

No. 704,209.

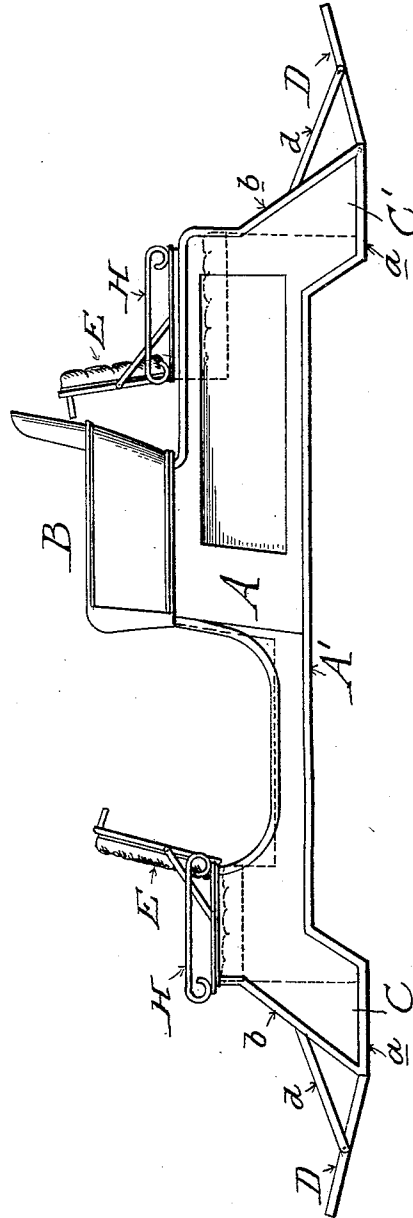
Patented July 8, 1902.

C. F. PUTNAM.

VEHICLE BODY.

(Application filed Mar. 8, 1902.)

(No Model.)



Witnesses:

C. H. Fowler

C. H. Weale

Inventor:

Charles F. Putnam

by T. Walter Fowler
his atty.

UNITED STATES PATENT OFFICE.

CHARLES F. PUTNAM, OF FITCHBURG, MASSACHUSETTS.

VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 704,209, dated July 8, 1902.

Application filed March 8, 1902. Serial No. 97,304. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. PUTNAM, a citizen of the United States, residing at Fitchburg, in the county of Worcester and State of Massachusetts, have invented new and useful Improvements in Vehicle-Bodies, of which the following is a specification.

This invention relates to certain new and useful improvements in vehicle-bodies, and especially to the bodies of automobiles and other horseless vehicles; and the invention consists of a body having one or both ends of the bottom of the body dropped or depressed below the horizontal base-line of the body for a purpose hereinafter described and claimed.

In connection with the body formed as above described the invention also consists of a certain arrangement of seats which is designed to give the chauffeur or operator an unobstructed view.

The invention further consists of the parts and the constructions and combinations of parts which I will hereinafter describe and claim.

In the accompanying drawing, forming part of this specification, the figure represents a side elevation of a vehicle-body embodying my invention, the wheels and other portions of the running-gear being omitted.

In said drawing the body A is of any conventional or desired form, design, or configuration, except as hereinafter indicated, and said body has a main seat-frame B of the usual or any well-known character, and which may be occupied by the chauffeur or operator of the vehicle.

In furtherance of my said invention and as constituting the essential feature thereof I drop either the front or back end of the body, or both ends, below the horizontal base-line for the purpose I will now state.

In the present drawing I illustrate both ends of the body as dropped below the horizontal plane of the base-line A' of the body, as shown at C C', and in the particular type of vehicle shown these dropped portions have horizontal bases *a* and upwardly and inwardly inclined end walls, as shown at *b*. To the lower ends of each of these inclined ends is hinged or pivoted a footboard or gate D, having suitable braces or rods *d* to strengthen and support the gates in their open position.

The object in dropping the front or rear end, or both ends, of the body below the horizontal base-line of the body proper is not only to give the chauffeur an unobstructed view, but it provides for lowering the footboard or gate D, common to horseless vehicles, near enough to the ground to allow the occupant to enter and leave the seat without the employment of an extra step.

In the form of vehicle-body shown the side rails of the body are cut out at the sides to allow the chauffeur to enter and leave the middle seat with ease, and the seat in front of the middle seat is by reason of the dropping of the front under portion of the body below the base-line proper of the body disposed sufficiently lower than the middle seat as to allow the chauffeur to see over the heads of the occupants of the front seat and to have an unobstructed view ahead. The rear seat may be also in a lower plane than the middle seat, and each seat may be associated with a hinged or other back E, which may be folded down upon the seat in the usual well-known manner. On the sides of the body may also be any desired form of hand-rail H, while the upholstering and the ornamentation of the body may be of any desired character.

The vehicle-body shown and described has an ornamental and pleasing effect, and the dropping of the end or ends of the body provides for conveniences which are not to be found in vehicles as now constructed.

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

1. A vehicle-body having an end portion the sides and bottom of which are dropped vertically below the bottom line of the body, a main seat, and a supplemental seat-frame disposed substantially vertically above the said dropped portion of the body to enable said seat to occupy a lower horizontal plane than the main seat.

2. A vehicle-body having an angular end portion the bottom of which lies in a lower horizontal plane than the bottom of the body, a main seat-frame upon the body, a supplemental seat-frame surmounting the angular dropped end portion, and a hinged closure for the end of the dropped portion.

3. A vehicle-body having a horizontal base-

line extending the major portion of its length
and a portion at each end of said line and
representing the front and rear ends of the
vehicle, dropped below the said base-line, a
5 gate or footboard hinged approximately in
the plane of the lower edge of each of the
dropped portions, a main seat, and a seat
surmounting each dropped portion, and with
the seat in front of the central seat in a lower
10 horizontal plane than said central seat sub-
stantially as and for the purpose described.

4. A vehicle-body, the end of which drops
horizontally below the base-line of the body,
said dropped portion having a downwardly

and outwardly inclined outer end, a seat sur- 15
mounting the dropped portion, a hinged foot-
board or gate to operate in the inclined end
of the dropped portion, and a main seat lon-
gitudinally in line with the first-named seat
and occupying a higher horizontal plane than 20
said seat.

In testimony whereof I have hereunto set
my hand in presence of two subscribing wit-
nesses.

CHARLES F. PUTNAM.

Witnesses:

LOTTIE E. MACK,

CHARLES F. BAKER.