

(No Model.)

2 Sheets—Sheet 1.

P. WOODS.
SHIFTING SEAT FOR VEHICLES.

No. 532,716.

Patented Jan. 15, 1895.

Fig. 1.

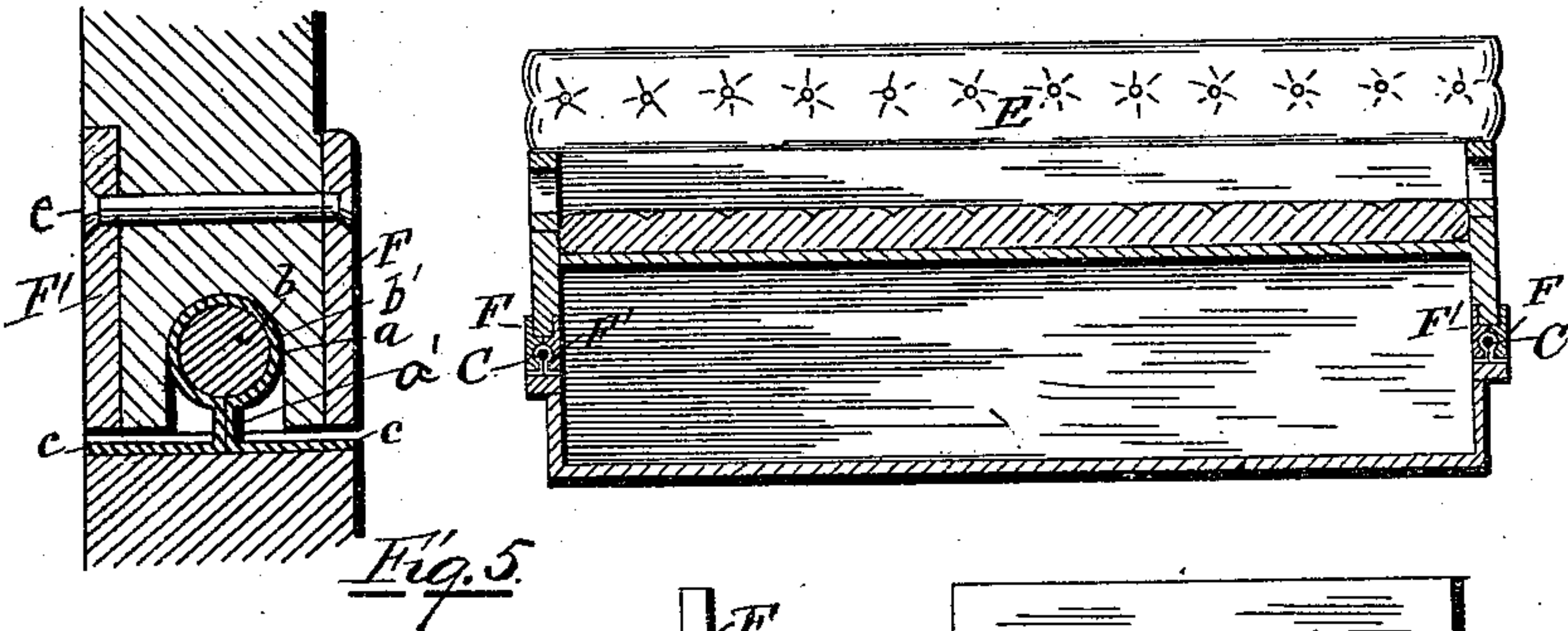
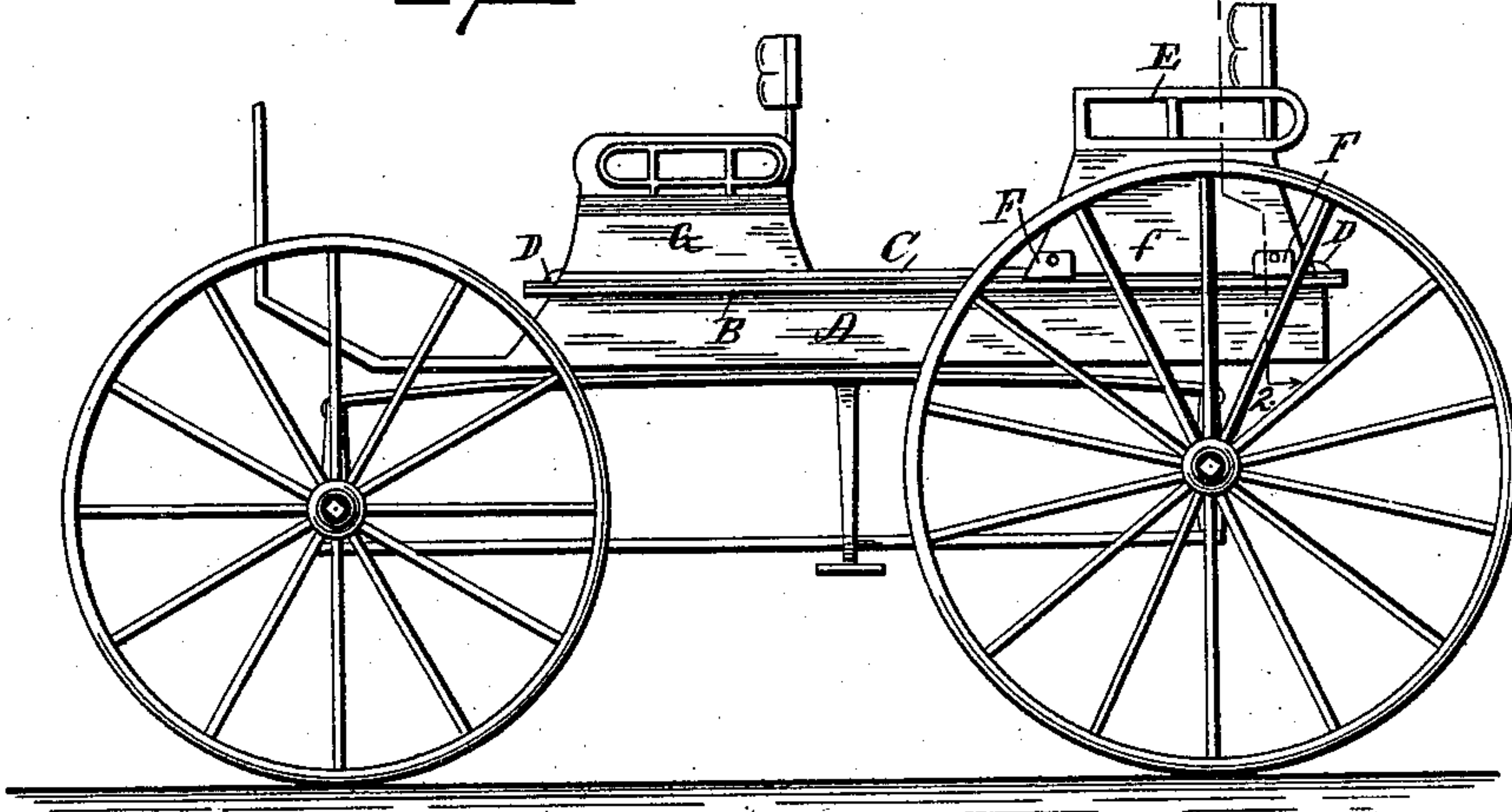


Fig. 2.

Fig. 4.

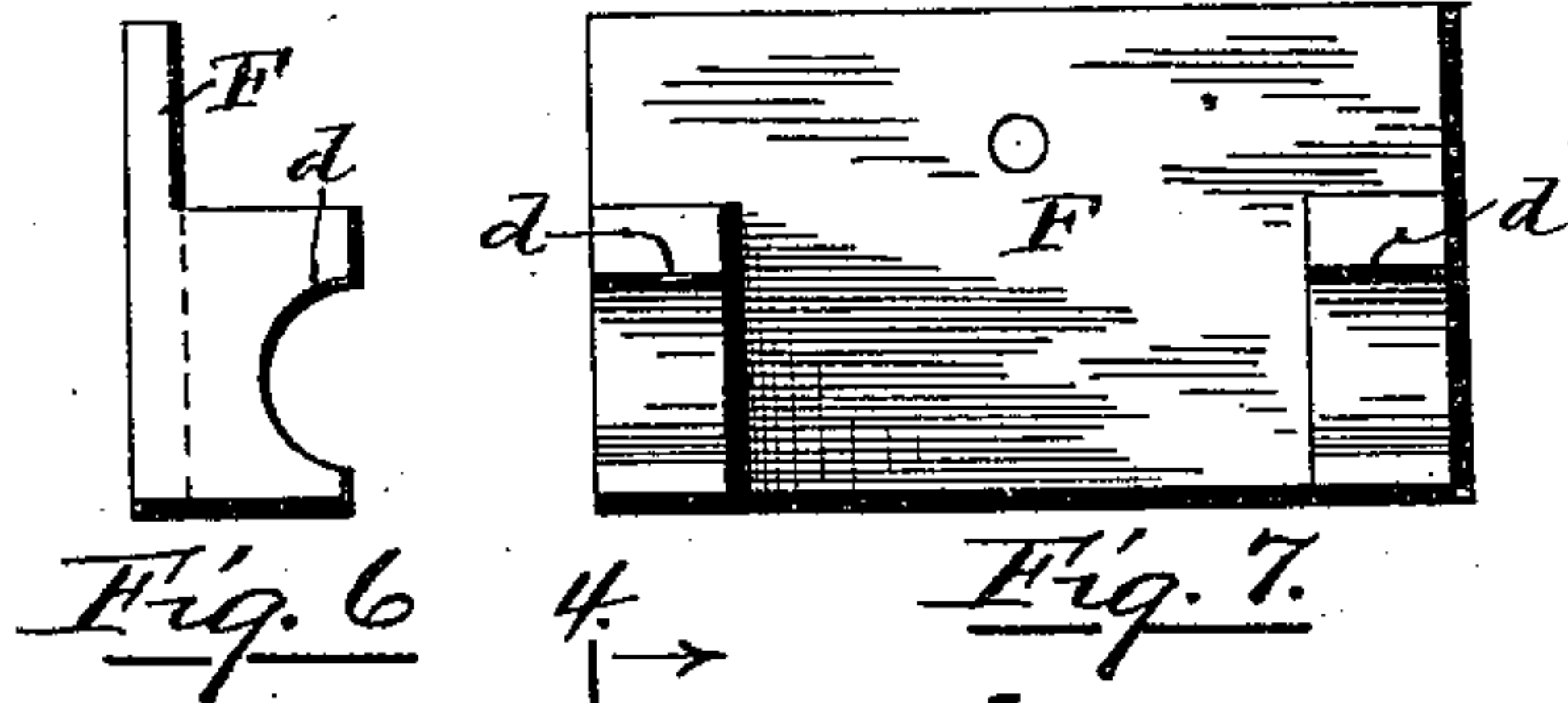
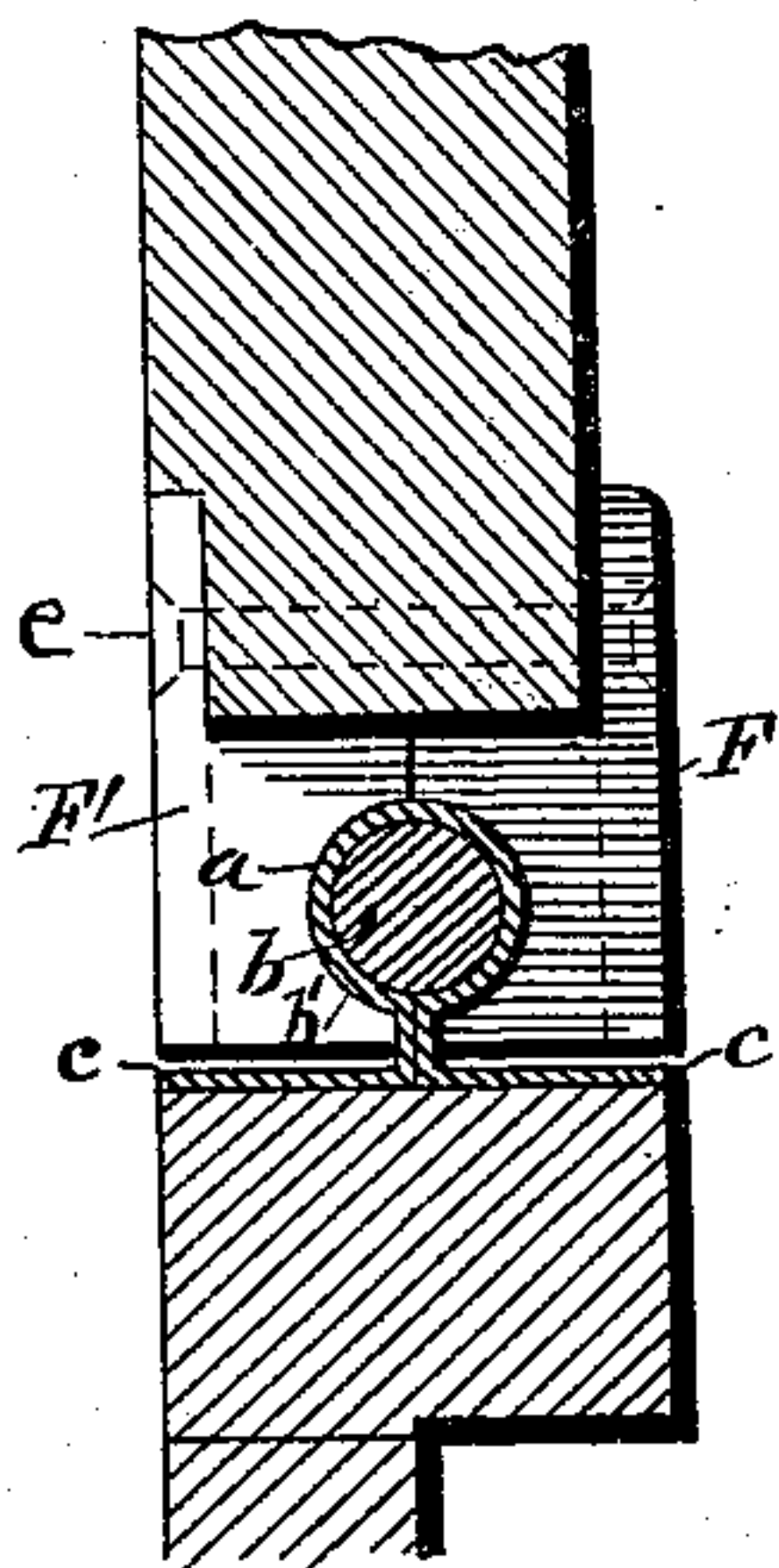


Fig. 6.

Fig. 7.

Fig. 8.

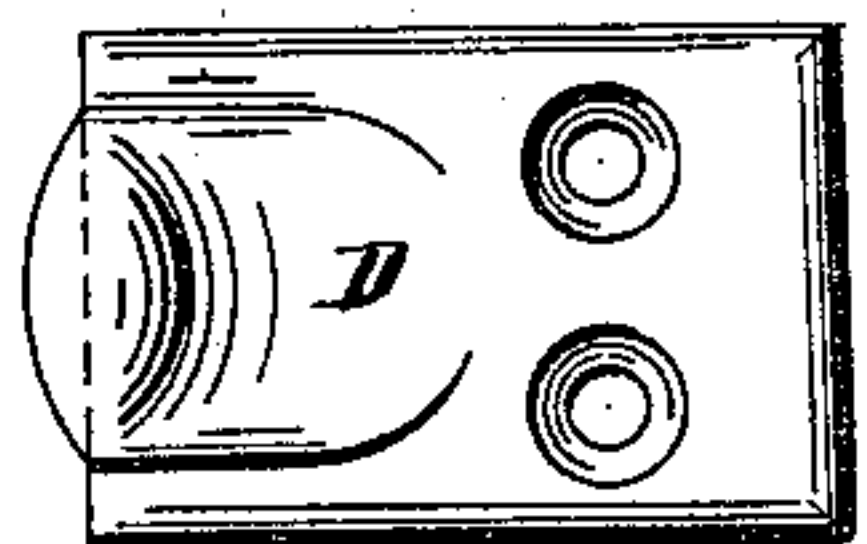
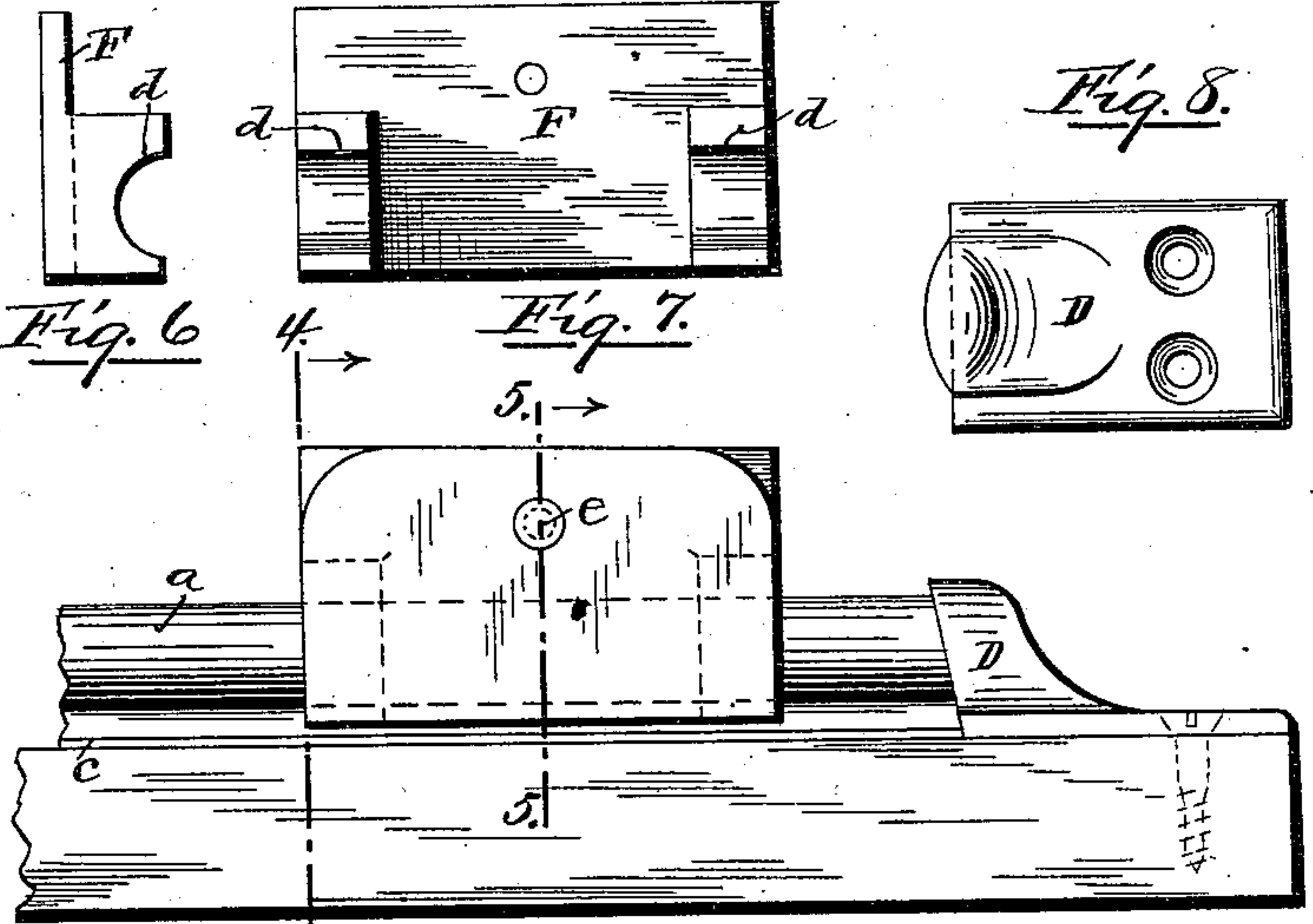


Fig. 3.



Witnesses:

Charles Hanningan
John S. Lynch

Inventor:

Paul Woods
by S. Scholfield
Att'y.

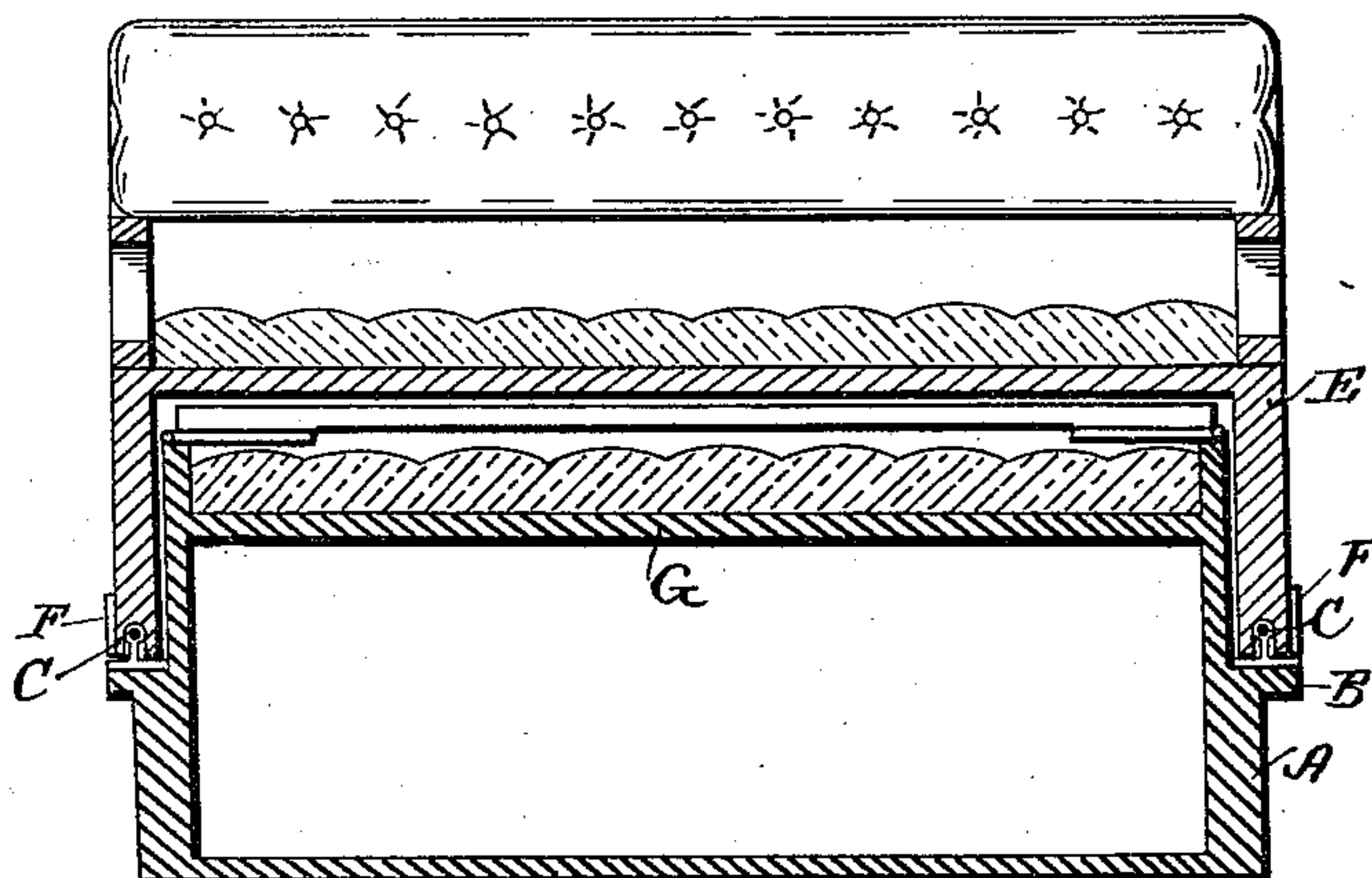
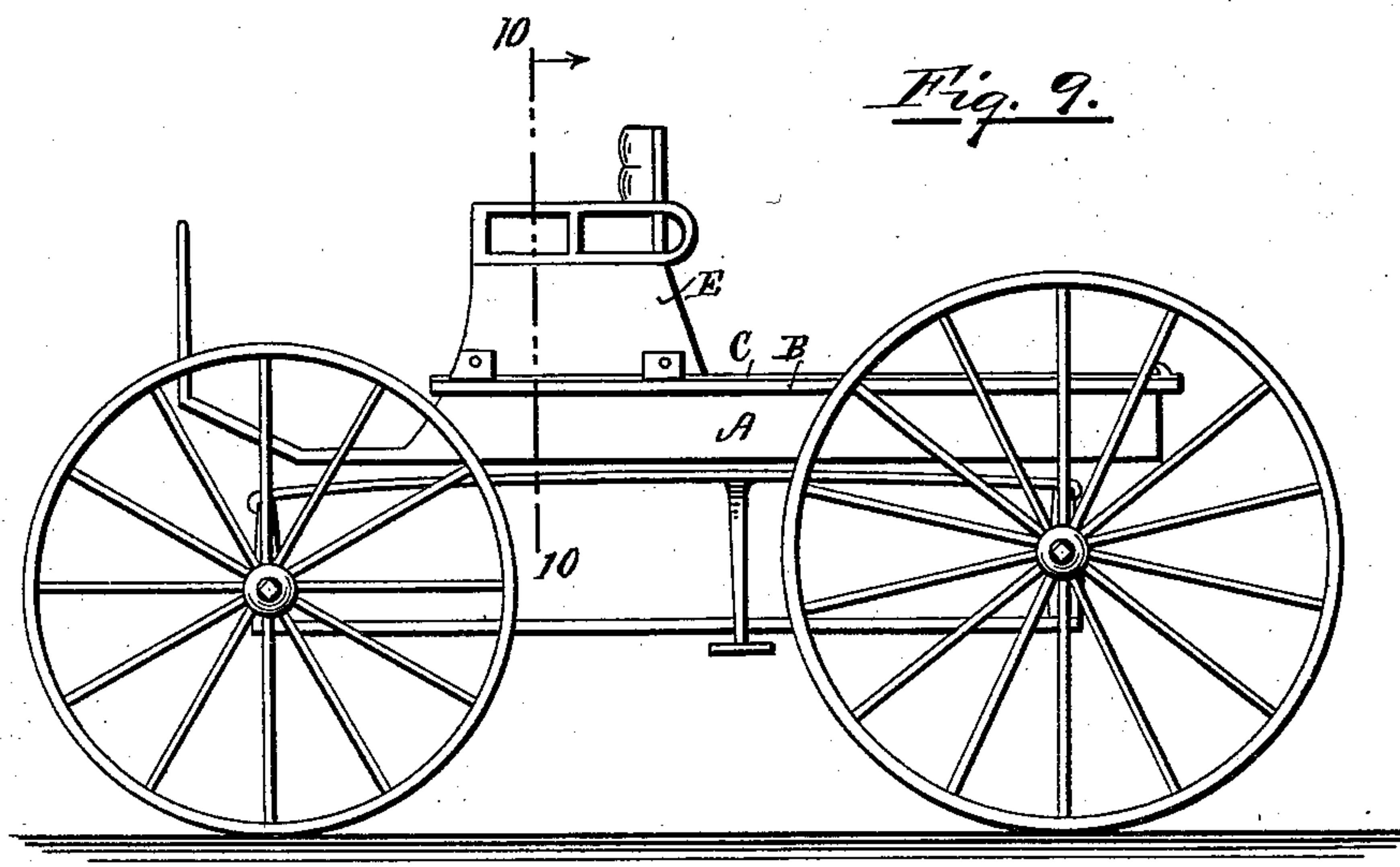
(No Model.)

2 Sheets—Sheet 2.

P. WOODS.
SHIFTING SEAT FOR VEHICLES.

No. 532,716.

Patented Jan. 15, 1895.



Witnesses:

Charles Hammigan.
Harry J. Garceau.

Inventor:

Paul Woods.
By S. Schofield.
Atty.

UNITED STATES PATENT OFFICE.

PAUL WOODS, OF WAKEFIELD, RHODE ISLAND.

SHIFTING SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 532,716, dated January 15, 1895.

Application filed October 8, 1892. Serial No. 448,245. (No model.)

To all whom it may concern:

Be it known that I, PAUL WOODS, a citizen of the United States, residing at Wakefield, in the county of Washington and State of Rhode Island, have invented a new and useful Improvement in Sliding Seats for Vehicles, of which the following is a specification.

The nature of my invention consists in an improved track arranged upon the top rail of the wagon body, and in the opposite holding plates for the seat as hereinafter fully set forth.

In the accompanying drawings:—Figure 1, represents a side elevation of a vehicle provided with my improvement. Fig. 2, represents a transverse section taken in the line 2, 2, of Fig. 1. Fig. 3, represents an enlarged view, showing a portion of the top-rail and track, and the opposite holding plates for connecting the seat to the track. Fig. 4, represents a transverse section of the same, taken in the line 4, 4, of Fig. 3, showing also a portion of the seat frame. Fig. 5, represents the same taken in the line 5, 5, of Fig. 3. Fig. 6, represents an end view, and Fig. 7, an inner side view of the inner holding plate. Fig. 8, represents a top view of one of the end-pieces, which serve to prevent the accidental removal of the seat from the track. Fig. 9, is a side elevation, showing the rear seat when brought forward on the track to cover the front seat. Fig. 10, represents a section taken in the line 10, 10, of Fig. 9.

In the drawings, A represents the body of the vehicle, B the top rail of the body, and C the track, secured to the top rails at each side of the body, the said track being formed with a raised cylindrical portion *b'*, a web portion *a'*, and the opposite flanges *c, c*, which may all be made in one piece of cast or wrought metal, but I prefer to make the said track by inclosing a rod of iron or steel *b*, in an envelope of sheet brass *a*, which forms the web *a'* and the flanges *c, c*, the track being fastened to the rail by means of screws passing through the said flanges. The forward and rear ends of the track are preferably beveled, and provided with the separately attached end pieces D, D, which serve to assist in holding the track C in place, and to prevent the accidental removal of the seat from the track by sliding beyond the end of the same.

The sliding seat E, is held upon the track by means of the holding plates F, F', the inner plate F' being let in, at the inner side of the end *f* of the seat, and the outer holding plate F, attached to the outer side of the same; each of the said plates being preferably provided with the two bearings *d, d*, for embracing the track, thus preventing any tendency to become cramped when moving the seat from one position to another; and the plates F, F', are held firmly to the frame of the seat, by means of a screw or rivet *e*.

The raised forward seat G, is fixed to the wagon body inside of the rail B, so that the ends P, P, of the seat E will slide over the ends of the said seat G, when but one seat is required, as shown in Figs. 9 and 10, and the sliding seat E may be held at any desired position upon the track, by means of a suitable lock or catch, not shown in the drawings.

I claim as my invention—

1. The combination with the vehicle body, and a raised forward seat permanently fixed thereto, of a track formed of opposite rails having a raised bearing portion, a supporting web, and a flange for attachment to the rail of the wagon body, the said track extending to the forward part of the wagon body outside of the raised ends of the fixed forward seat, and the rear seat, held upon the track and adapted to slide thereon to a position covering the said forward seat, substantially as described.

2. The combination with the vehicle body, of the track, formed of the rod and the sheet metal covering which forms the attaching flange, substantially as described.

3. The combination with the vehicle body, of the track, formed of the rod, and the sheet metal covering which forms the attaching flange, and the end pieces adapted to assist in holding the track in place, substantially as described.

4. The combination with the sliding seat, of the opposite holding-plates each provided with two bearings for the track, substantially as described.

5. The combination with the vehicle body, and a track having the raised cylindrical bearing portion, the supporting web and the flange attached to the rails of the wagon body, of a sliding seat provided with bearing plates

adapted to fit the cylindrical bearing portion of the track, substantially as described.

6. The combination with the vehicle body, and a track having a raised cylindrical bearing portion, the supporting web and the flange
5 attached to the rails of the wagon body, of a sliding seat attached to the cylindrical bearing portion of the track, and the end pieces

adapted to prevent the accidental disengagement of the seat from the track, substantially as described.

PAUL WOODS.

Witnesses:

SOCRATES SCHOLFIELD,
GEORGE F. CURTIS.