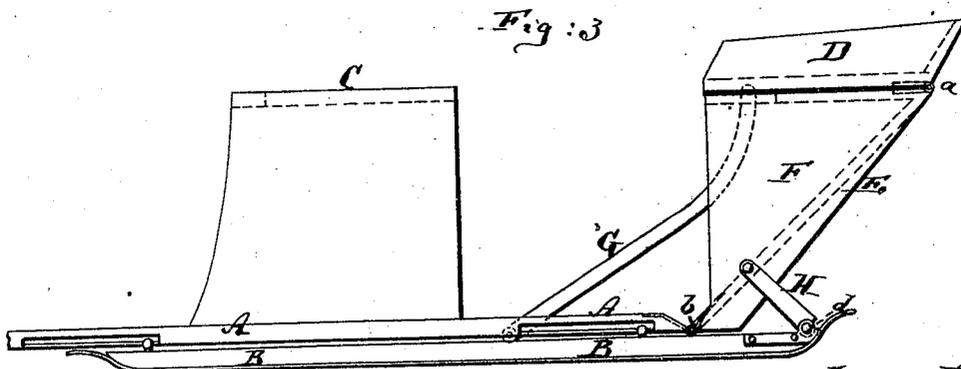
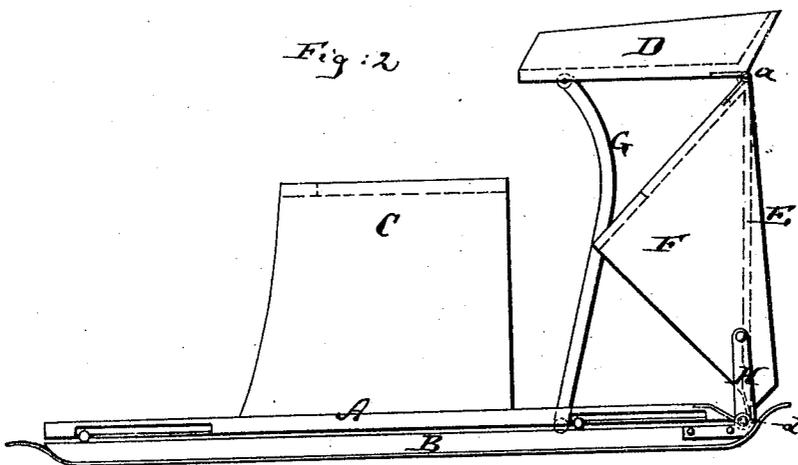
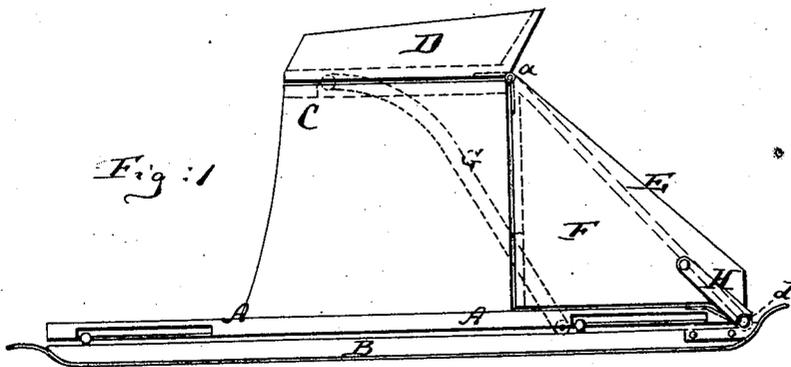


F. OPPENHEIM.

VEHICLE SEAT.

No. 184,656.

Patented Nov. 21, 1876.



Witnesses:
A. Moraga
Ernest D. Webb

Inventor:
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by his attorney
Alv. Briesen

UNITED STATES PATENT OFFICE.

FREDERICK OPPENHEIM, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN VEHICLE-SEATS.

Specification forming part of Letters Patent No. 184,656, dated November 21, 1876; application filed November 2, 1876.

To all whom it may concern:

Be it known that I, FREDERICK OPPENHEIM, of San Francisco, in the county of San Francisco and State of California, have invented a new and Improved Vehicle-Seat, of which the following is a specification:

This invention has for its object to improve the folding seat described in Letters Patent No. 174,148, in as far as the said patent describes a means of sliding the carriage-body on the running-gear during the unfolding and folding of the seat.

My present invention consists, principally, in connecting the side panels of the folding-seat support by braces having stop-joints with the running-gear, in such manner that these braces will allow a partial motion of the seat independent of the sliding motion of the body.

In the mechanism described in the above-mentioned Letters Patent the supporting part of the running-gear had pins entering slots in the side panels of the seat-support, and when the seat was swung back and forward these pins would cause a sliding motion of the carriage-body on the running-gear to take place throughout the entire movement of the seat. This rendered the operation of the seat somewhat difficult, as it was invariably coupled with the sliding motion of the carriage-body, while by my present invention the unfolding motion of the seat is started without being hindered by the sliding of the body, and in this manner the shifting of the seat is rendered more easy than before.

In the drawing, the Figures 1, 2, and 3 are side views of the vehicle, showing my improved folding seat in various positions.

Similar letters of reference indicate corresponding parts in all the figures.

A represents the lower part of the carriage-body, supported on a suitable bar or bars, B, of the running-gear, and arranged so that it can slide thereon, to a limited extent, backward and forward. C is a fixed seat, rigidly supported on the carriage-body. D is a folding seat, hinged at *a* to the panel E and side panels F F, substantially as described in my former patent. The lower part of the panel E is at *b* hinged to one end of the wagon-body A. Braces G connect the fold-

ing seat D with the bottom of the carriage-body, all substantially as stated in my former patent.

By links or levers H, I join the side panels F to the bar B, said link having a stop-joint at *d*, which prevents it from being thrown farther than to a vertical position, as substantially indicated in Fig. 2, or to an equivalent position with reference to the object to be attained. This link, when the seat D is folded upon the seat C, as in Fig. 1, extends from its lower joint *d* in the direction of the joint or hinge *a*. Now, when the seat D is swung away from the seat C, the first part of its motion will not cause the body A to be displaced on the running-gear B, but these two parts will retain the same position, as indicated by Figs. 1 and 2, until the stop-joint *d* takes effect, and after that the further unshifting motion of the seat D causes it, by means of the rigidly-braced link or links H, and by its further connection *b* with the wagon-body A, to push the latter, and to move it on the supporting bar or bars B in a direction opposite to that in which the seat is swung, until finally the position indicated in Fig. 3 has been attained.

For folding the seat D upon the seat C again, the wagon-body is first drawn, by pulling it by a suitable handle, into the position shown in Fig. 2, and is thereby also caused to partly raise the seat D, as shown, and to swing it toward the seat C as far as shown in Fig. 2, whereupon the folding motion of the seat D is completed by simply swinging it upon the seat C without further affecting the position of the wagon-body.

This apparatus will be found to be simple in construction, and not liable to get out of order. By the sliding motion of the body the weight of the seat is equalized, and the springs relieved of too much pressure.

In case the side panels F are omitted the links H will be joined to the back panel E, of which the panels F are the sides.

I claim as my invention—

1. In combination with the panel E of the folding seat D, the connecting bars or links H, supporting bar or bars B, and vehicle-body A, substantially as described.

2. The combination of the folding-seat support E with the link H, having a stop-joint, *d*, and with the sliding vehicle-body, all arranged so that during part of the folding motion of the seat-support the position of the vehicle-body will not be affected, substantially as specified.

The foregoing description of my invention signed by me this 1st day of November, 1876.

FREDK. OPPENHEIM.

Witnesses:

ERNEST C. WEBB,

F. V. BRIESEN.