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March 22, 1927. 1,621,675

A. F. MASURY

SECTIONAL VEHICLE BODY

Filed Nov. 8, 1923

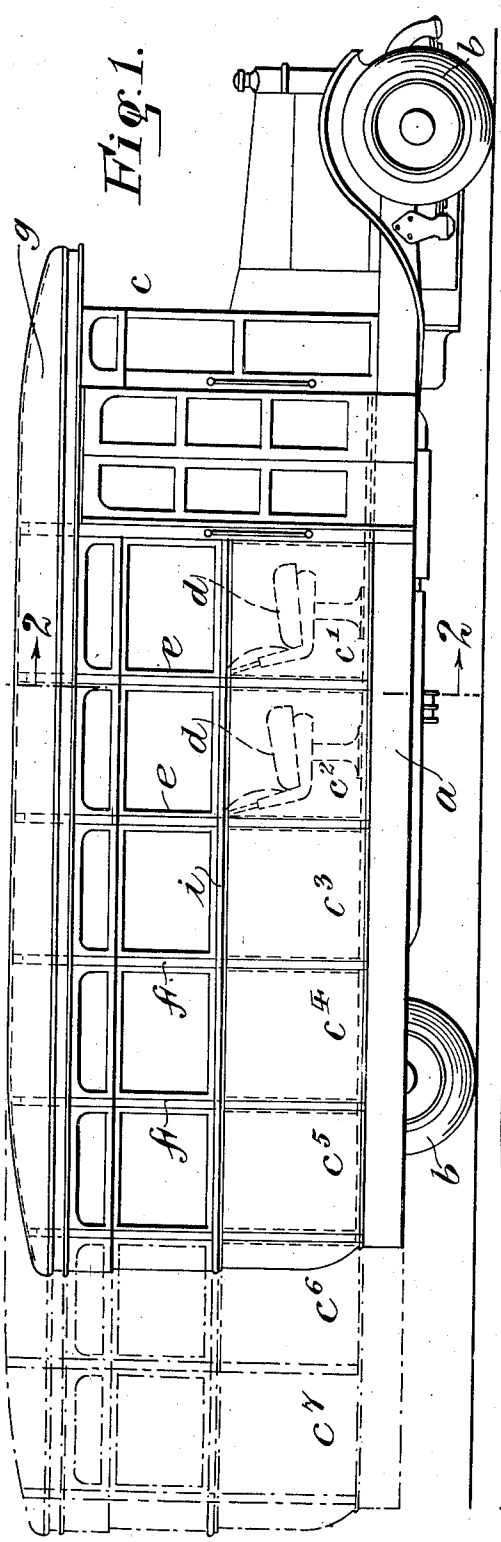


Fig. 1.

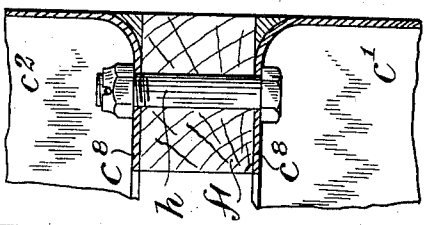


Fig. 5.

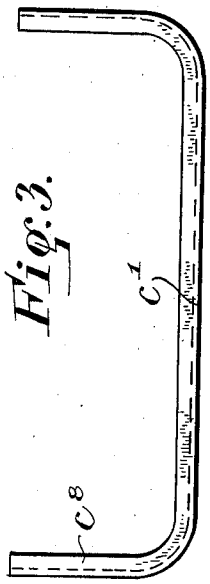


Fig. 3.

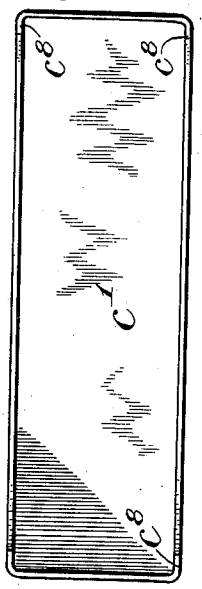


Fig. 4.

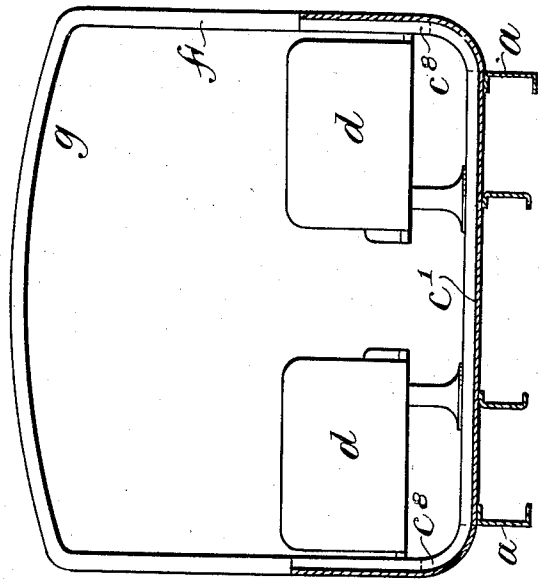


Fig. 2.

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Patented Mar. 22, 1927. 1,621,675

UNITED STATES PATENT OFFICE.

ALFRED F. MASURY, OF NEW YORK, N. Y., ASSIGNOR TO INTERNATIONAL MOTOR COMPANY, OF NEW YORK, N. Y., A CORPORATION OF DELAWARE.

SECTIONAL VEHICLE BODY.

Application filed November 8, 1923. Serial No. 673,419.

This invention relates to vehicle bodies and is concerned particularly with the type of body used for motor busses. It has for its principal object to provide a sectional body which may be fabricated from a plurality of standardized sections. Still another object of the invention is to provide a body of the type described which may be fabricated with any predetermined number of such standardized sections depending upon the capacity desires, the chassis frame, of course, lending itself to variations in size. More particularly, the invention consists in constructing the bus body with a plurality of standardized unitary U-shaped sections of predetermined depth and arranged transversely of the chassis, the number of such units employed being dependent upon the body capacity required. In the preferred form of construction it is proposed to make each standardized unit of a depth equal approximately to that required for the seating of a passenger so that the addition of each section to the body length means an increase of capacity by the number of persons who may be seated transversely of the body. The invention is further concerned with certain details of construction to make for cheapness in manufacture, durability in use and facility in assembly. For instance, it is proposed to make each standardized unit as a single pressed metal piece of U-shape having flanges along its edges to facilitate fastening and having its ends terminating at the height desired for the sills of the body windows. These and other objects and advantages of the invention will appear with greater particularity hereinafter in connection with the detailed description of the preferred embodiment shown in the accompanying drawing, wherein:

Figure 1 is a view in side elevation of the body of a motor bus fabricated in accordance with the invention and indicating in dotted lines the manner in which a body of greater capacity might be fabricated by the addition of two of the standardized units.

Figure 2 is a view in transverse section through the body shown in Figure 1 and taken on the plane indicated by the line 2—2 of Figure 1 and looking in the direction of the arrows.

Figure 3 is a view in elevation of one of the improved metal units.

Figure 4 is a view in plan thereof.

Figure 5 is a fragmentary detailed view in horizontal section through one of the vertical side posts of the body and showing one way of uniting two adjacent sections thereto.

The invention is not concerned with the character or uses of the vehicle body in which the improvements are incorporated but it will probably find its greatest usefulness in connection with the construction of bodies for motor busses. There is shown in Figure 1 a typical construction in which the chassis frame a is supported on wheels b and carries the bus body c in which are disposed seats d which, in many instances, are disposed transversely of the chassis. The present invention has to do with improved means for constructing the bus body c to the end that bodies of different capacities may be readily fabricated without necessitating fundamental changes in design or component parts. To this end, the body is composed of a series of transverse sections c', c^2, c^3, etc., made up as unitary stampings of metal pressed out on a form and preferably flanged along their edges as indicated at c^8 to facilitate securing. Such a section is shown in Figures 3 and 4. Being of U-shape it is of a width equal to the desired width of the body and each leg is of a height sufficient to bring it to the desired level of the sill i for the window sash e. The depth of each such section c', c^2, etc., in a case where the seats are placed transversely of the body is preferably equal to the depth of a passenger measured in the usual way and affording ample latitude from seat-back to seat-back. The sections are assembled by laying them transversely of the side frame members of the chassis a and with the flanges c^8 on the proximate vertical body posts f on which the top g of the bus is supported. As indicated in Figure 5 on a large scale the flanges c^8 of adjacent sections c', c^2 abut against the opposite sides of a vertical post f and are secured thereto by means of a through bolt h which may extend through the flanges and through the post. The floor of the body may be laid on the horizontal parts of the various units c', c^2, c^3, etc. The window sashes e are disposed between adjacent posts f and above the upper edges of the respective units. While the invention is not concerned with the character of the metal employed it has been found in practice that aluminum lends

itself readily to the forming of these units into a channel shape over a U-shaped metal form.

In fabricating a bus body any desired number of units c', c^2, etc., are built up in the manner described on the chassis frame provided in order to afford a body having a predetermined seating capacity. The same standardized units may be employed in fabricating bus bodies for vehicles of greater or less capacities by using a greater or less number of such units. For instance, as indicated by dotted lines in Figure 1 where the chassis frame admits two additional units say c^6 and c^7 may be used thereby adding to the seating capacity of the body by eight since in the illustrated form each section affords space for two transverse seats each one of which holds two passengers.

Changes in details of construction and rearrangement of the parts illustrated may be made without departing from the spirit of the invention.

What I claim is:

1. The combination with the chassis of a vehicle, of a body fabricated from a series of similar interchangeable standardized U-shaped members of unitary structure disposed transversely of the chassis and each having a horizontal portion and two vertically extending side portions, vertical posts at opposite sides of the body and spaced a distance apart equal to the width of a member, and means carried with the standardized sections to connect detachably adjacent sections by means of the post disposed therebetween whereby the posts serve as spacing members.

2. In combination with the chassis of a motor vehicle, a body thereon including a series of interchangeable U-shaped channeled metal sections of similar form and unitary structure disposed transversely on the chassis and having horizontal portions and vertical portions at the sides extending to the height of the sills for the windows of the body, inwardly and upwardly projecting flanges on the edges of the channels, posts mounted on the chassis and spaced a distance apart equal to the width of a channel member and means to secure the channels to the posts whereby a flush exterior wall is provided.

This specification signed this 5th day of November A. D. 1923.

ALFRED F. MASURY.