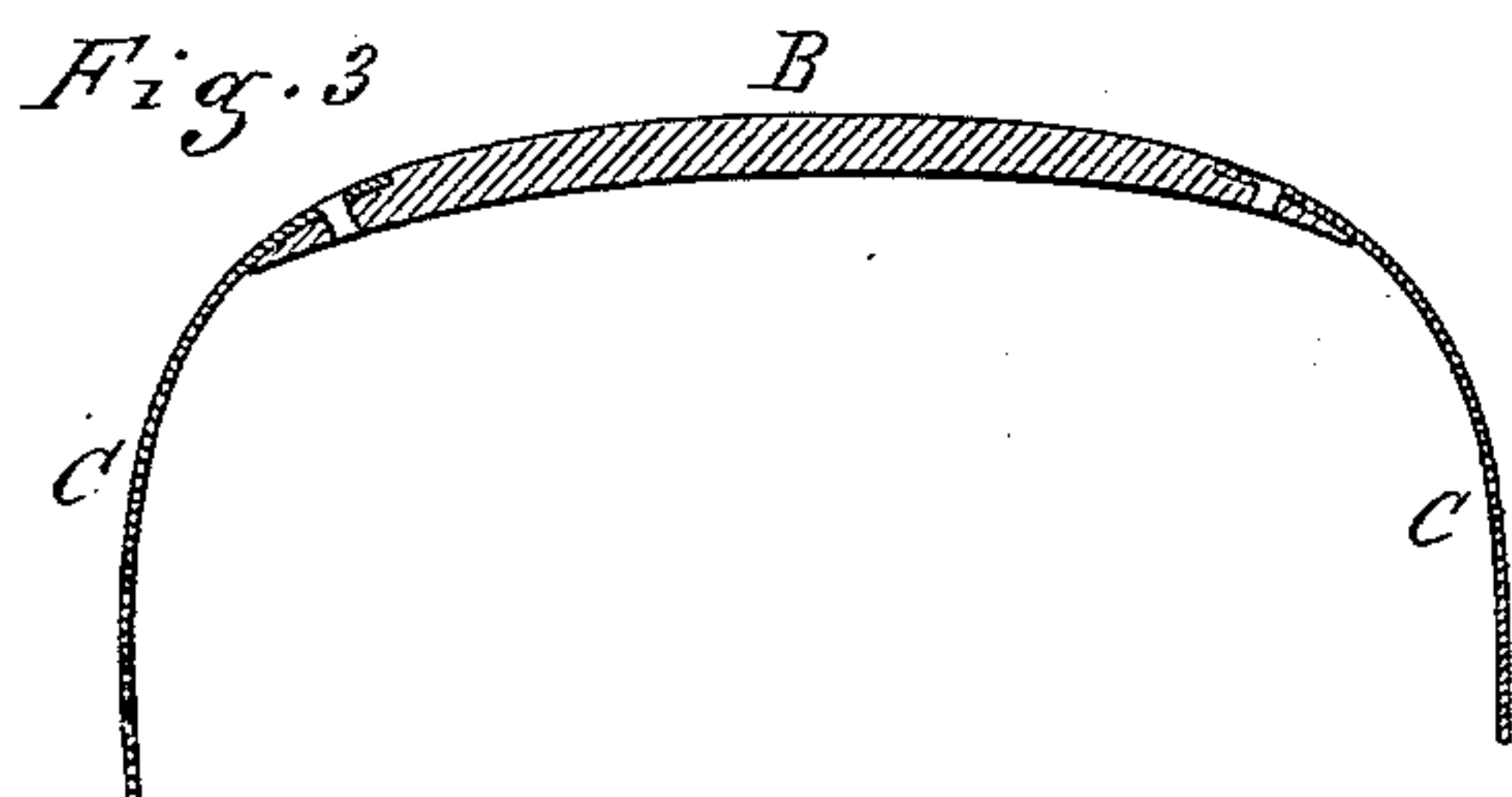
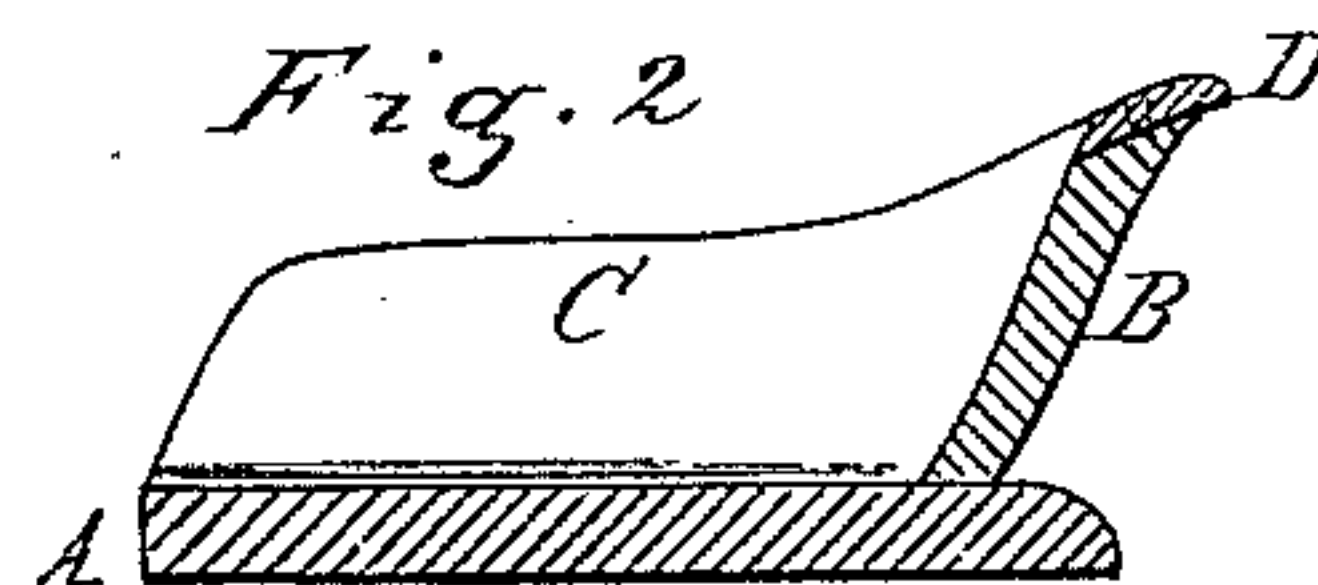
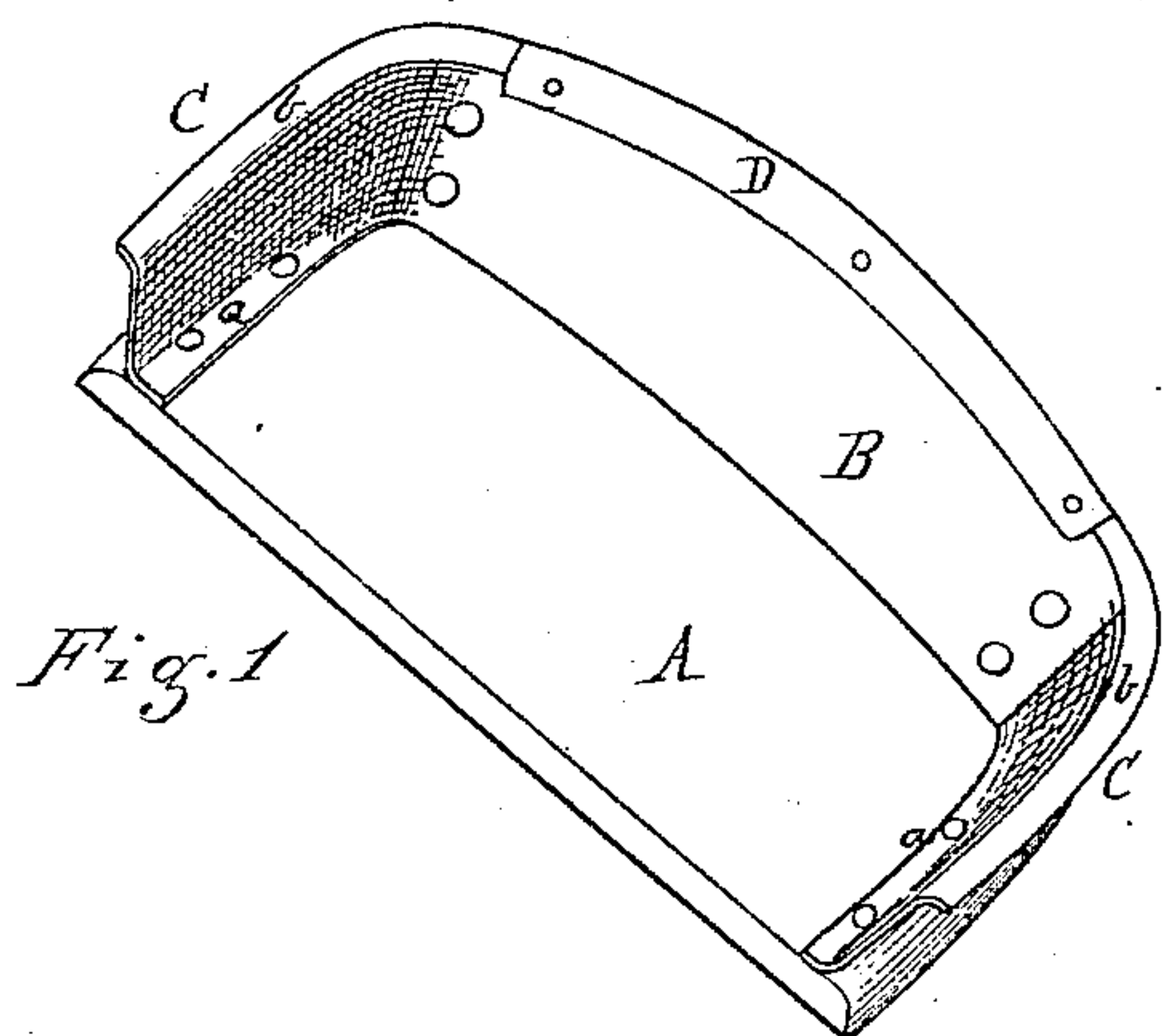


L. LOWDEN.  
Wagon-Seat.

No. 226,179

Patented April 6, 1880.



*Attest:*

*A. Barthel*  
*Chas. F. Hunt*

*Inventor:*  
*L. Lowden*  
*By Atty*  
*Phil S. Sprague*

# UNITED STATES PATENT OFFICE.

LAFAYETTE LOWDEN, OF ADRIAN, MICHIGAN.

## WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 226,179, dated April 6, 1880.

Application filed January 23, 1880.

*To all whom it may concern :*

Be it known that I, LAFAYETTE LOWDEN, of Adrian, in the county of Lenawee and State of Michigan, have invented an Improvement  
5 in Wagon-Seats, of which the following is a specification.

The nature of this invention relates to certain new and useful improvements in the construction of wagon-seats; and the invention  
10 consists in the peculiar construction and arrangement of parts, all as more fully hereinafter set forth.

Figure 1 is a perspective view of my improved wagon-seat. Fig. 2 is a vertical cross-  
15 section of the same. Fig. 3 is a horizontal cross-section of same.

In the accompanying drawings, which form a part of this specification, A represents the seat-board. C C represent the end pieces or  
20 arms of the wagon-seat, each bent in the form shown and made of stiff sheet metal, and provided with the upper and lower flanges, *a b*, which construction of flanges stiffens and strengthens said end pieces. The lower flanges,  
25 *a*, of the end pieces, C, are perforated to receive nails driven through them and into the seat-board, by means of which the end pieces are securely attached to the latter.

B represents a wooden back, chamfered at  
30 its ends, overlapping the inner ends of the arms C, and to which it is securely bolted or riveted, forming a flush and even joint of the two parts.

A stiffening-rail, D, of metal or wood, is secured to the top of the wooden back, forming a continuation of the flanges *b* of the arms. 35

Wagon-seats constructed as herein described will be found to be durable and stiff, while cost of manufacture is but little increased, if at all, 40 over the ordinary wooden seats now in general use.

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

1. As a new article of manufacture, the wagon-seat herein described, composed of the wooden  
45 seat A, wooden back B, chamfered at its ends and provided with the top stiffening-rail, D, and the bent wrought-metal end pieces, C, secured to the chamfered ends of the back, having the lower perforated flanges, *a*, and upper  
50 flanges, *b*, flush with the stiffening-rail D, substantially as described, and for the purpose set forth.

2. The combination of the wooden seat A 55 and back B with the metallic ends C, the latter being provided with flanges *a* and *b*, and forming braces for the back B and arms for the seat, substantially as shown and described.

L. LOWDEN.

Witnesses:

H. S. SPRAGUE,  
CHAS. J. HUNT.