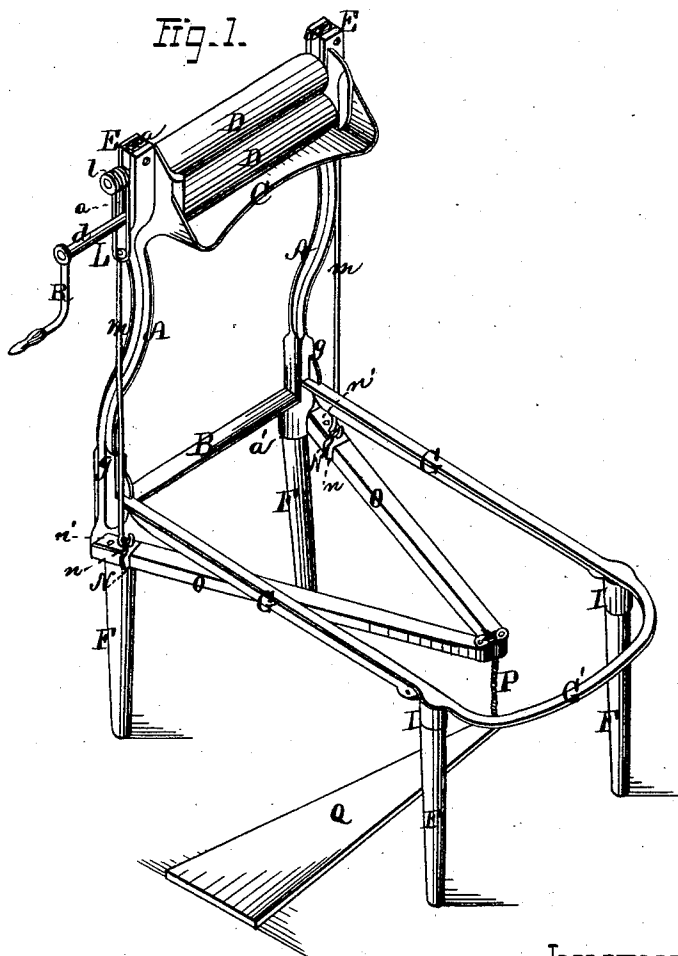


F. WAY.
Wash-Benches.

No. 156,192.

Patented Oct. 20, 1874.



WITNESSES-

Jas. E. Hutchinson
 John R. Young

INVENTOR.

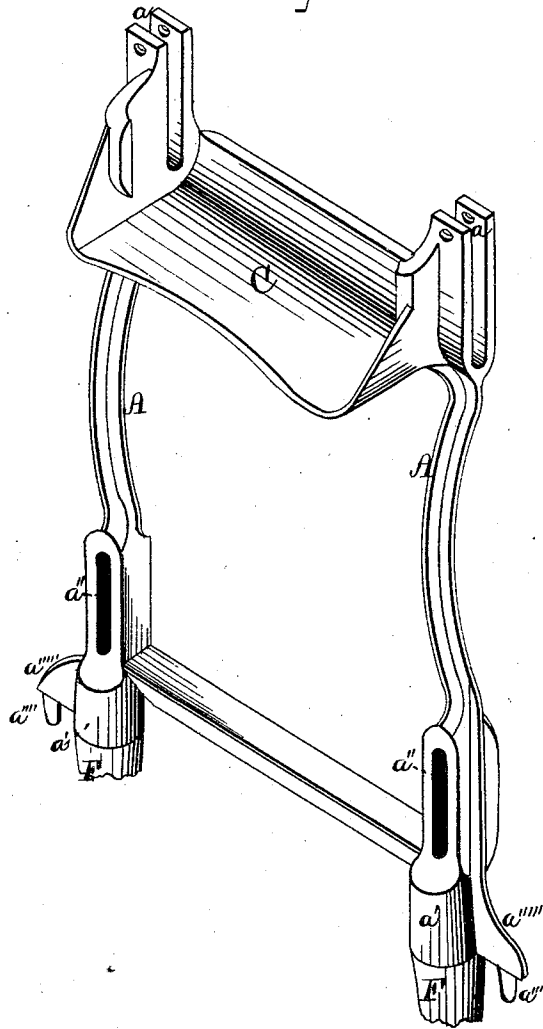
Francis Way, by
 Prindle and Crane, his attys

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Fig. 2.



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*Jas. E. Hutchinson
 John R. Young*

INVENTOR.

*Francis Way, by
 Prindle and Beam, his attys.*

UNITED STATES PATENT OFFICE.

FRANCIS WAY, OF SPRINGFIELD, OHIO, ASSIGNOR OF ONE-HALF HIS
RIGHT TO MARTIN WAY, OF SAME PLACE.

IMPROVEMENT IN WASH-BENCHES.

Specification forming part of Letters Patent No. **156,192**, dated October 20, 1874; application filed
August 22, 1874.

To all whom it may concern :

Be it known that I, FRANCIS WAY, of Springfield, in the county of Clarke and in the State of Ohio, have invented certain new and useful Improvements in Wash-Benches; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of my machine as arranged for use. Fig. 2 is a like view of the vertical portion of the frame with the rollers and connecting parts removed. Fig. 3 is a perspective view of the lower side of the horizontal portion of said frame; and Fig. 4 is an enlarged, vertical, central section of the connecting portions of said vertical and horizontal frame sections.

Letters of like name and kind refer to like parts in each of the figures.

My invention is an improvement upon a class of wringers in which the frame forms a support for a wash-tub; and it consists, principally, in the construction of the horizontal frame section, substantially as and for the purpose hereinafter shown. It consists, further, in the means employed for connecting together the vertical and horizontal frame sections, substantially as and for the purpose hereinafter set forth. It consists, finally, in the means employed for attaching the legs to or upon the horizontal section of the frame, substantially as and for the purpose hereinafter shown and described.

In the annexed drawings, A and A represent the side rails or standards of the vertical portion of my frame, which are connected together, near their lower ends, by means of a cross-bar, B, and near their upper ends by a water-trough, C, the whole having a general rectangular shape in front elevation. The portions of the standards A and A above the trough C are slotted vertically and in a line with each other; and within said slots *a* and *a* are journaled two rollers, D and D, of usual construction, the journals *d* and *d* of the lower roller having bearings within the correspondingly-shaped lower ends of said slots. A bolt

or pin, E, passes through the upper end of each standard A, and prevents the accidental displacement of the rollers without limiting the necessary vertical motion of the upper roller. Within the lower ends of the standards A and A are formed sockets *a'* and *a'* for the reception of the upper ends of the wooden legs F and F. The horizontal section of the frame is composed of two parallel bars, G and G, which are connected together at one end by a cross-bar, G'; and, at their opposite ends, are each provided with an arm, *g*, that extends vertically upward; and, at its upper end, is provided with a slot or opening, *g'*, for the passage of a bolt. At the lower end of said arm *g*, a spur, *g''*, extends outward and then downward in the form of a hook. Within each standard A, just above the cross-bar B, is provided a vertical slot, *a''*, which either extends entirely through the same or into an open recess, *a'''*, and permits of the insertion of the hooked lug *g''*, which latter passes over and embraces the metal at the lower end of said slot. A bolt, H, passing through the upper end of the slot *a''*, and through the opening *g'*, prevents vertical motion of the arm *g*, and, in connection with the hooked lug *g''*, closely confines said standard A and the horizontal bar G together. Upon the lower side, near the opposite or outer end of each horizontal rail G, is a leg-socket, I, which, at one side, is provided with an ear, *i*, by means of which it is hinged to or upon said rail. Upon the side of the socket I opposite to the ear *i* is provided a lug, *i'*, which extends horizontally forward and receives a bolt, K, that passes vertically through the same, and through an opening in the rail G. As thus combined, it will be seen that the leg-socket and rail are firmly and strongly connected, while, by the removal of the confining-bolt, said socket and its leg may be folded upward against said rail, so as to occupy but little space.

When it is desired to store the machine, the main and vertical frames are disconnected, the legs of the horizontal portion are loosened and turned upward against the frame, and the le-

vers are unhooked from their rods and closed together, after which all of said parts may be placed in a compact form.

The advantages possessed by my improved machine are, first, the vertical and horizontal sections of the frame are each cast in one piece, and, while comparatively light in weight, possess all required strength, and are not liable to get out of order; second, the means employed for connecting the frame sections and legs render said parts strong and durable, and, at the same time, enable them to be easily separated or combined whenever occasion requires.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

1. The horizontal frame section, consisting of the rails *G* and *G*, cross-bar *G'*, arms *g* and *g*, openings *g'* and *g'*, and hooked lugs *g''* and *g''*, all constructed in one piece, substantially as and for the purpose specified.

2. The means employed for connecting the vertical and horizontal frame sections, consisting of the arms *g* and *g*, secured upon the rails *G* and *G*, and provided with the openings *g'* and *g'* and hooked lugs *g''* and *g''*, in combination with the standards *A* and *A*, provided with the slots *a''* and *a''* and bolts *H* and *H*, substantially as shown.

3. In combination with the horizontal frame section, the leg-sockets *I* and *I*, provided with the ears *i* and *i* and lugs *i'* and *i'*, the said sockets being hinged to or upon the rails *G* and *G*, and rigidly connected therewith by means of the bolts *K* and *K*, substantially as and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 23d day of July, 1874.

FRANCIS WAY.

Witnesses:

GEO. S. PRINDLE,
WILLIAM FITCH.