

G. H. BERTSCH.

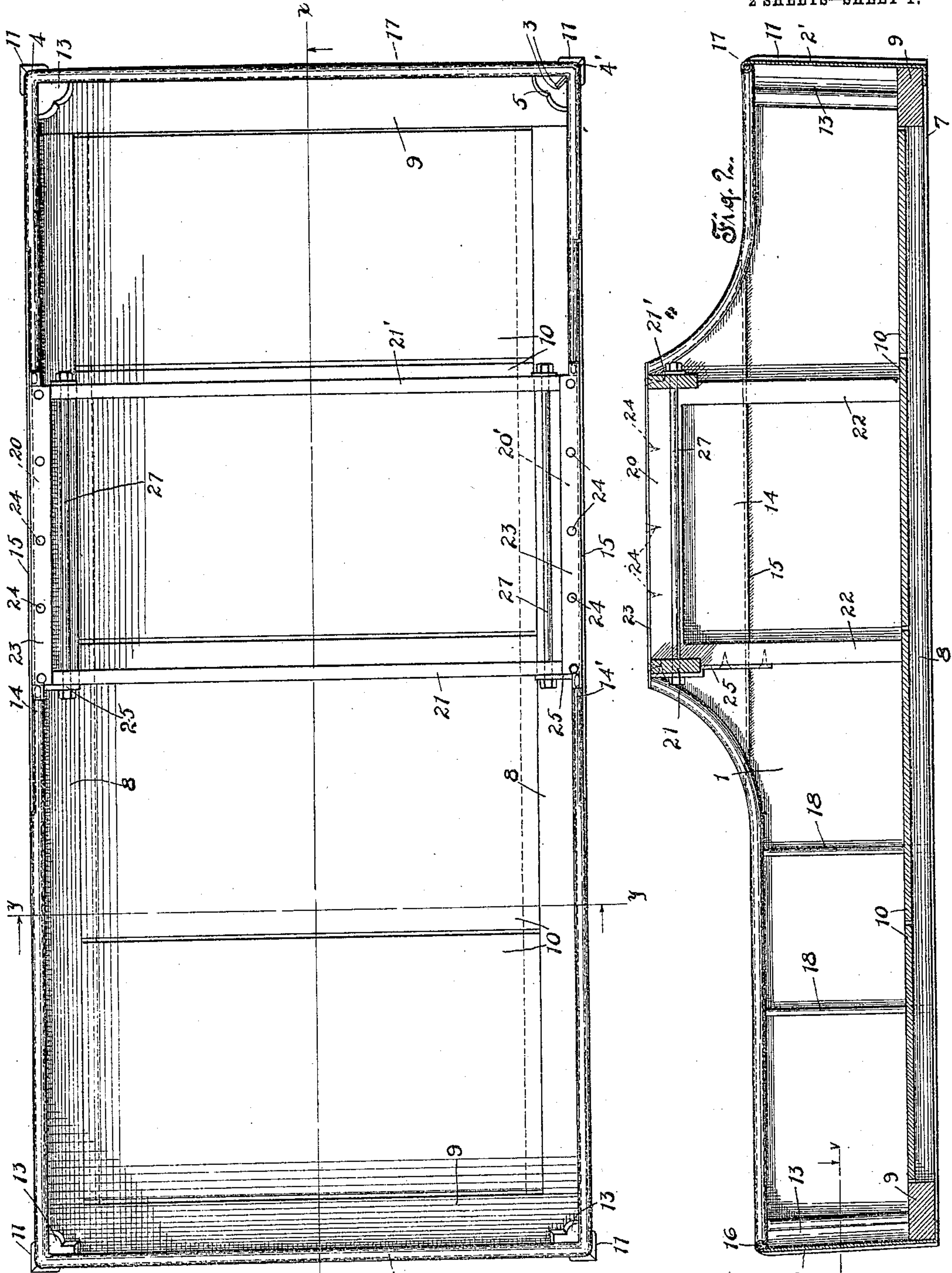
BUGGY BODY.

APPLICATION FILED MAR. 19, 1909.

944,231.

Patented Dec. 21, 1909.

2 SHEETS—SHEET 1.



Witnesses:
W. St. Griffin
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by
Fig. 1.

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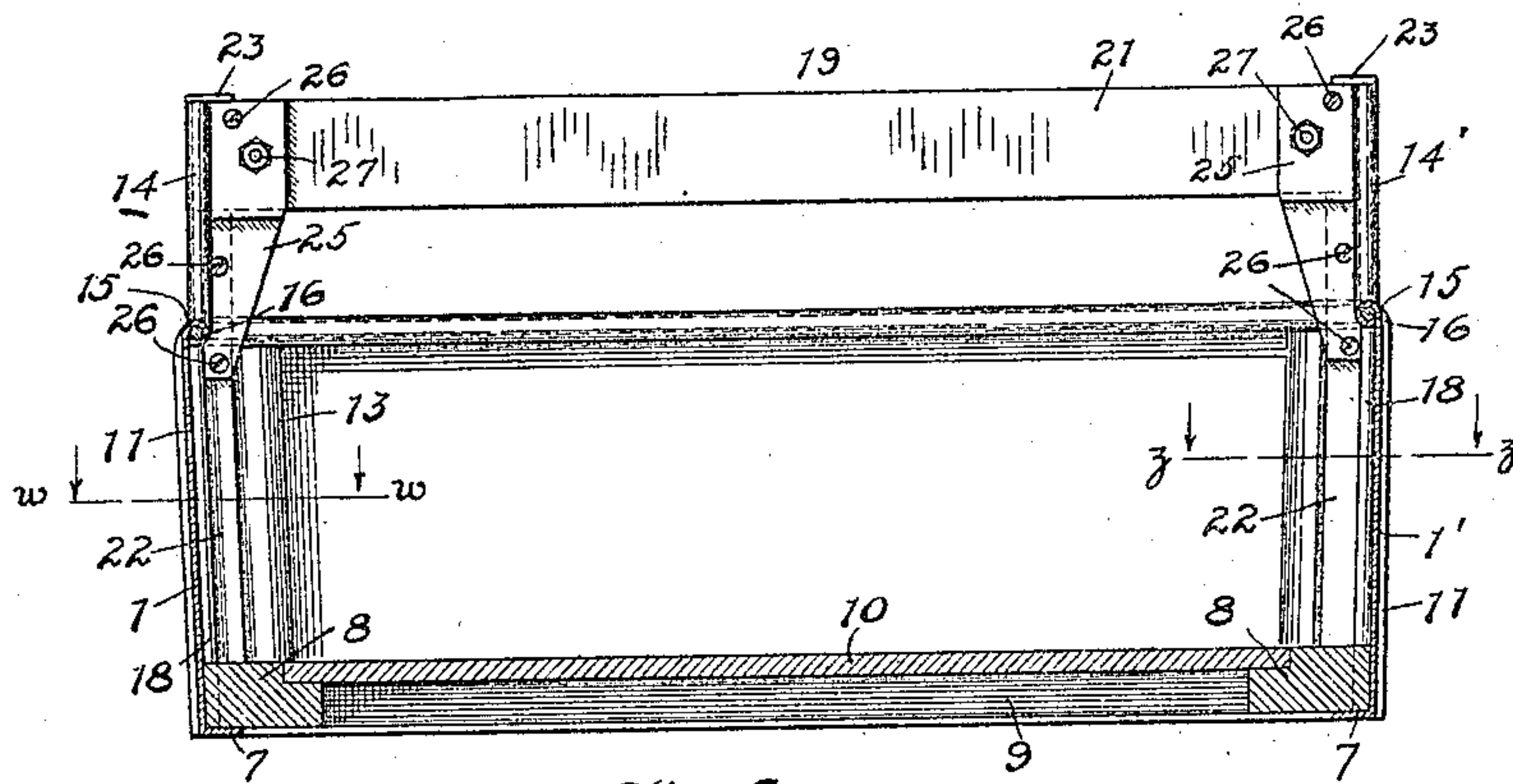


Fig. 3.

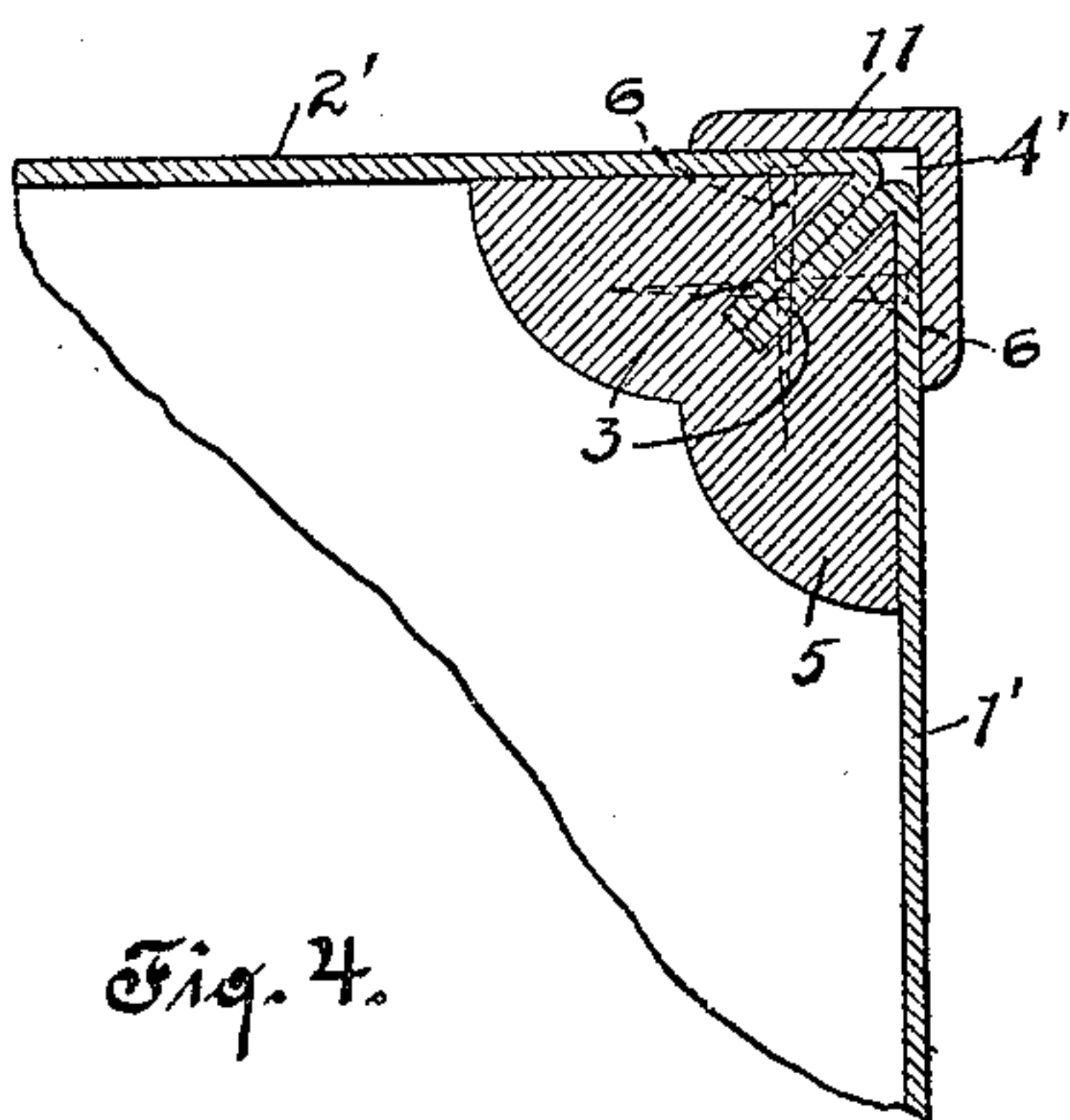


Fig. 4.

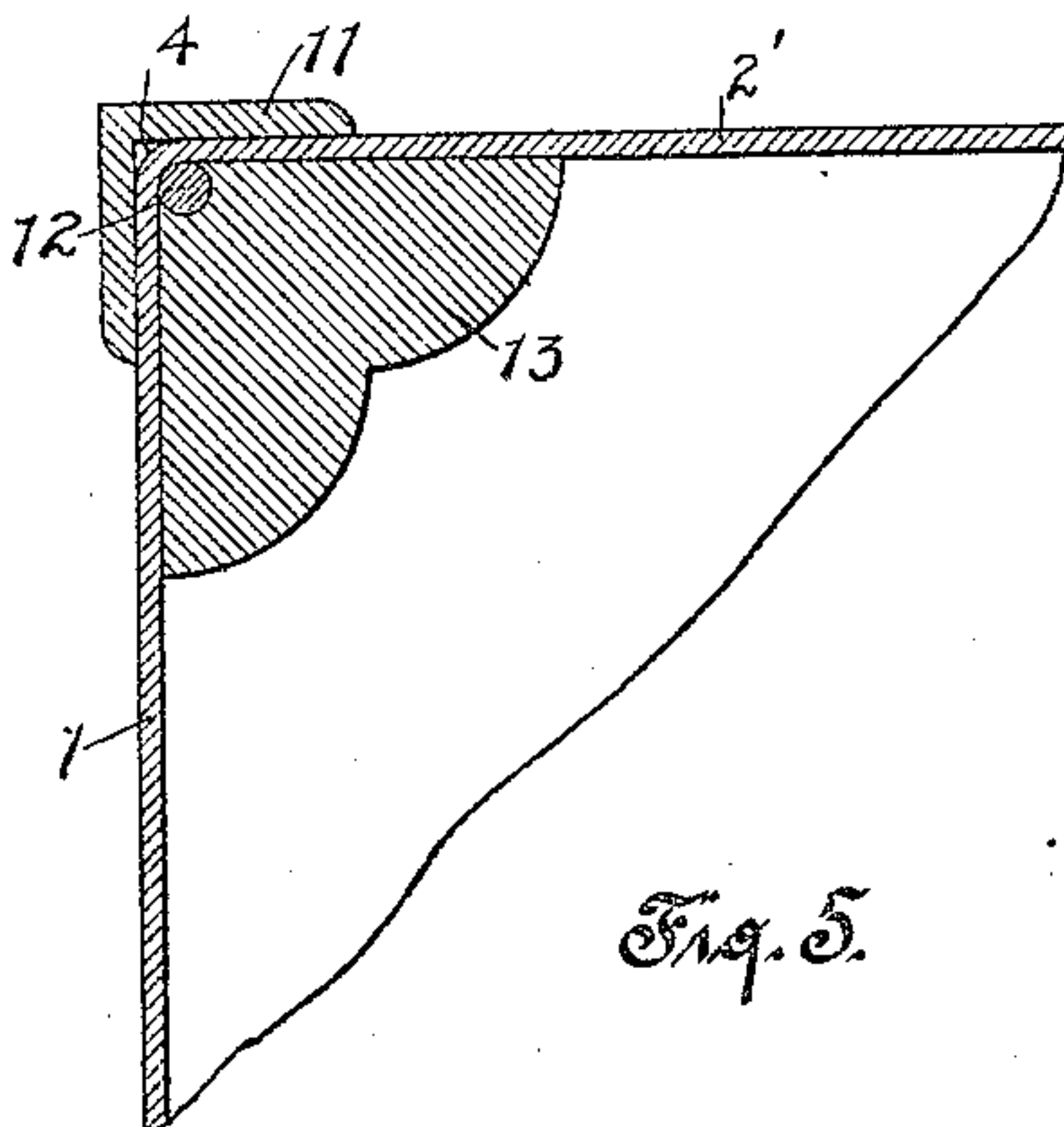


Fig. 5.

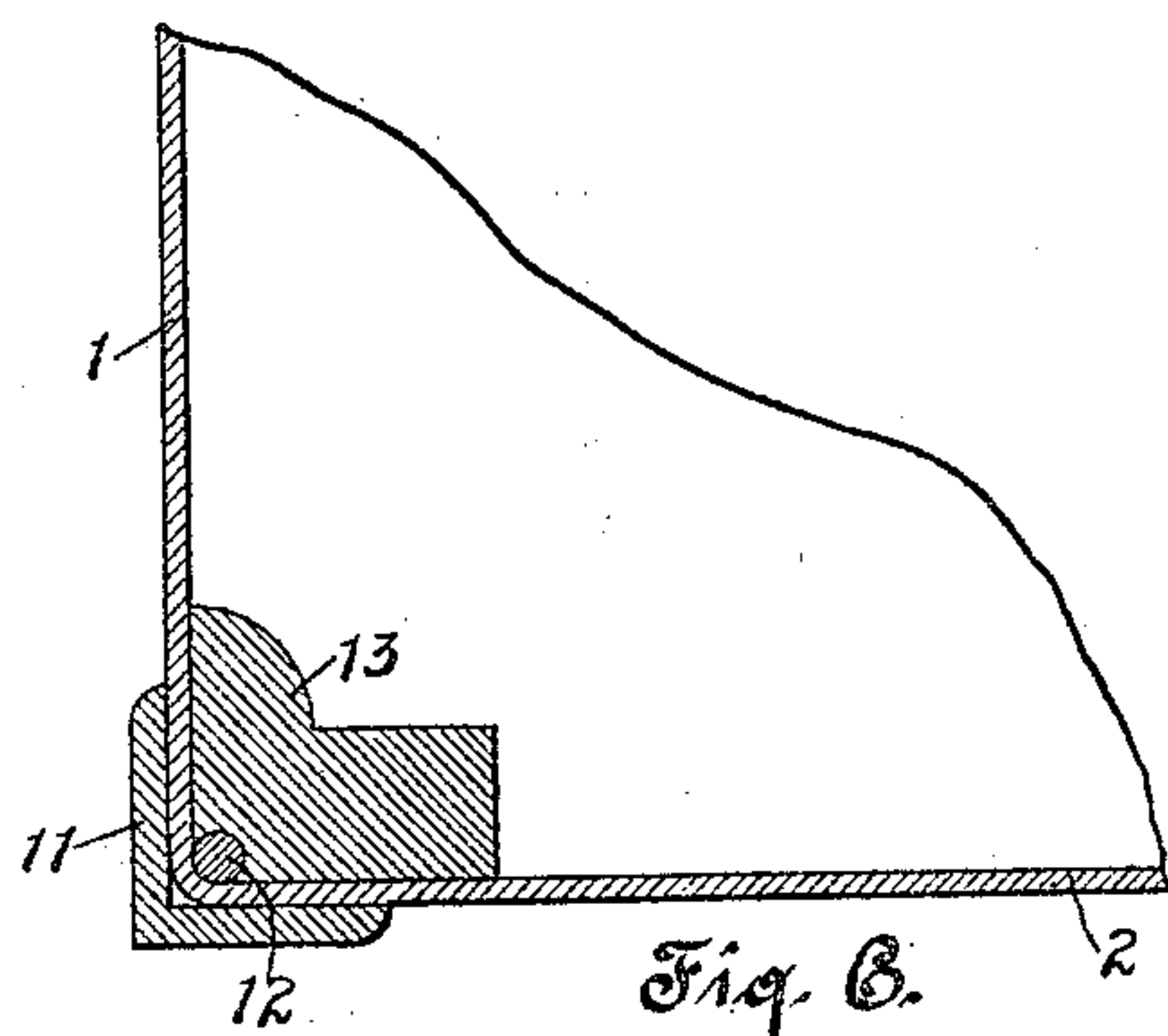


Fig. 6.

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Inventor:
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by Joshua H. Torra
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UNITED STATES PATENT OFFICE.

GEORGE HENRY BERTSCH, OF FREEPORT, ILLINOIS, ASSIGNOR OF ONE-HALF TO EARL E. SANDERS, OF FREEPORT, ILLINOIS.

BUGGY-BODY.

944,231.

Specification of Letters Patent.

Patented Dec. 21, 1909.

Application filed March 19, 1909. Serial No. 484,420.

To all whom it may concern:

Be it known that I, GEORGE HENRY BERTSCH, a citizen of the United States, residing at Freeport, county of Stephenson, and State of Illinois, have invented certain new and useful Improvements in a Buggy-Body, of which the following is a specification.

My invention relates to vehicle bodies and more specifically to that class thereof known as buggy bodies.

The object of my invention is to provide a body of the character mentioned which will be of the highest possible efficiency and which will be of neat and finished appearance.

A further object is to provide a body of the class stated which will be of greatly improved construction and which will be strong and durable and comparatively simple of construction.

Other objects will appear hereinafter.

With these objects in view my invention consists in a metallic body characterized as above mentioned and in certain details of construction and arrangement of parts all as will be hereinafter fully described and particularly pointed out in the claims.

My invention will be more readily understood by reference to the accompanying drawings forming a part of this specification, and in which,

Figure 1 is a top plan view of the preferred form of embodiment of my invention, Fig. 2 is a vertical longitudinal section thereof taken on the line $x x$ of Fig. 1, Fig. 3 is a vertical transverse section taken on the line $y y$ of Fig. 1, Fig. 4 is an enlarged sectional detail of one of the rear corners of the body taken on the line $z z$ of Fig. 3, Fig. 5 is a similar enlarged detail of the other of the rear corners of said body taken on the line $w w$ of Fig. 3, and Fig. 6 is a similar enlarged detail of one of the front corners of the body taken on the line $v v$ of Fig. 2.

Referring now to the drawings 1—1' indicate the side panels of my improved body and 2—2' the end panels thereof, the same being formed of a single piece of sheet metal bent to a substantially rectangular form as shown. The extremities 3 of the latter are brought together at the corner 4' of the rear body corners 4—4' and secured preferably in a slotted corner post 5 by means of bolts, nails or screws 6, as clearly shown in Fig. 4.

Resting upon the inwardly extending flange 7 formed at the lower edge of said side and end panels are the longitudinally extending floor sills 8 and the transversely extending front and rear cross sills 9, upon the first named of which, namely the sills 8, are secured the body floor members 10. To effect the mounting of said floor members, the sills 8 are provided along their upper outer edges with longitudinal notches adapted to receive the ends of floor members 10 and support said floor members flush with the upper surfaces of said sills.

Provided upon each of the corners of the body are reinforcing corner irons 11 secured thereto in any suitable manner. Provided in each of said corners, excepting the corner 4', and resting upon the inner surface of said body panels are substantially vertically disposed reinforcing metal bars 12 and inclosing the latter are corner posts 13 preferably of wood.

Formed integrally with and upwardly extending from the side panels 1—1', preferably slightly rearwardly of the central portions thereof are seat risers 14—14', the same being slightly offset at the junctions thereof with said panels 1—1' respectively, as at 15, as shown in Figs. 2 and 3, the same being so constructed to imitate or resemble the detachable seat risers of the ordinary buggy body. In order to strengthen the upper edges of said body panels I provide the same with reinforcing metal wire members 16 and 17 around which said panel edge portions are looped. The former of said wires extends from the forward extremity of the upper edge of the seat riser 14 around the forward portion of the body to the forward extremity of the upper edge of the riser 14', the latter of said wires extending from the rearward extremity of the upper edge of the riser 14 around the rearward portion of the body to the rearward extremity of the upper edge of the riser 14'.

Provided at the forward portion of each of the side panels 1—1', and positioned preferably substantially midway between the forward extremities of the latter and the seat risers 14—14', are reinforcing metal bars 18 preferably two in number, the upper and lower extremities thereof being respectively secured, preferably by soldering, to the wire member 16 and the flange 7.

Provided within said body is a seat frame 19, preferably formed of wood, the same comprising the end bars 20—20', the front and rear bars 21 and 21' respectively and
 5 legs 22 depending from the corners formed by the junctions of said bars 20—20' and 21—21'. The upper horizontally disposed edge of each of the seat risers 14—14' is provided with an inwardly extending flange
 10 23, the same being secured as by tacks or screws 24 to the upper surface of the end bar 20 or 20' of the seat frame. In order to strengthen said frame reinforcing metal plates 25 are provided. The same are se-
 15 cured as by screws 26 to the extremities of the seat bar 21 and depend therefrom, the lower end portions thereof being likewise secured to the upper end portions of the foremost of the legs 22. Transversely
 20 extending tie bolts 27 are provided at the lateral end portions of said frame, the same passing through the plates 25 and the end portions of the frame bars 21—21', serve as additional reinforcing means for said
 25 frame.

While I have shown what I deem to be the preferable form of my body, I do not wish to be limited thereto, as there might be various changes made in the details of
 30 construction and arrangement of parts without departing from the spirit of my invention comprehended within the scope of the appended claims.

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

1. A vehicle body, comprising side and end panels, made from a single strip of sheet metal bent into rectangular form and
 40 having its ends secured in a slot in the corner of a wooden corner post; a wooden corner post in each of the other three corners; metal reinforcing bars inclosed by said posts in the said three corners; substan-
 45 tially as described.

2. A vehicle body, comprising side and end panels, made from a single strip of sheet metal bent into rectangular form and having its ends secured in a slot in the corner of a
 50 wooden corner post; inwardly bent flanges on the bottoms of said panels; floor sills secured on said flanges and provided with floor member notches; a floor made of floor members secured in said notches flush with
 55 said sills; a wooden corner post in each of the other three corners; metal reinforcing bars inclosed by said posts in said three

corners; and an angle iron secured on the outside of each of the corners, substantially as described.

3. A vehicle body, comprising side and end panels, made from a single strip of sheet metal bent into rectangular form and having its ends secured in a slot in the corner of a
 60 wooden corner post, upwardly extending seat risers on the side panels; a reinforcing strip consisting of a metal wire looped into the edges of said panels continuously from the upper forward edge of one riser and
 65 around the front of the body to the upper forward edge of the other riser; a reinforcing strip consisting of a metal wire looped into the edges of said panels from the upper rearward edge of one riser and around the
 70 rear of the body to the upper rearward edge of the other riser; a seat frame secured in said risers; a wooden corner post in each of the other three corners; and an angle iron secured on the outside of each of
 75 the corners, substantially as described.

4. A vehicle body, comprising side and end panels, made from a single strip of sheet metal bent into rectangular form and having its ends secured in a slot in the corner of a
 80 wooden corner post; upwardly extending seat risers on the side panels; a reinforcing strip consisting of a metal wire looped into the edges of said panels continuously from the upper forward edge of one riser and
 85 around the front of the body to the upper forward edge of the other riser; a reinforcing strip consisting of a metal wire looped into the edges of said panels continuously from the upper rearward edge of one riser
 90 and around the rear of the body to the upper rearward edge of the other riser; a seat frame secured in said risers; inwardly bent flanges on the bottoms of said panels; floor sills secured on said flanges and provided
 95 with floor member notches, a floor made up of floor members secured in said notches flush with said sills; a wooden corner post in each of the other three corners; metal reinforcing bars inclosed by said posts in
 100 said three corners; and an angle iron secured on the outside of each of the corners, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE HENRY BERTSCH.

Witnesses:

ROBERT L. SCHADEL,
 HENRY B. WILLE.