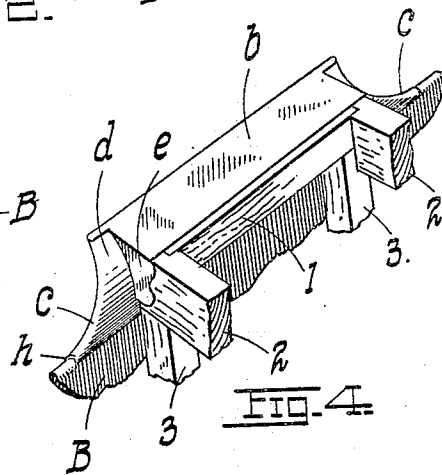
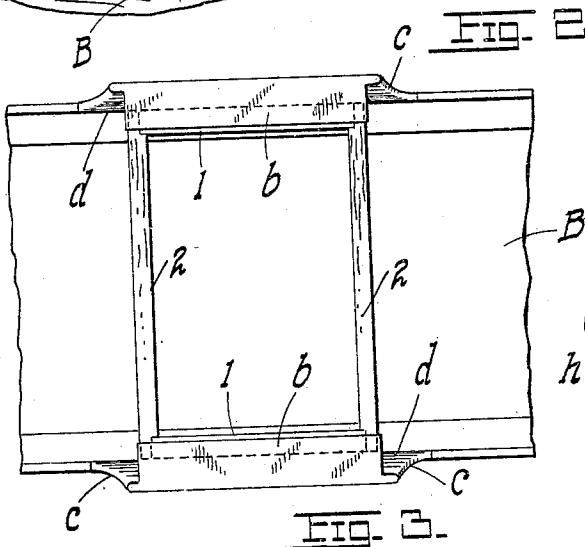
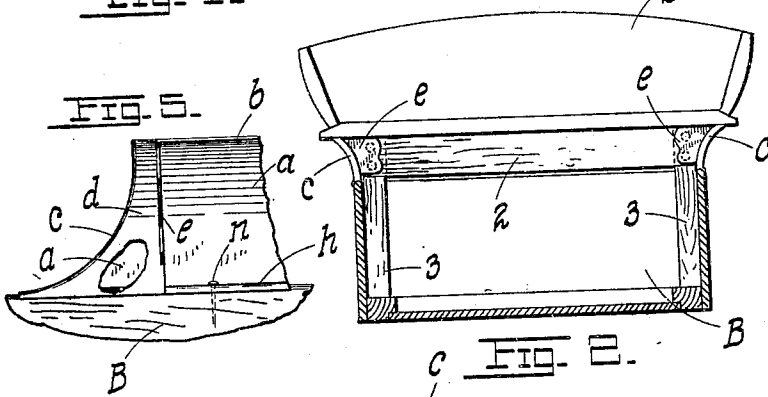
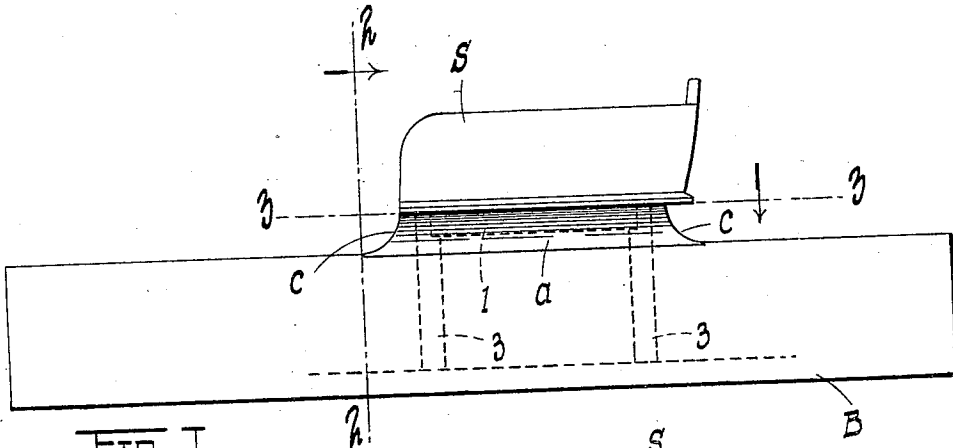


R. N. COLLINS.
WAGON SEAT RISER.
APPLICATION FILED JUNE 29, 1908.

Patented Oct. 12, 1909.

936,414.



WITNESSES:

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ROBERT N. COLLINS, OF ST. LOUIS, MISSOURI.

WAGON-SEAT RISER.

936,414.

Specification of Letters Patent.

Patented Oct. 12, 1909.

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To all whom it may concern:

Be it known that I, ROBERT N. COLLINS, citizen of the United States, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Wagon-Seat Risers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention has relation to improvements in risers for wagon seats; and it consists in the novel construction of riser more fully set forth in the specification and pointed out in the claims.

In the drawings, Figure 1 is a side elevation of a wagon-body showing my invention applied thereto; Fig. 2 is a vertical cross section on the line 2—2 of Fig. 1; Fig. 3 is a top plan with seat removed, and body of wagon partly broken away; Fig. 4 is a perspective view showing the riser in position, the chair-rails and posts being broken away; and Fig. 5 is an inside face elevation of one end of the riser.

The object of my invention is to interpose a riser between the wagon-body and seat thereof, which will be unaffected by atmospheric conditions, such as moisture, temperature and the like, so that the danger of unequal or unequal shrinkage between the panel of the wagon body which carries it and the riser is entirely eliminated. In the case of wooden risers which as a rule are glued to the side panel of the wagon, there is constant danger of the riser separating from the panel at the joint formed between them, especially where the wagon is exposed to changes of weather, temperature, and the like. My present riser is constructed of metal (preferably sheet metal) which does not materially change in shape, or warp as a result of variations in atmospheric conditions, so that the danger of splitting, warping, or cracking at the seam or joint becomes practically impossible. As a result therefore of the use of a metal riser, the finish of the wagon is in no wise impaired, and a riser once attached remains permanently in position until occasion for its removal arises from other causes than those here specifically referred to.

The advantages of the invention will be apparent from a detailed description thereof which is as follows:—

Referring to the drawings, B, represents a conventional form of wagon body to the

side panels of which my riser is secured. The seat S of course, rests on, and is supported by the chair which latter is composed of the side rails 1, 1, front and back rails 2, 2, and posts 3, 3, as well understood in the art. In the present case the rails 1, 1, serve to afford a rest or support for the upper inwardly-deflected flange *b* of the metal riser which is preferably formed of sheet metal pressed into the required form according to the contour desired for a specific kind of wagon body. This contour is not uniform, and in the present instance I show a riser composed of an outer concave vertical wall *a*, terminating at its upper end in an inwardly deflected flange *b* which rests upon the rails 1, 2, 2, (Fig. 4), and at its opposite ends in tapering portions *c*. From the portions *c* there extend the inward folds *d* likewise conforming to the general concavity of the wall *a*, the vertical edges of the folded portions *d* having terminal outwardly deflected wings *e* which lap over the adjacent ends of the rails 2, 2. The walls *a* and *d* are spaced apart, the extent of separation between them being substantially equal to the width of the bottom grooved bead *h* formed on the lower edge of the wall *a*, which bead embraces the upper edge of the side panel of the wagon-body, and serves as a means for the driving of the nails *n* by means of which the riser is secured to the wagon-body.

The riser is made of sheet metal stamped or formed into the required shape; and though here shown as constructed of a single piece, in practice it is preferably made of at least three pieces, the parts *d*, *e*, being made separate from the wall *a*, and then mechanically seamed or soldered thereto, or in fact united in any mechanical manner known to the arts. The riser being of metal does not shrink, warp or split by reason of atmospheric changes, and once attached it remains permanently in place, and can be made ornamental if desired. The flange *b* coming between the seat and rail 1 serves as additional means of holding the riser in place. Of course the riser does not contribute to the support of the seat, as that rests on the chair formed by the rails 1, 2, and posts 3. The wings *e* serve to cover up the joint formed between the posts 3 and rails 2, and the securing screws at this joint, and when the seat-supporting chair (1, 2, 3,) is assembled, the riser can be fitted against it

and secured to the panel of the body with a minimum expenditure of time.

Having described my invention what I claim is:—

- 5 1. A metal riser for wagon bodies composed of an outer vertical wall having a bottom bead formation, terminal tapering extensions, inwardly folded portions at the
10 tion of the outer wall and spaced therefrom by the bead formation aforesaid, outwardly deflected wings carried by the folded portions aforesaid, and an upper flange adapted to be inserted below the seat for the body,
15 substantially as set forth.
2. In combination with a seat-supporting chair composed of side, front and rear rails,

and vertical posts at the meeting ends of the rails aforesaid, a riser composed of a sheet metal blank having a vertical wall resting 20 on the side panel of the wagon-body, an upper flange interposed between the seat and chair, terminal tapering extensions, inwardly folded portions disposed parallel to the outer wall and spaced therefrom, and wings 25 formed with said inwardly folded portions and spanning the joint between the posts and rails, substantially as set forth.

In testimony whereof I affix my signature, in presence of two witnesses.

ROBERT N. COLLINS.

Witnesses:

EMIL STAREK,
FANNIE E. WEBER.