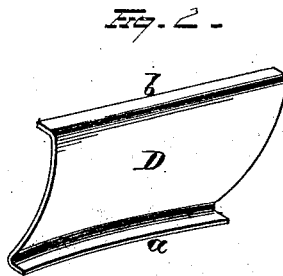
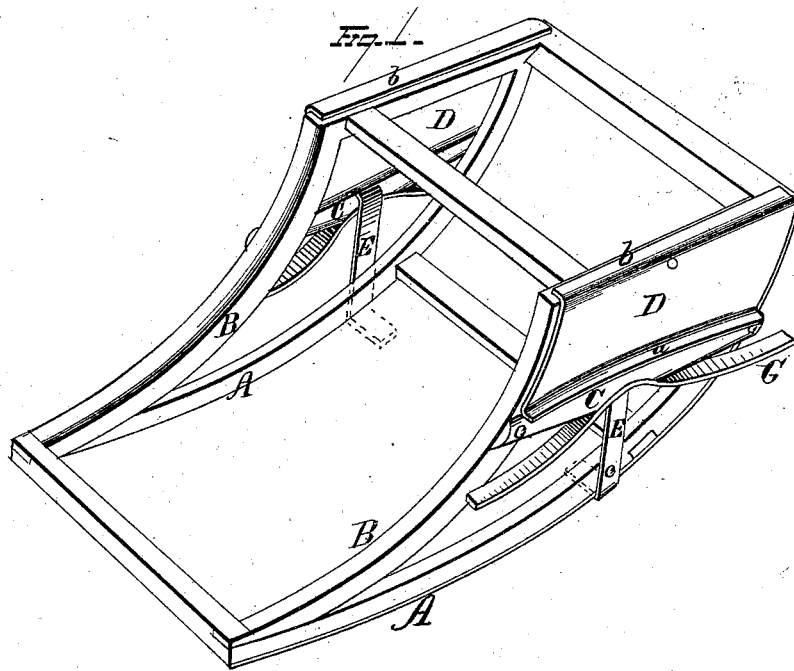


K. A. HUGHSON.  
Vehicle-Body.

No. 199,548.

Patented Jan. 22, 1878.



WITNESSES  
*Edw. L. Nottingham.*  
*Alexander Scott*

INVENTOR  
*Kincaid A. Hughson,*  
*by J. R. Nottingham*  
ASS. ATTORNEY

# UNITED STATES PATENT OFFICE.

KINCAID A. HUGHSON, OF CORTLAND VILLAGE, NEW YORK.

## IMPROVEMENT IN VEHICLE-BODIES.

Specification forming part of Letters Patent No. **199,548**, dated January 22, 1878; application filed September 13, 1877.

*To all whom it may concern:*

Be it known that I, KINCAID A. HUGHSON, of Cortland Village, in the county of Cortland and State of New York, have invented a new and useful Improvement in Carriage-Bodies, which improvement is fully set forth in the following specification and accompanying drawings.

In the drawings, Figure 1 is a perspective view of that portion of the carriage-body below the seat, showing my improvements. Fig. 2 is a view of one of the side supports detached.

The body is made after the fashion known in the trade as "doctor's phaeton-body."

A and B are the side sills, each made of one continuous piece of bent wood. A, being the lower sill, extends from the back of the body at the bottom of the seat along the floor to the front sill. B is the upper sill, and extends from the front of the seat to the front sill, lying at the lower end upon the front end of the under sill A, and bent in nearly the same degree of curvature as A.

Great advantage is derived from the construction of the side sills in the manner described, both in strength and in cheapness of manufacture.

I mount the body upon side springs G G, in such a manner as to cause the bottom of the wagon to hang below the springs. C is the spring-bar, bolted or fastened to the side of the body. D is a side support, made either of wood or metal, which serves as side coverings between the seat and spring-bars. Its lower edge *a* projects outward, resting upon the spring-bar C, and, being made of strong solid material, it furnishes a resistance and support against the upward pressure upon the

spring-bar, and relieves part of the strain upon the fastenings of the spring-bar to the carriage-body. The upper edge bends or projects inwardly, furnishing the support *b*, which rests upon the seat-frame.

Side support D being firmly secured to the side of the body by bolts or screws, the upper projection *b* is not so essential as the lower one, *a*, and may be dispensed with, if not desired.

E is a wood or metallic stay or body-loop, attached to the spring-bar C, extending downward, and attached to the lower sill A. One or more of these stays or braces may be used on each side, as deemed necessary, to strengthen the body.

I do not limit myself to any particular mode of fastening the stays to the spring-bar or the sill.

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

1. The combination of the sills A and B with the cross-bar C, substantially as described.
  2. The side support D, in combination with the spring-bar C, as and for the purposes substantially as described.
  3. The stays E E, in combination with spring-bar C and sill A.
  4. In a carriage-body, the combination of side sills A and B with spring-bar C, stay E, and side support D, substantially as described.
- In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

KINCAID A. HUGHSON.

Witnesses:

M. L. MCCARTHY,  
DORR C. SMITH.