned into proper seating position around the horizontal bar.

14. An improved vehicle body having a bottom pocket portion and a movable part hinged to said pocket portion and a seat pivoted to said part and adapted to be raised by forward movement or lowered into horizontal position in said bottom pocket by rearward movement of said part and means for supporting said seat in open position.

15. An improved vehicle body having a movable seat, and a single locking device adapted to lock the seat in both its open position and its closed position.

16. An improved vehicle body having side portions, a pivotal dash having an angular portion adapted to be raised between the side portions by the movement of the dash into forward position and a seat supported from both the side portions and said angular portion of the dash.

17. A vehicle body having a bottom pocket and side portions, a transverse bar extending between the side portions, and a collapsible seat adapted to be folded into the pocket when closed and to be partially opened and then rotated around the transverse bar into seating position, substantially as set forth.

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Witnesses:

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