

JOHN R. LINTON.

Improvement in Seats for Vehicles.

No. 125,468.

Patented April 9, 1872.

Fig. 1.

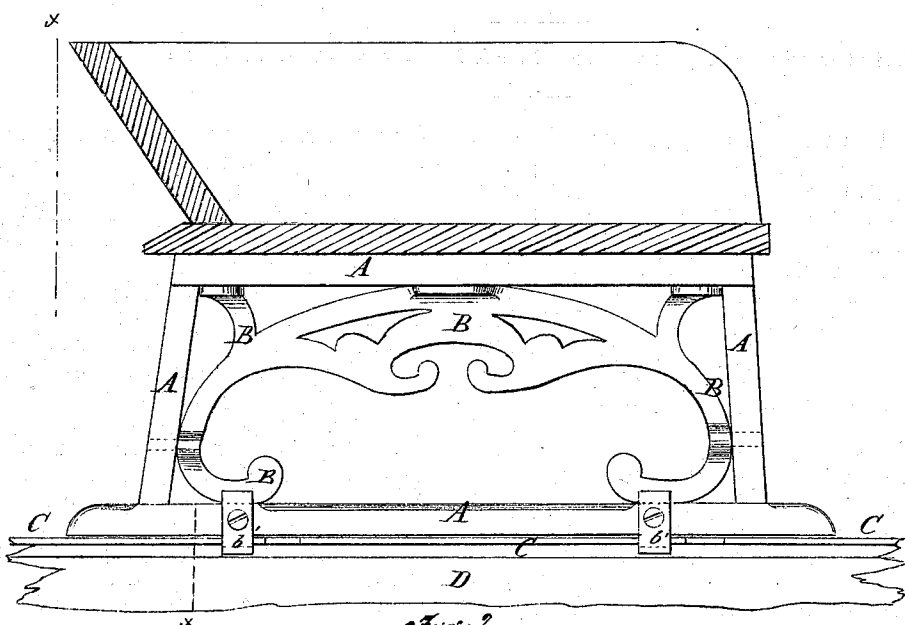
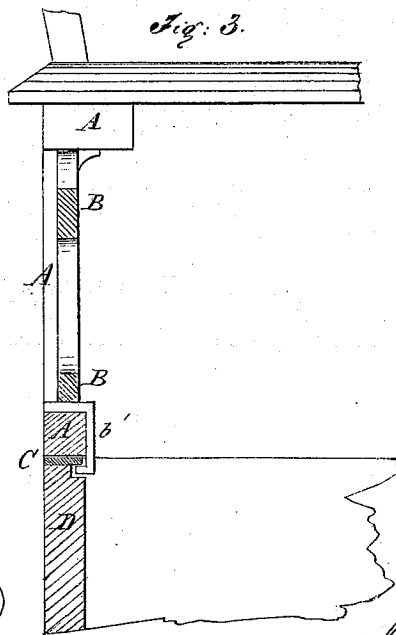


Fig. 2.



Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN R. LINTON, OF NEW BEDFORD, MASSACHUSETTS.

IMPROVEMENT IN SEATS FOR VEHICLES.

Specification forming part of Letters Patent No. 125,468, dated April 9, 1872.

Specification describing a new and useful Improvement in Seats for Vehicles, invented by JOHN R. LINTON, of New Bedford, in the county of Bristol and State of Massachusetts.

Figure 1 is a detail sectional view of a wagon-seat illustrating my invention. Fig. 2 is a top view of a portion of the rail upon which the seat rests. Fig. 3 is a rear view of a portion of the seat, partly in section, through the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved riser or base for the seats of vehicles which shall be so constructed as to obtain the requisite strength and lightness combined with such a size as not to be out of proportion with the other parts of the vehicle; and it consists in a riser or base formed by the combination of a metallic brace or plate with a wooden frame, as hereinafter more fully described.

A is the wooden frame of the riser or base, the bottom bar of which rests upon the rail or edge of the wagon-box, and to the top bar of which the seat is attached. B is a brace or plate made of wrought or cast metal, and attached to the wooden frame A by screws, bolts or rivets. The brace or plate B may be placed within the frame A or upon its outer side, as may be desired, and may be made of any desired pattern or style, and ornamented to any desired extent. The upper fastenings of the plate or brace B, when said plate or brace is placed within the frame A, should extend across the top bar or the flange of the top-bar to prevent it from being split in attaching the

seat. When the brace or plate B is attached to the outer side of the frame A the screws, bolts, or rivets by which it is secured, and which pass transversely through the said top bar, will strengthen it and prevent it from being split by attaching the seat. Upon the lower parts of the brace or plate B are formed catch-hooks *b'* which pass down across the inner or outer side of the bottom bar of the wooden frame A, and project sufficiently to take hold of the bar or plate C attached to the top of the rail or box D, as shown in Figs. 1 and 3. The top of the rail D is rabbeted, as shown in Fig. 2, to receive the catch-hook *b'*, so that the inner edge of the plate or strap C need not project beyond the inner side of the rail C, and thus may not be liable to catch upon articles being placed in or taken from the vehicle. The inner or outer edges of the plate or strap C are notched, as shown in Fig. 2, at the place where the seat is expected to stand, to receive the catch-hooks *b'*, so that the seat cannot slip forward or back, while at the same time it is held securely from jumping or being thrown upward.

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

The riser A B provided with catch-hooks *b'*, in combination with notched plate C and rabbeted rail D, as and for the purpose described.

JOHN R. LINTON.

Witnesses:

JOHN H. DEAN,
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