

J. L. LINVILLE & W. SHIMANOUR.
MODE OF ATTACHING SEATS TO WAGONS.

No. 112,723.

Patented Mar. 14, 1871.

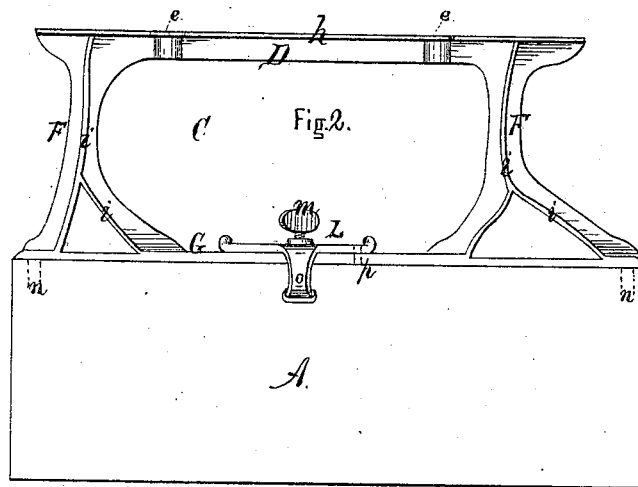
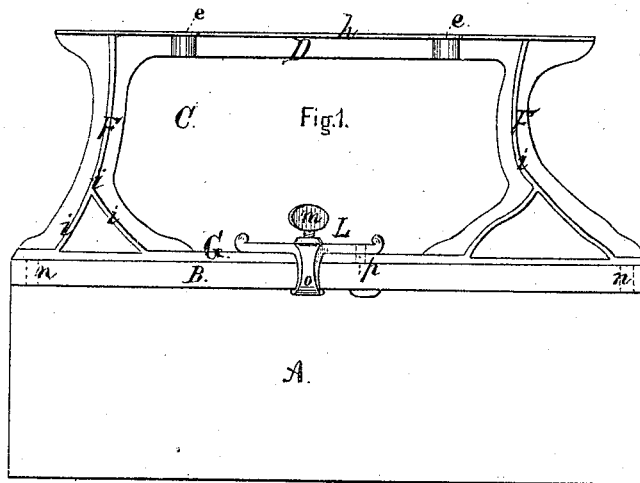
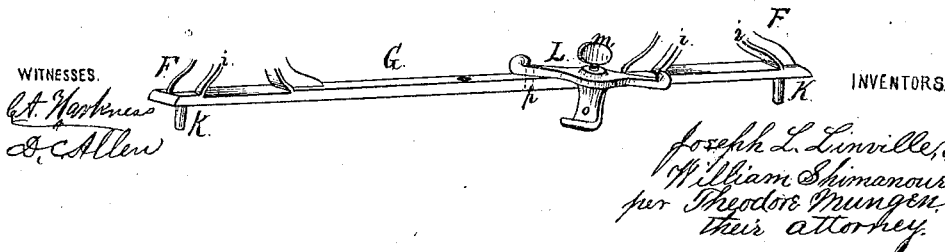


Fig. 3.



UNITED STATES PATENT OFFICE.

JOSEPH L. LINVILLE AND WILLIAM SHIMANOUR, OF FINDLAY, OHIO.

IMPROVEMENT IN THE MODE OF ATTACHING SEATS TO WAGONS.

Specification forming part of Letters Patent No. 112,723, dated March 14, 1871.

To all whom it may concern:

Be it known that we, JOSEPH L. LINVILLE and WILLIAM SHIMANOUR, of Findlay, in the county of Hancock and State of Ohio, have invented certain new and useful Improvements in Seat-Raising Attachments for Wagons; and we hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side view of the attachment in use upon a box having a top rail. Fig. 2 is a side view of the attachment in use upon a box without a top rail, and Fig. 3 is a view in perspective of the pivoted clasp and lower rail of the attachment.

Our invention relates to certain improvements in seat-raising attachments for wagons; and it consists of a malleable-iron frame having two parallel rails connected by two curved bifurcated standards, and arranged so that the wagon-seat may be secured to the upper rail of the frame by bolts and the lower rail of the frame secured to the top rail or edge of the wagon-box by dowel-pins, and a pivoted clasp provided with a flange, and a thumb-screw for holding it in place, as will hereinafter more fully appear.

In the drawings, A is the side of a wagon-box, and B is the top rail of the same. C is the seat raiser or frame, of malleable iron. D is the upper rail, provided with holes *e e*, for the reception of the bolts which pass through the bottom of the wagon-seat and secure it to the seat-raiser C. F F are curved bifurcated standards, which connect the upper rail, D, with the lower rail, G. The upper rail, D, and the standards F F have the flanges *h* and *i*, which impart additional strength to them. The lower rail, G, has the dowel-pins *k k* and the pivoted clasp L, provided with the flange *o* and the thumb-screw *m*, for holding the clasp in place when the seat-raiser is in use. The

clasp L is pivoted at *p* to the lower rail, G, so that it may be swung round to admit of inserting or withdrawing the dowel-pins *k k* when attaching or detaching the seat-raiser. The dowel-pins *k k* enter holes *n n* in the top rail, B, of the box A. The flange *o* on the pivoted clasp L passes under the top rail, B, and the clasp is held in place by tightening the thumb-screw *m*. Constructing the seat-raiser in the manner above described gives it a bearing upon the box A the full length of the lower rail, G, admits of its being made lighter, gives it great strength, and lessens the friction of the dowel-pins, thus preventing the top rail, B, from becoming much worn.

When no top rail, B, is used, holes for the reception of the dowel-pins *k k* are made in the edge of the box A. The flange *o* of the clasp L is then made round, and a slotted iron plate, *r*, is placed upon the inside of the box A for its reception.

The standards F F are bifurcated, in order that the weight may be more equally distributed upon the lower rail, G.

Having thus described our improvement, what we claim as our invention, and desire to secure by Letters Patent, is—

A seat-raising attachment consisting of the upper rail, D, standards F F, and lower rail, G, provided with dowel-pins *k k*, and the pivoted clasp L, having the flange *o* and the thumb-screw *m*, all arranged relatively one to the other, as set forth.

In testimony that we claim the foregoing improvement in seat-raising attachments for wagons, as above described, we have hereunto set our hands and seals this 23d day of January, 1871.

JOSEPH L. LINVILLE. [L. s.]
WILLIAM SHIMANOUR. [L. s.]

Witnesses:

D. B. BEARDSLEY,
GEO. C. DOUGLAS.