

P. S. RICH.

Wagon Bodies and Seats.

No. 136,268.

Patented Feb. 25, 1873.

Fig.1

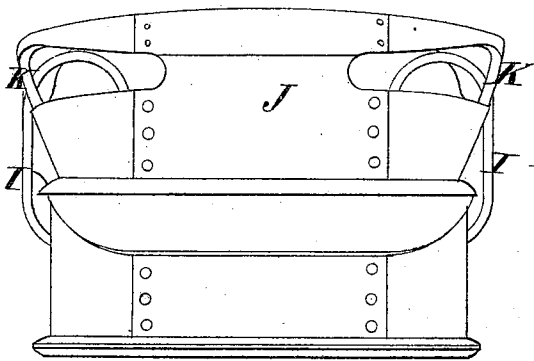


Fig.2.

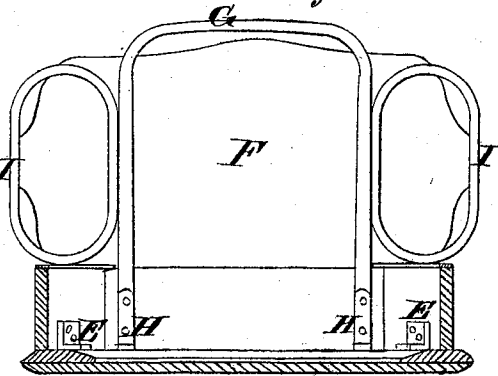
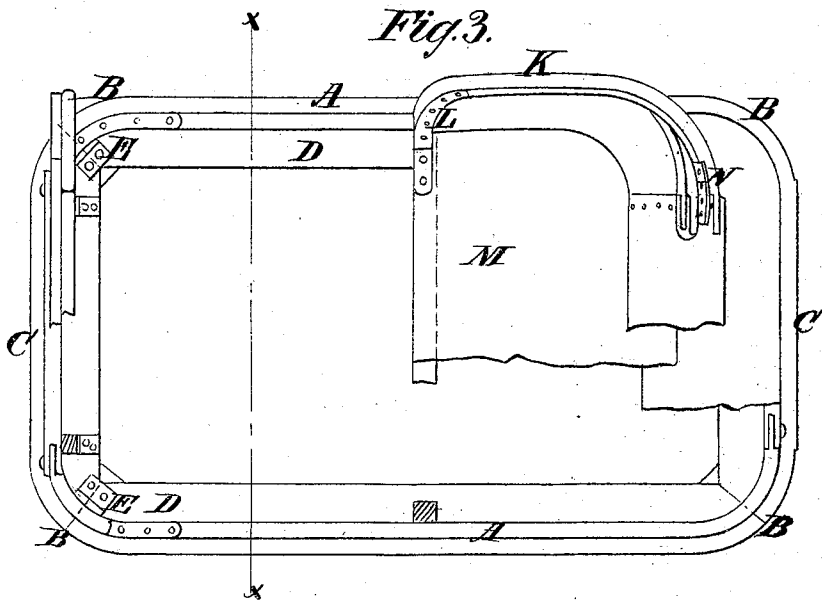


Fig.3.



Witnesses:

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PETER S. RICH, OF AVALANCHE, WISCONSIN.

IMPROVEMENT IN WAGON BODIES AND SEATS.

Specification forming part of Letters Patent No. 136,268, dated February 25, 1873.

To all whom it may concern:

Be it known that I, PETER S. RICH, of Avalanche, in the county of Vernon and State of Wisconsin, have invented a new and useful Improvement in Wagon Bodies and Seats, of which the following is a specification:

This invention relates to a new and useful improvement in wagon-bodies and wagon-seats designed for light pleasure wagons, either open or covered; and consists in the construction of the same, as hereinafter described.

In the accompanying drawing, Fig. 1 represents a back-end view of the body and seat. Fig. 2 is a cross-section of Fig. 3, looking to the left from the line *xx*. Fig. 3 is a top or plan view, partly in section.

Similar letters of reference indicate corresponding parts.

A A represent the sides of the body, which are bent so as to form round corners B. The sides are connected together at front and rear by the straight pieces C, the joints being securely nailed, as seen in Fig. 1. D represents the sills, which are joined together at the corners and supported by angle-irons E. F is the dash-board, which may be made of any suitable material, supported by the bow G, the ends of which bow are confined to the sill by angle-irons H H. This bow is made of wood, and the dash-board is attached to it. I I are wood ovals, connected with the upright sides of the bow G and attached to the outer ends of the dash-board, as represented in Fig. 2. J

is the seat, formed of bent sides and straight back connected together with nails, and with arm-pieces *k k* extending from the back piece to the front of the seat, and supported by the stay-irons L, which extend down onto the bottom of the seat M, as seen in Fig. 3. These arms, where they are connected with the back piece, are secured with plates N, of metal.

It will be seen that there is no working against the grain of the wood in constructing a body and seat of a wagon in this manner, and that the full strength of the timber is preserved throughout. The body and seat are consequently more durable than those made in the ordinary manner.

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

1. The side-pieces A A bent to form rounded corners B, combined with end-pieces C C, as shown and described, and for the purpose set forth.

2. The arms K K combined with top of side-bent and straight-backed seat J, as and for the purpose described.

3. The sides A, end-pieces C, dash-board F, bow G, seat J M, and arms K, combined with angle-irons E H, stay-irons L, and ovals I I to form an improved wagon-body, as described.

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Witnesses:

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