

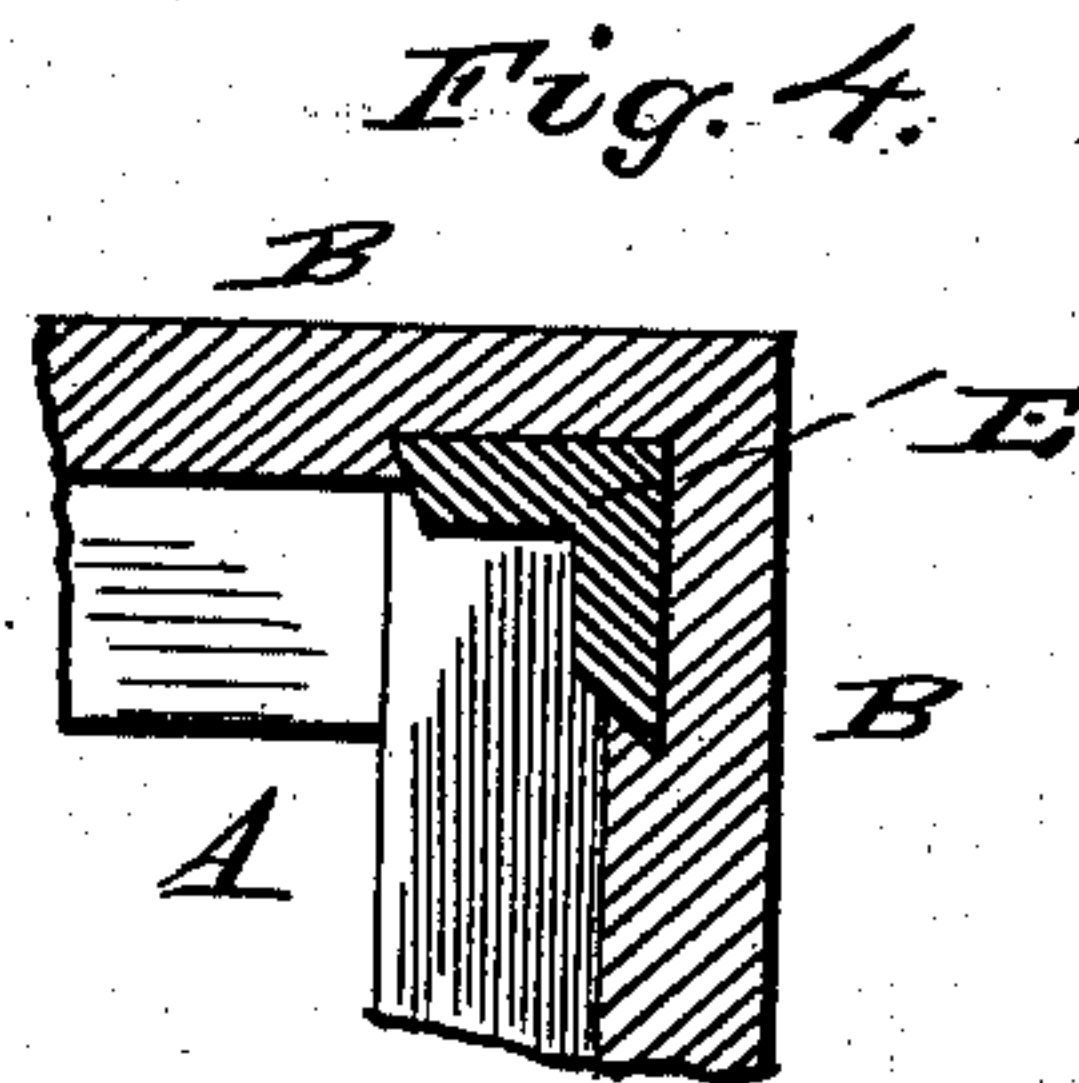
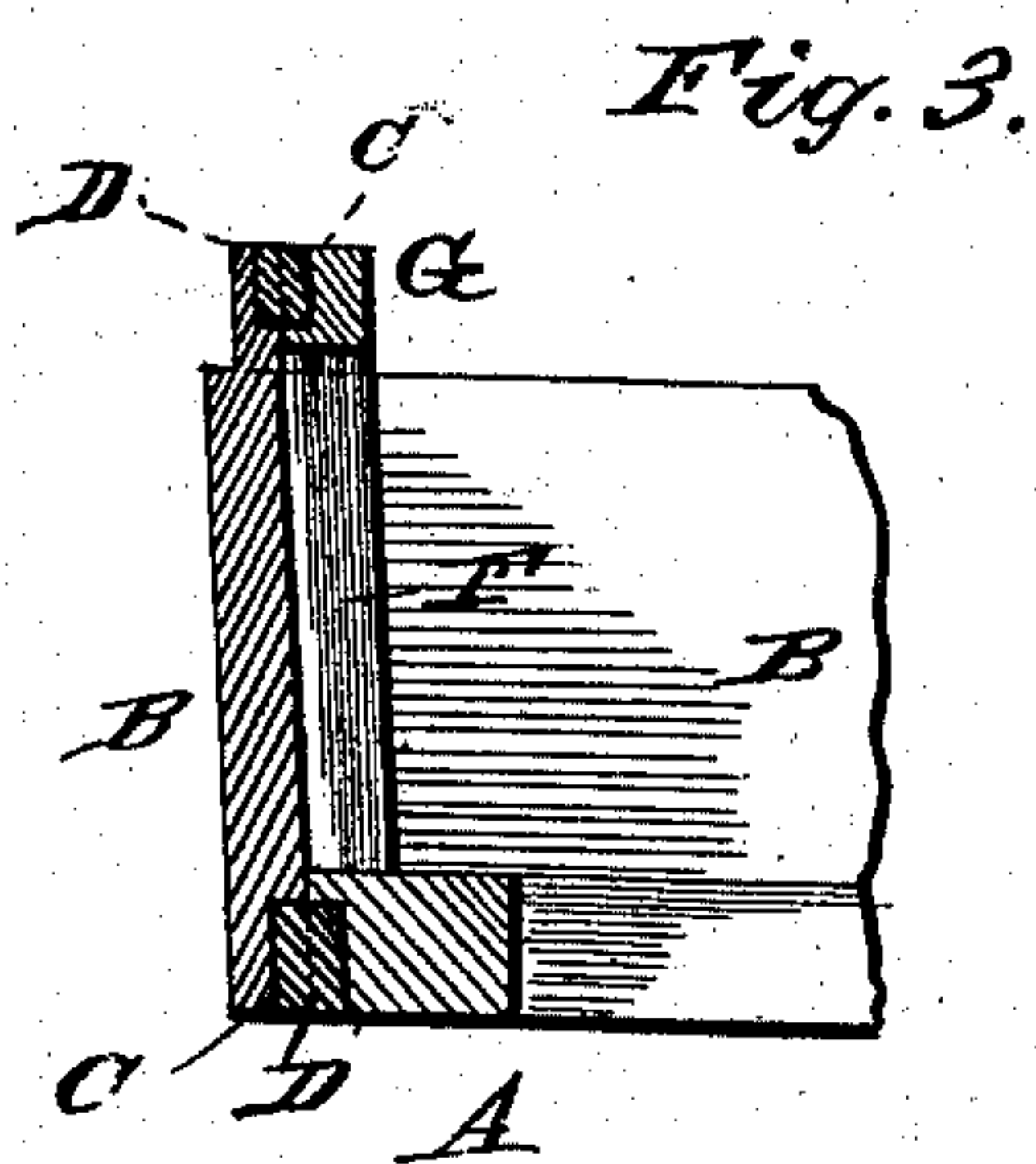
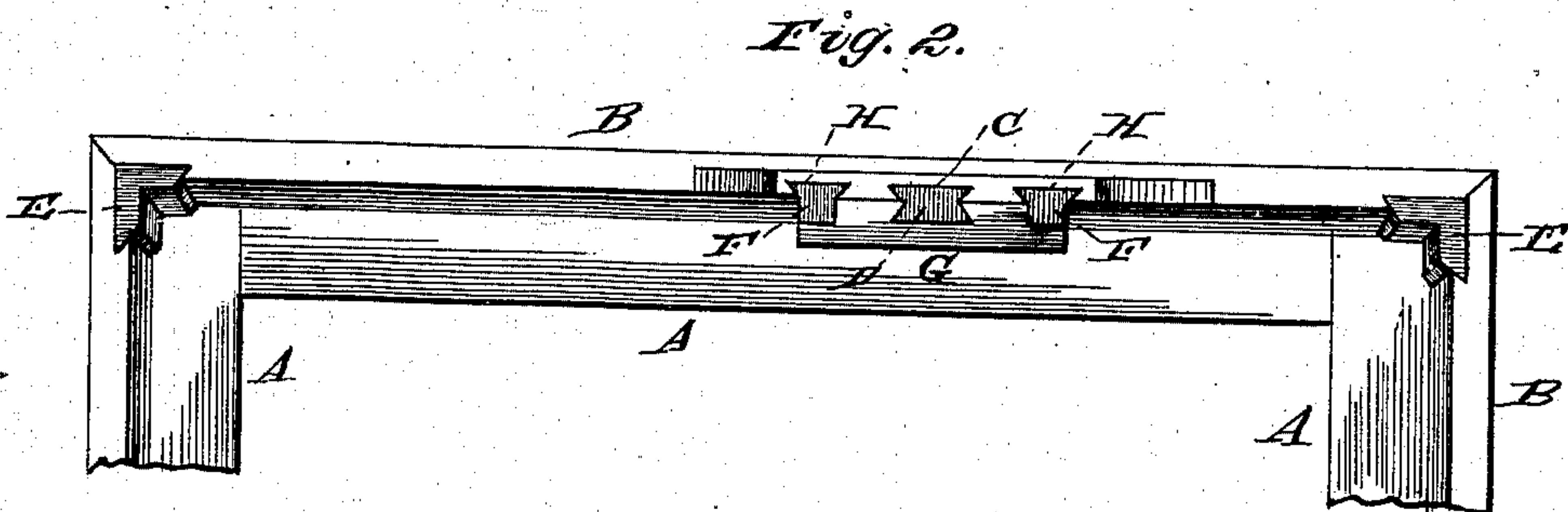
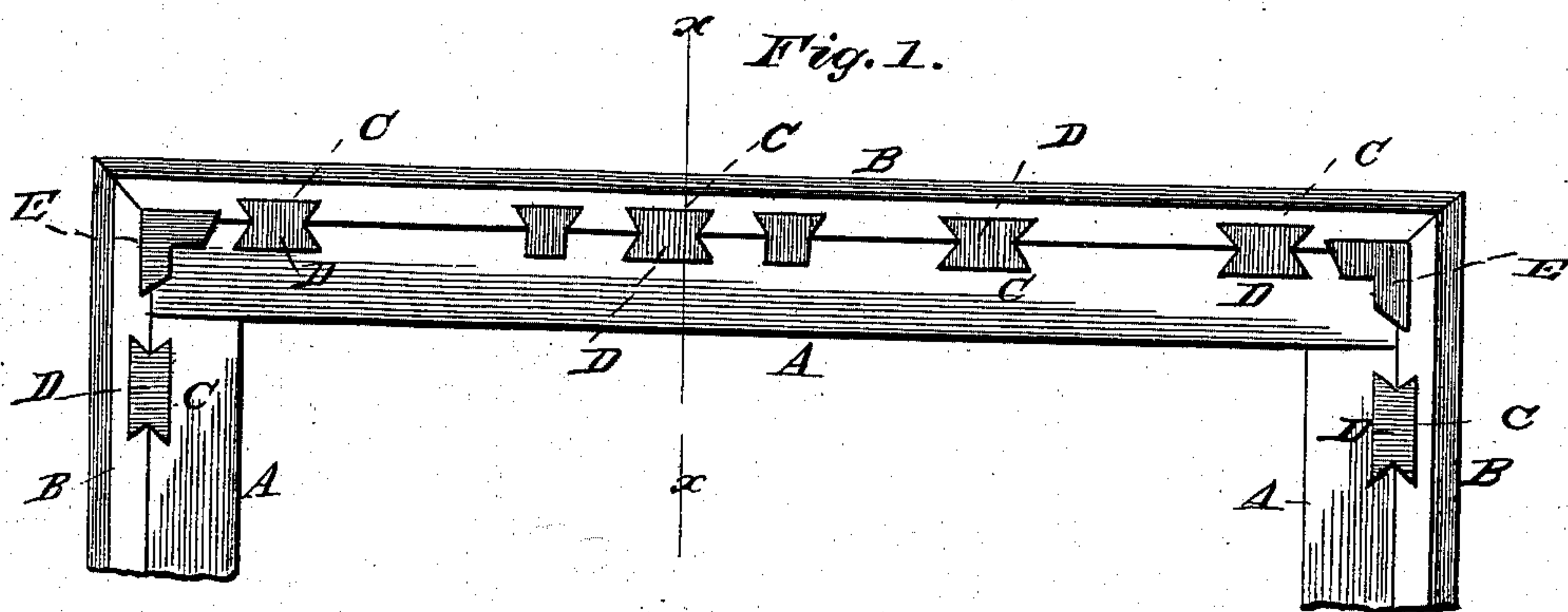
(No Model.)

C. M. COUTANT & R. BENSON.

WAGON BODY.

No. 273,967.

Patented Mar. 13, 1883.



Witnesses:
Philip Masini.
E. Bates.

Inventors.
C. M. Coutant,
Richard Benson,
by Anderson & Smith
their Attorneys.

UNITED STATES PATENT OFFICE.

CHAUNCEY M. COUTANT AND RICHARD BENSON, OF CRAWFORDSVILLE, IND.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 273,967, dated March 13, 1883.

Application filed September 30, 1882. (No model.)

To all whom it may concern:

Be it known that we, CHAUNCEY M. COUTANT and RICHARD BENSON, citizens of the United States, and residents of Crawfordsville, in the county of Montgomery and State of Indiana, have invented a new and valuable Improvement in Wagon and Carriage Bodies; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figures 1 and 2 are partial plan views. Figs. 3 and 4 are sectional detail views.

This invention has relation to wagon-bodies; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claim appended.

In the drawings, A indicates the frame or sills of the vehicle-body, and B the sides or panels.

In order to secure the panels to the sills, I form in the under side of the sills and the lower edge of the panel a suitable number of dovetail mortises, C, part of each mortise being in the sill and part in the panel. I then fit the dovetail plugs D into these mortises, whereby the panels will be securely held against the sills. As a convenient way of forming the plugs, a long dovetailed wooden strip can be provided, and after driving one end well up into a mortise the strip can be sawed off and then driven in like manner into the next mortise. The corner-posts E are made rectangular in cross-section, and provided with beveled vertical edges. These posts are fitted in recesses formed in the panels at the four corners

of the body, and thereby hold the meeting ends of the panels together without the employment of nails or screws. The said posts also have their lower ends received in part in mortises in the end sills of the body; or, if preferred, separate pieces formed in the same way as the posts can be fitted in the ends of the sill and the meeting ends of the panels below the posts. The supports F for the bars G, on which the seat is held, are dovetailed on their inner sides and fitted in dovetailed mortises H in the panels. A double dovetailed mortise is also formed in the upper edge of the panel and the bar G, and a plug fitted in said mortise. These bars can extend down through dovetailed recesses formed in the sills and the panels, or they can terminate at or slightly below the top of the sills and plugs fitted in the mortises formed in the sills and the panels.

From the foregoing it will be seen that the use of nails and screws is avoided, and hence the appearance of the vehicle is not marred.

Having described our invention, what we claim is—

In a wagon-body, the combination, with the posts F, dovetailed on their inner sides to fit the dovetailed mortises H in the panels B, of the seat-bar G, dovetailed to correspond with the dovetail C of the panels, and the plugs D, substantially as specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

CHAUNCEY M. COUTANT.
RICHARD BENSON.

Witnesses:

MELVILLE W. BRUNER,
JOHN H. BURFORD.