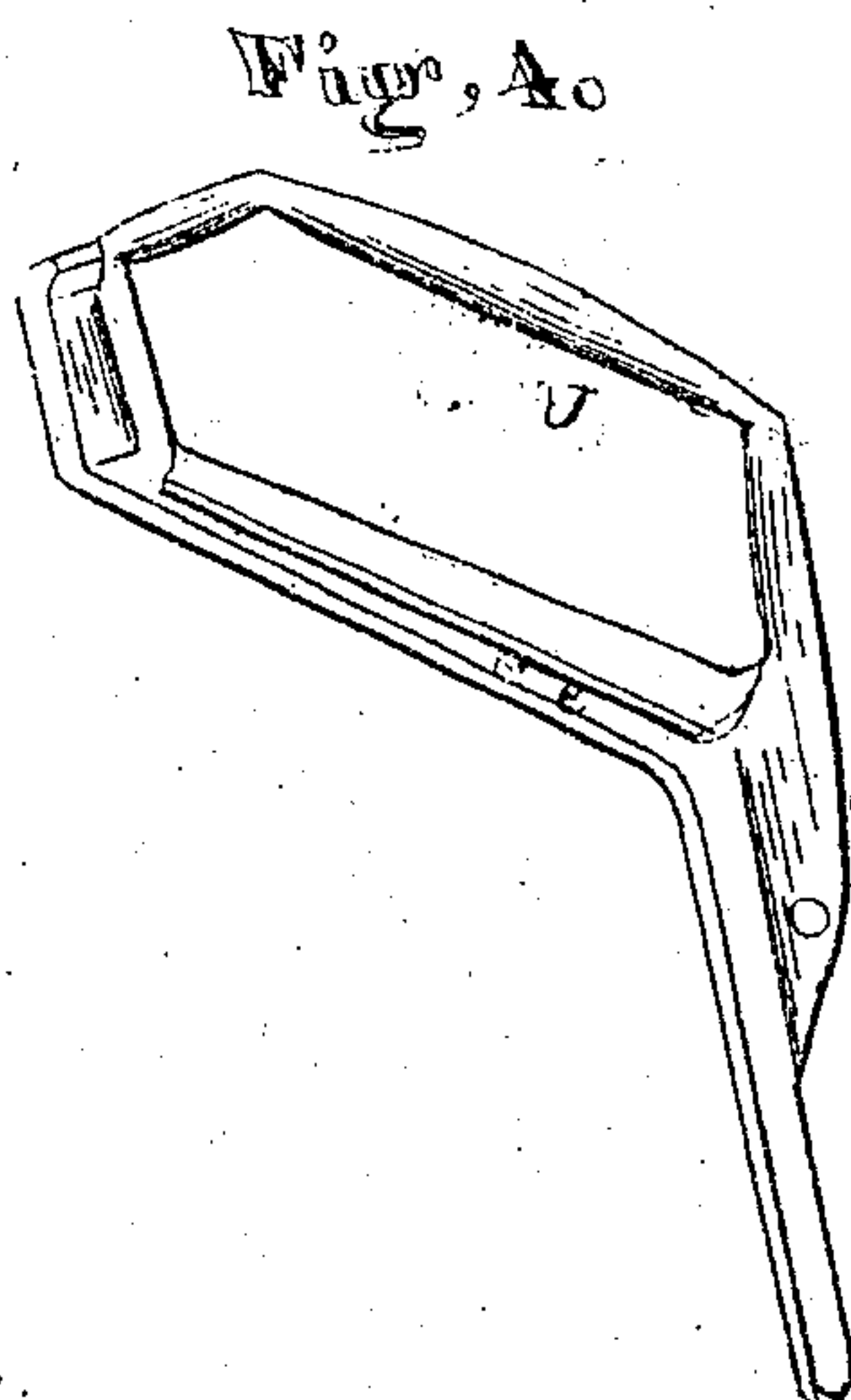
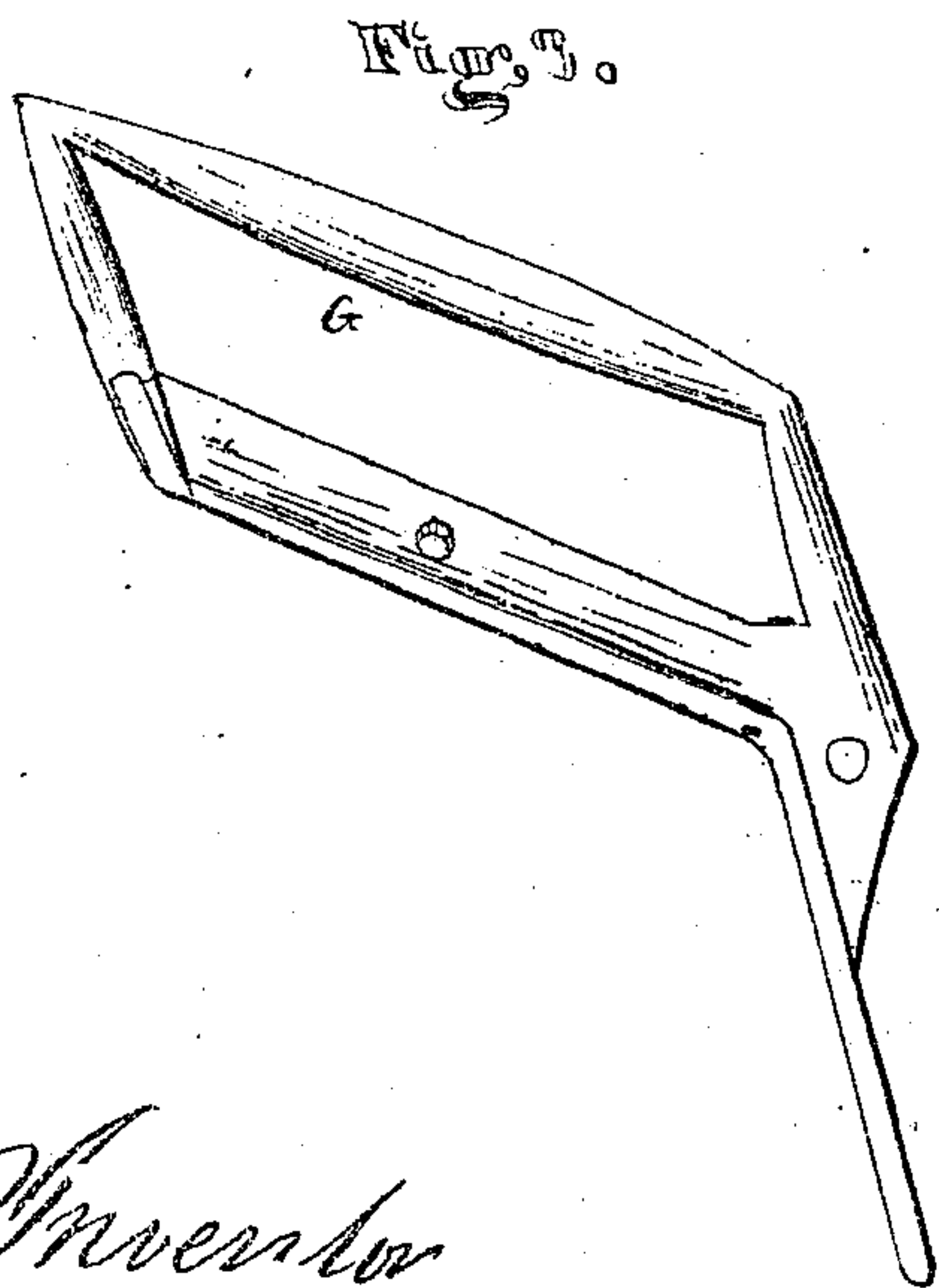
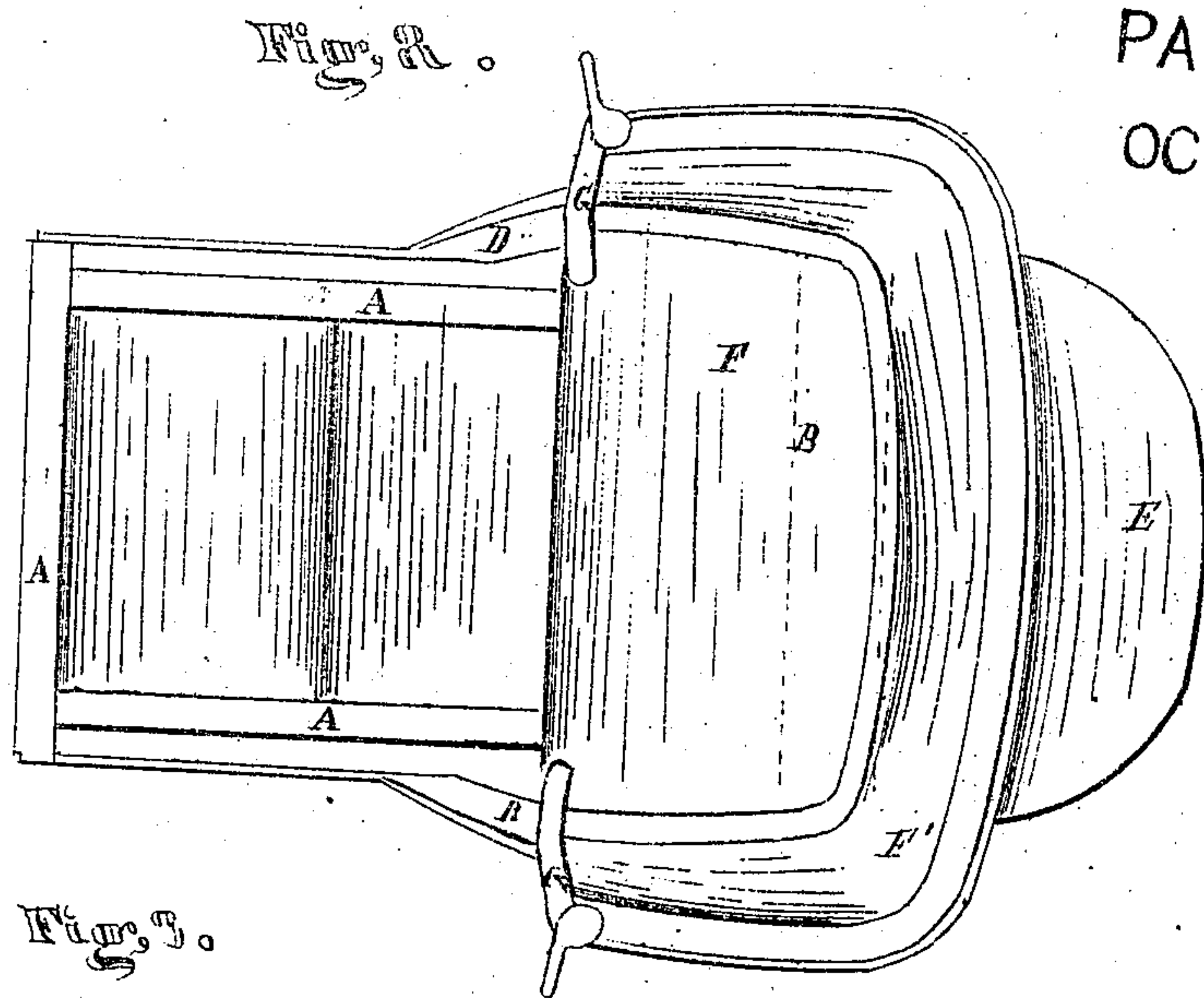
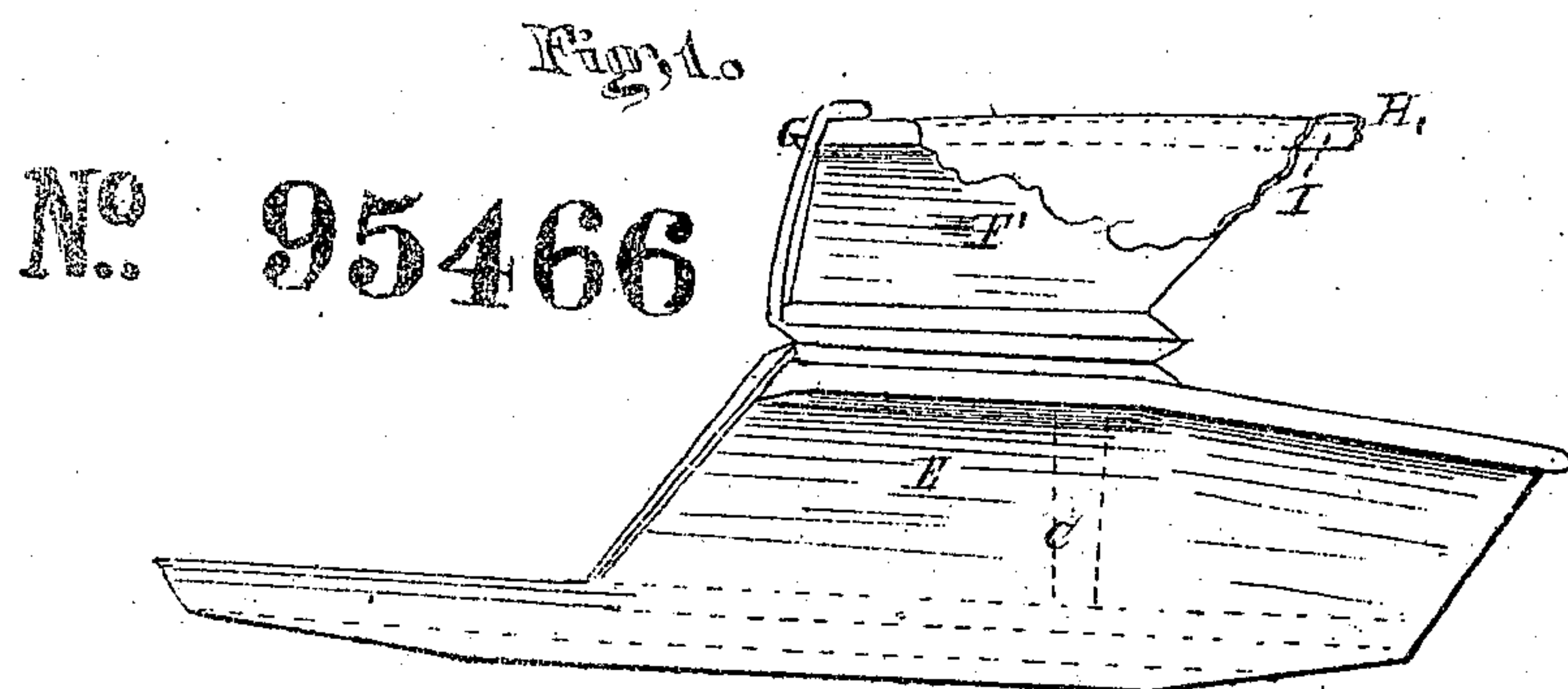


S. P. GRAHAM.

Carriage Body & Seat .



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Witnesses
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United States Patent Office.

SIMON P. GRAHAM, OF COLUMBUS, OHIO.

Letters Patent No. 95,466, dated October 5, 1869.

IMPROVEMENT IN CARRIAGE-SEATS.

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

To all whom it may concern:

Be it known that I, SIMON P. GRAHAM, of Columbus, in the county of Franklin, and State of Ohio, have invented certain new and useful Improvements in Carriage-Body and Seats; and I do hereby declare that the following is a full and complete description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side view of a carriage-body and seat.

Figure 2, a view of the top.

Figures 3 and 4, detached sections.

Like letters of reference refer to like parts in the several views presented.

This invention relates to a carriage-seat, which is constructed of wood and sheet-metal, by the combination of which materials a strong, light, and durable structure is obtained; and

It consists in the special construction of the seat and the parts which compose the seat.

In fig. 2, A represents the sills of the body, which are constructed of wood in the ordinary way.

B, indicated by the dotted lines, is a cross beam, supported by the standards C, also indicated by dotted lines in fig. 1.

Said beam and standard, together with the front standards D, support the seat, and which, together with the sills referred to, make up the frame-work of the carriage.

To said frame-work is attached the sides or panels E of the body, said panels being constructed of thin sheet-iron, the sides and back being one entire piece, and bolted or otherwise secured to the frame in a strong and substantial manner.

The sides and back may consist of several pieces, in which case they are joined by any ordinary lock-joint, or by riveting the sections together.

The upper or top panel, in the rear of the seat, is connected to the sides by an ordinary folding or lock-joint.

A body thus constructed is not only much lighter than one made entirely of wood, but it is also much stronger and more durable, as it cannot warp and crack by exposure and usage.

The seat is constructed in like manner of wood and sheet-metal, the bottom, F, being wood, and the back and sides F' sheet-metal, and which consists of one entire piece, or it may be made up in sections, if so desired, as described of the body.

The back and sides are secured to the bottom by being bolted thereto, around the lower edge and to the front, by the corner-irons G, a detached view of which is shown in fig. 3.

H, the upright section which forms the corner of the seat, is made concave on the inner side, and convex on the outer, thereby forming a smooth rounded edge to the corners of the seat, and to which they are riveted in a neat and permanent manner.

Said corner-irons not only serve to attach the back to the bottom of the seat, but also add to the strength of the seat, by reaching out on to the bottom and up the side as an angle iron, and at the same time answer the place of handles, to assist the riders into the carriage.

J, fig. 4, represents a handle or corner-iron, in which is formed a groove or channel, e, for the admission of the ends of the seat-back, thereby dispensing with the use of rivets, as is required on using that shown in fig. 3.

It will be observed that the upper edge of the seat-back is turned over, forming a flange-like projection or rim, H, to the under side of which is attached an iron fillet, I, fig. 1, when the flange is bent around and underneath the fillet, holding the fillet firmly in its place. A portion of the side of the seat is represented as being broken away, in order that it may be seen. Said fillet is for the purpose of strengthening and giving greater stiffness to the back, thereby adding to the strength, durability, and more perfect finish of the seat, which may be used on either wood or iron bodies without regard to the peculiar construction of said bodies.

In the construction of the above-described body and seat, I do not confine myself to any particular style or shape of the panels, which are susceptible of many variations and modifications.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The carriage-seat herein described, as an article of manufacture, composed of the metal back and sides F, bottom E, handle and angle-iron G, flange H, and fillet I, all constructed in the manner substantially as described.

2. The fillet I, in combination with the rim H of the seat-back, substantially as and for the purpose specified.

3. The combined handle and double-corner iron G, constructed with or without a groove, e, as and for the purpose set forth.

SIMON P. GRAHAM.

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