F. OPPENHEIM.

EXTENSIBLE WAGON-BODY.

No. 188,255. Patented March 13, 1877.

Fig: 1

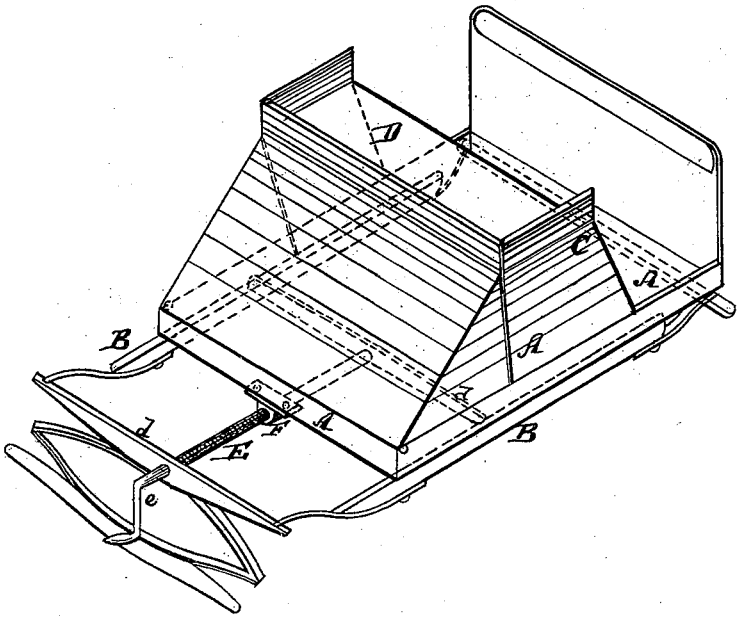
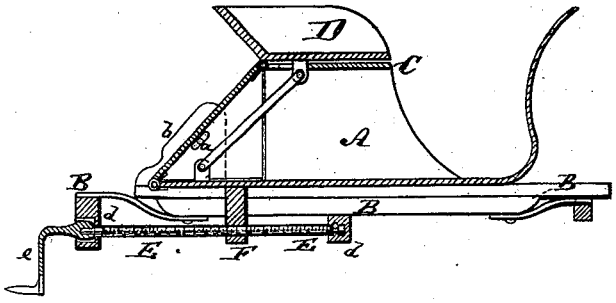


Fig: 2



Witnesses:
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UNITED STATES PATENT OFFICE.

FREDERICK OPPENHEIM, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN EXTENSIBLE WAGON-BODIES.

Specification forming part of Letters Patent No. **188,255**, dated March 13, 1877; application filed February 12, 1877.

To all whom it may concern:

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

Figure 1 is a perspective view of a vehicle-body containing my improvement. Fig. 2 is a vertical longitudinal section of the same.

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

This invention relates to certain improvements on the folding vehicle-seat described in Letters Patent No. 174,148, reissued December 5, 1876, and in Letters Patent No. 184,656, granted November 21, 1876.

The principal object of the present invention is to facilitate the sliding of the carriage-body on the supporting bars or sills during the operation of shifting the folding seat, and, in fact, to cause the seat to be folded in proper manner, or thrown back, by virtue of the sliding motion imparted to the carriage-body.

My invention consists in the combination of a longitudinal screw with the sliding carriage-body and supporting-frame, and with a nut attached to the carriage-body, all as hereinafter more fully described.

A represents 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, as stated in my said patents. The carriage-body supports the fixed seat C and the folding seat D, and the said folding seat is, by pins *a a*, that project through slots in upright standards *b b*, (as stated in said reissued patent,) or by jointed links, (as shown in said Patent No. 184,656,) connected with the frame or bars B, so that the body A will slide on the frame B whenever the seat is folded or unfolded, and vice versa. E is a screw, having its bearings in suitable cross-bars *d d* of the frame B, and provided with a suitable wrench or handle-piece, *e*, by which it can be turned. F is a nut, rigidly attached to the carriage-body A. The screw E passes through and matches this nut. Whenever it is desired to fold the seat D over the seat C it is only necessary to turn the screw E so as to draw the body A back, and when it is desired to swing the seat D back it is only necessary to turn the screw E so as to move the body A forward on the frame B. By means of this screw the body can be readily moved and the seat adjusted without in any manner straining the parts which connect with the folding seat, and the labor of shifting the seat will be rendered comparatively easy, even if the bars and hinges should become dry and rusty.

The invention is also applicable, as shown in Fig. 1, to carriage-bodies having a folding seat, D; but where such seat is not connected with the frame B, by standards *b*, links, or other means. This leaves me free to fold the seat D forward or backward by hand, and afterward, by means of the screw E, to shift the body A, and adjust the weight thereof with reference to the driving-gear. When the link-connection shown in Patent No. 184,656 is employed, the seat D will have to be started by hand, and the further sliding motion thereupon continued by means of the screw E.

I claim as my invention—

The combination of the sliding carriage-body A and supporting-frame B with the screw E and nut F, all arranged substantially as herein shown and described.

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Witnesses:

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