

### Carriage-Body.

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# United States Patent Office.

CHELTON MATHENY, OF GREENSBURG, INDIANA.

*Letters Patent No. 68,766, dated September 10, 1867.*

## IMPROVED CONVERTIBLE WAGON-SEAT, MANGER, AND TAIL-BOARD.

The Schedule referred to in these Letters Patent and making part of the same.

### TO WHOM IT MAY CONCERN:

Be it known that I, CHELTON MATHENY, of Greensburg, Decatur county, Indiana, have invented a new and useful Wagon-Seat, Manger, and Tail-Board; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

My invention relates to a new and useful convertible seat, tail-board, and manger for farm and other wagons.

Figure 1 is a perspective view of my improvement in the form of a seat.

Figure 2 is a vertical section of the same as a manger.

Figure 3 is a similar section of the same in form of a tail-board.

Figure 4 is a section of the improvement in the line  $x x$ .

A represents an ordinary wagon-bed. B is the tail-board proper, of the customary form, and occupying vertical grooves  $b$ . C is a plank or board, forming the seat proper, having on its under side cleats  $D D'$  to hold it in place in the wagon, and having side boards  $E E'$  provided with eyes  $F F'$ , which engage over hooks  $G G'$  at the rear end of the bed, when the device is to be used as a tail-board or as a manger. H is a back board, having wings  $I I'$ , with quarto circular grooves  $i i'$ , which receive studs  $J J'$ , which project from the sides  $E E'$ . These grooves and studs serve to guide and hold the back to its proper position with respect to the board C, whether in its upper position, as for a seat or for a manger, or in its lower position, as for a tail-board. For the purpose of enabling the back to be fixed at a more or less elevated position, (see figs. 1 and 2,) I provide a spring-catch, K, having a pin,  $k$ , which, passing through a hole in one of the wings  $I$  or  $I'$ , is adapted to enter one of a series of holes, L, in the sides. When desired for use as a manger, it is only necessary to engage the eyes  $F F'$  over the hooks  $G G'$ , (see fig. 2.) For use as a tail-board, the appendage still remains suspended to the hooks  $G G'$ , but the back being let down forms, in conjunction with the board, a continued apron or platform, which permits the removal of the tail-board proper, without the spillage of the contents of the wagon, and makes it possible to unload the entire wagon by the use of a shovel. This saves a great deal of tedious labor, especially with such articles as corn in the ear, a great portion of which is now required to be removed laboriously by hand before the tail-board can be removed.

While selecting to illustrate my invention the form preferred by me, I do not propose to confine myself rigidly thereto. For example, the back and side boards may be secured together by hinges. I am aware that the tail-boards of wagons have been arranged in various ways, so as to facilitate unloading, and therefore make no claim broadly thereto; but I claim herein as new, and of my invention—

The wagon-seat, convertible into a manger or into a tail-board, substantially as set forth.

In testimony of which invention I hereunto set my hand.

CHELTON MATHENY.

Witnesses:

GEO. H. KNIGHT,  
JAMES H. LAYMAN.