

(No Model.)

E. DEPERSENAIRE.

RE-ENFORCED RATTAN STRUCTURE.

No. 419,839.

Patented Jan. 21, 1890.

Fig 1.

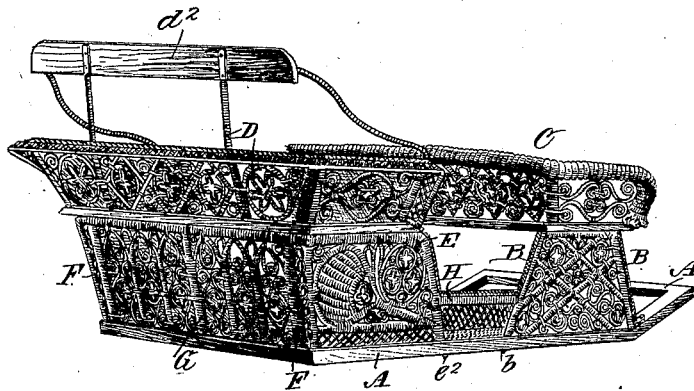


Fig 2

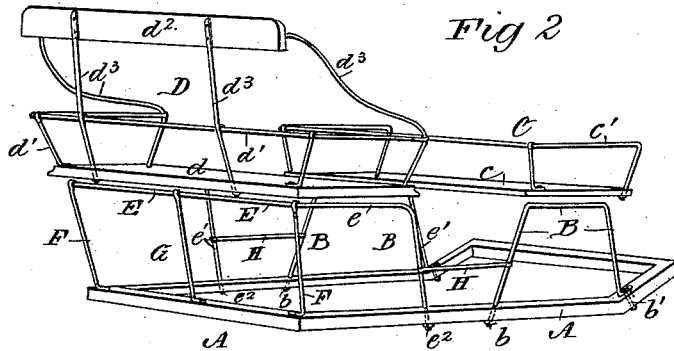


Fig. 3

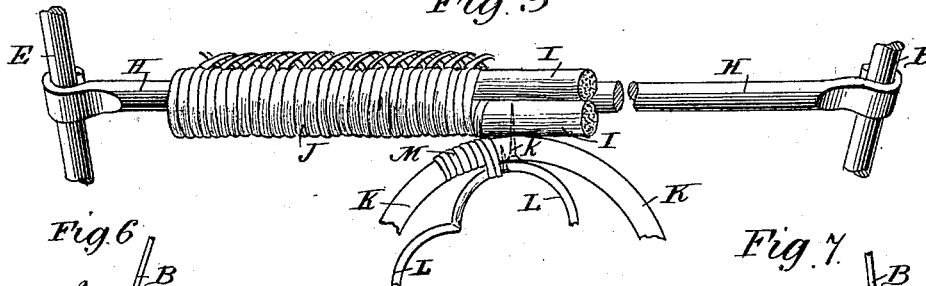
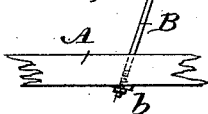


Fig 6



WITNESSES:

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Fig 4.

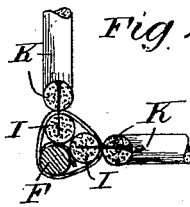


Fig 5.

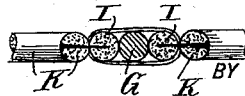
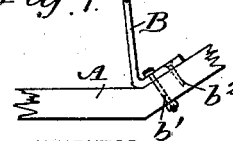


Fig 7.



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UNITED STATES PATENT OFFICE.

ELISÉ DEPERSENAIRE, OF NEW YORK, N. Y.

RE-ENFORCED RATTAN STRUCTURE.

SPECIFICATION forming part of Letters Patent No. 419,839, dated January 21, 1890.

Application filed November 5, 1889. Serial No. 329,309. (No model.)

To all whom it may concern:

Be it known that I, ELISÉ DEPERSENAIRE, of New York city, in the county and State of New York, have invented new and Improved Re-enforced Rattan Structures, of which the following is a full, clear, and exact description.

My invention relates to structures made principally of rattan, and has for its object to provide a structure of this character, and particularly a carriage-body, which, while having the appearance of being made wholly of rattan, is built up with an interior re-enforcing frame and nailing-pieces concealed by an exterior reed wrapping or covering, the whole making a very substantial ornamental structure.

The invention consists in certain novel features of construction of the rattan structure and carriage-body, all as hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a rear side perspective view of a rattan carriage-body made in accordance with my invention. Fig. 2 is a perspective view of the re-enforcing frame of the carriage-body as held to the wooden body and seat frames. Fig. 3 is an enlarged detail perspective view partly broken away, and illustrates the construction more clearly. Fig. 4 is a sectional plan view at one of the rear corner-posts of the carriage-body. Fig. 5 is a like view at the center post of the back of the body; and Figs. 6 and 7 are detail side views, illustrating the connection of the metal re-enforcing rods with the wooden bed-frame of the carriage-body.

My invention is applicable to a rattan structure of any form or size and for any purpose, either ornamental or ornamental and useful, and wherein strength is important, as in carriage or wagon bodies either large or small and of any design.

I show in the drawings a two-seat carriage-body to which my improvement has been applied, and which I specially claim, as herein-after set forth.

The carriage-bed frame A is preferably made of wood upturned at the front end,

which, when covered, serves for a foot-board.

The rattan re-enforcing frame will have any general form as the particular design of the carriage-body may require.

For the two-seat vehicle shown I use two front side metal-rod frames B B, supporting the front seat C at their tops and bent down at the ends, which are fastened securely to the bed-frame, and preferably by passing the back ends downward through the frame and placing a nut *b* thereon below the frame, as shown in Fig. 6, and by bending or flanging the lower parts of their front ends forward and securing them by a bolt *b'* and a screw *b²* to the bed-frame, as shown in Fig. 7 of the drawings.

Under the back seat D is secured a metal re-enforcing rod-frame E, which extends above the bed-frame across the back of the body and thence forward at *e* a suitable distance at each side, and thence downward at *e'*, to and through the bed-frame side bars, to which they are held preferably by nuts *e²*. Upright metal rods F F G, placed at the rear corners and center of the re-enforcing frame E sustain it from the bed-frame, and metal re-enforcing or stay rods H H connect the front and rear frame B E at the sides of the carriage-body. Where the metal re-enforcing frame-rods connect with each other they are preferably welded by a hook or eye joint, as shown in Figs. 2 and 3 of the drawings, and the uprights F F G are preferably bent over or flanged at their lower ends, where they are bolted or screwed to the bed-frame.

The carriage-seats C D are made with bottom cushion-supporting boards *c d*, respectively, and with low metal-rod re-enforcing frames *c' d'*, rising from and braced suitably to them, and the seat D has a back rest *d²* braced by suitable stay-rods *d³*. These seat structures are formed to accommodate the special style or carriage-body shown in the drawings.

It is manifest that the nail-proof re-enforcing rod-frames above mentioned for the carriage-body will give great stiffness and strength to a rattan outer covering placed around them, and as rattan structures usually have ornamental rattan or reed paneled work, I cover the re-enforcing rod-frame in such a manner as to allow secure attachment of this

paneling. This I accomplish in the preferred way by laying nailing-strips I next the metal re-enforcing frame or frames and securing them thereto by a wrapping or winding J, of rattan or reed, so that the strips I, which are preferably pieces of rattan, may be utilized to receive the nails *k*, by which the frame-work K of the rattan paneling may be securely held to the nailing-strips and consequently to the re-enforcing frame of the carriage-body. This part of my invention is best illustrated in Figs. 3, 4, and 5 of the drawings. Fig. 3 shows two nailing-strips I, held by a reed wrapping J to a part of one of the horizontal slide frame re-enforcing rods H, and also shows how a reed-panel frame-work K may be held to the lower strip I by nails *k*. It also shows how thinner reeds L may be nailed to the reeds K, and the paneling-reeds K L then covered and bound together by a reed wrapping M, which will also be continued over the reed wrapped or unwrapped adjacent main frame re-enforcing reed or bar. In Fig. 4 the upright re-enforcing rod F of one corner of the carriage-body is placed at the outside, and the two nailing-pieces I I are placed at the inside in positions allowing the rattan paneling frames or reeds K of the back and side of the carriage-body to be nailed thereto; and Fig. 5 of the drawings shows that at the upright center re-enforcing frame-bar G the nailing-pieces I I are applied one at each side to receive the nails holding the rear rattan paneling K of the carriage-body. The metal re-enforcing frames of the seats C D will be provided with nailing-pieces wherever a rattan or reed paneling is placed in them, and the whole seat-frames with the nailing-pieces and panel frames will be wrapped with reeds in any approved manner.

The location of the nail-proof or metal re-enforcing bars or rods relatively with the nailing-pieces to which the inside or paneled rattan portions of a carriage-body or other structure are nailed or tacked will necessarily vary with the positions of the several parts

of the structure, but in any case a greatly-increased strength of the structure is assured by the use of the re-enforcing frame, and the nailing pieces or strips next this frame give a more firm fastening to the rattan paneling than would be afforded by an all-rattan structure.

The interior rattan or reed paneling of both the carriage-body and seat-frames may have any desired pattern, as will be readily understood.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. In a rattan structure, the combination, with a re-enforcing frame, of nailing-pieces held thereto and adapted to sustain rattan or reed panels, substantially as herein set forth.

2. In a rattan structure, the combination, with a re-enforcing frame, of nailing-pieces held thereto and adapted to sustain rattan or reed panels, and a rattan or reed covering on the frame and nailing-pieces, substantially as herein set forth.

3. In a rattan structure, the combination, with a re-enforcing frame, of nailing-pieces held thereto, panel-frames secured to said nailing-pieces, and a rattan or reed covering on the re-enforcing frame and nailing-pieces and the panel-frames, substantially as herein set forth.

4. A rattan carriage-body made with a metal rod re-enforcing frame, nailing-pieces held thereto, and a rattan covering on the frame and nailing-pieces, substantially as herein set forth.

5. A rattan carriage-body made with a metal rod re-enforcing frame, nailing-pieces held thereto, panel-frames secured to said nailing-pieces, and a rattan or reed covering or wrapping on the re-enforcing frame, the nailing-pieces, and the panel-frames, substantially as herein set forth.

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