

*R. E. Jones,
Seal.*

No. 113060.

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Fig. 1.

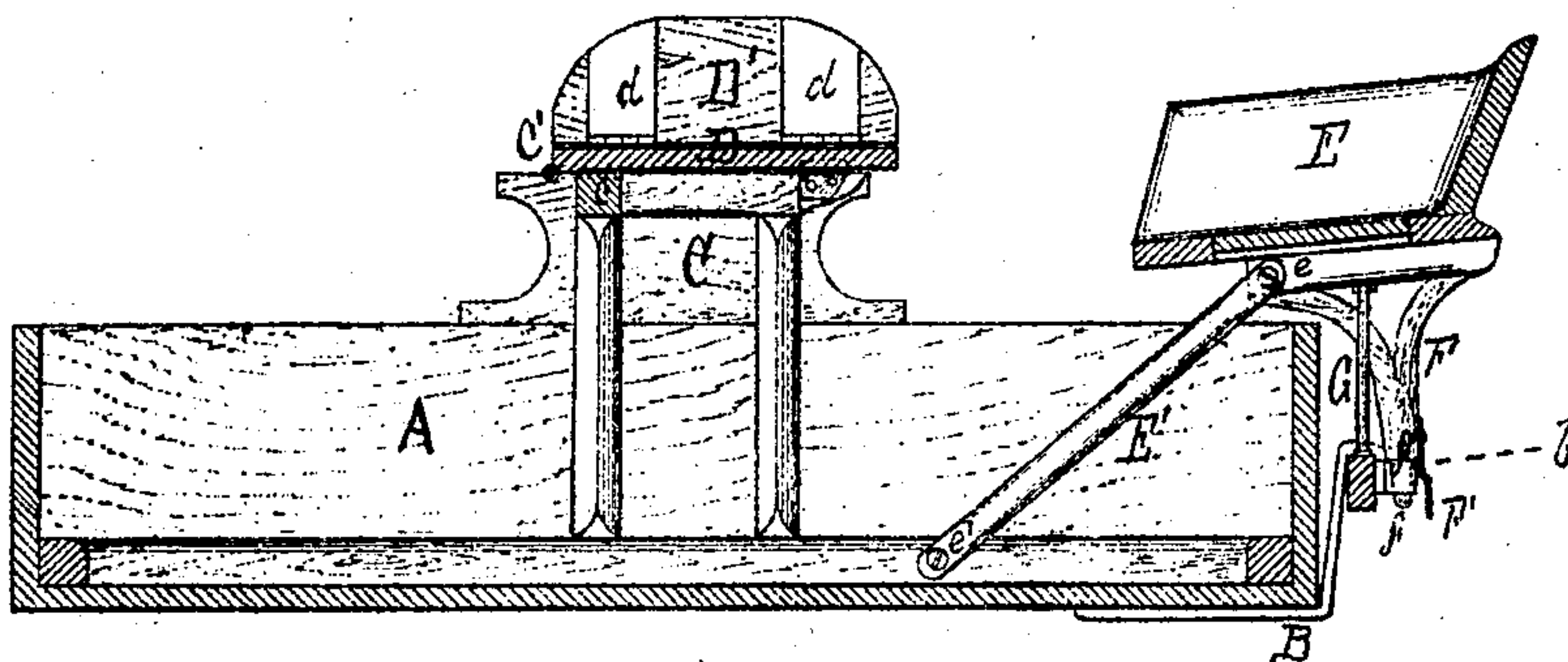


Fig. 2.

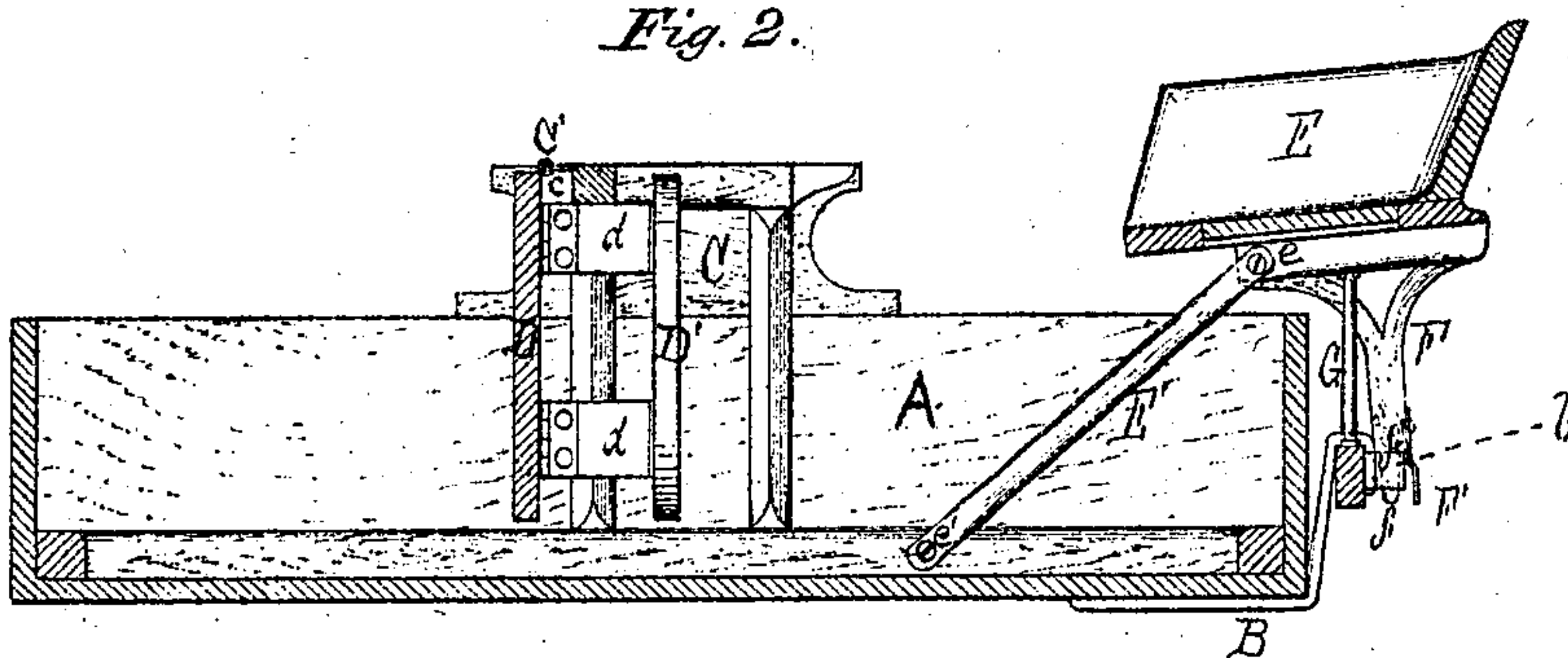
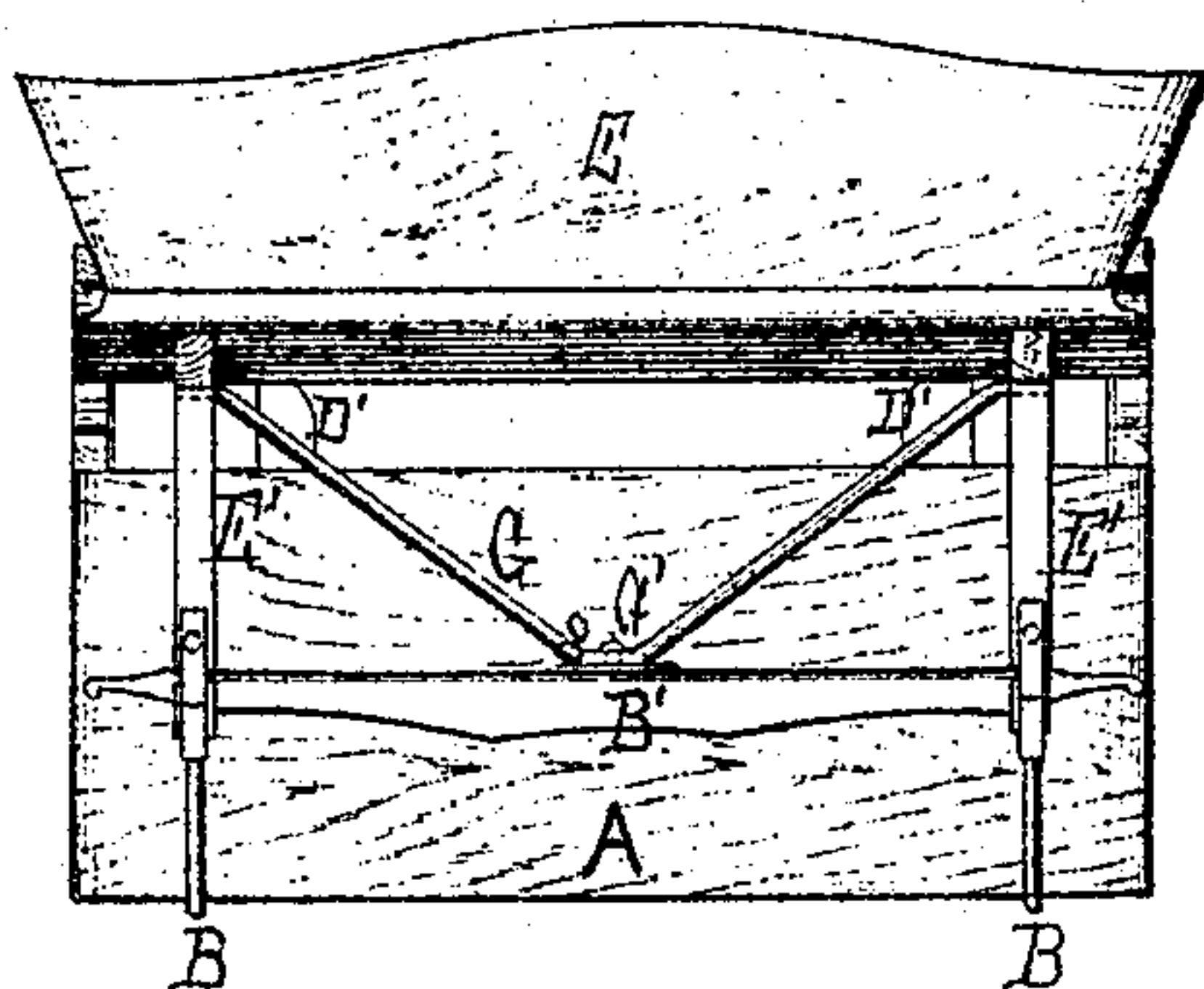


Fig. 3.



Witnesses:

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per J. E. J. Holmead

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RICHARD E. JONES, OF GOLDSBOROUGH, NORTH CAROLINA.

Letters Patent No. 113,060, dated March 28, 1871.

IMPROVEMENT IN ADJUSTABLE SEATS FOR VEHICLES.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, RICHARD E. JONES, of Goldsborough, in the county of Wayne and State of North Carolina, have invented certain new and useful Improvements in Adjustable Seats for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon making part of this specification, in which—

Figure 1 is a vertical sectional view of the carriage or buggy-body, with each of the seats in position.

Figure 2 is a vertical sectional view, with the front or hinged seat thrown down, leaving its supports or frame-work free to receive the jumping seat.

Figure 3 is a rear end view of the body with the jumping seat in position, resting on or supported by the bed-piece or follower.

My improvement relates entirely to that class of carriage or buggy-bodies in which is used or which is designed to be constructed with what is termed the jumping-seat. By my improvement, with the utmost facility, the carriage or buggy can be changed from a single to a double-seated vehicle, and which result is accomplished by an arrangement of mechanism which is cheap and durable in its construction, and exceedingly simple and convenient in operation.

The nature of my invention consists in hinging or so securing the ordinary seat, or what is the front seat of the vehicle when the jumping-seat is thrown back, to the frame-work, which supports it in such manner that it can readily be brought on a line parallel with the bottom of the vehicle, as when desired to be used or thrown down at right angles thereto, furnishes a neat front-board for the jumping-seat when the same is thrown forward or only a single-seat vehicle is desired. This seat is provided with folding arms, so arranged that when the seat is thrown down the arms shall offer no obstruction or in no manner prevent its falling in the vertical position required.

My invention also consists in providing the jumping-seat with standards or arms, so arranged and secured on its under face that when the seat is thrown back they will enter sockets or eye-bolts on or connected with the bed-piece or follower, and thereby furnish vertical supports for the seat.

My invention also consists in so connecting this seat to the body by means of pivoted levers, that a free jumping movement is secured, whereby the seat can be thrown back and secured on the bed-piece, as stated, or forwarded so as to rest on the ordinary seat-support.

The great advantage of my invention is found in the fact that it can readily be applied and used on the ordinary single-seat body, requiring, as it does, no enlargement of its dimensions to secure its successful operation;

and, as the size of the body is not changed, the ordinary length of the coupling between the axles is not altered, but preserved, and, consequently, the draft is in no manner increased, except so far as it involves the carrying the actual weight of the seat and its operating mechanism, which is usually not more than fifteen pounds.

To enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation.

A represents the wagon, carriage, or buggy-body, and about the construction of which there is nothing new.

The body A is attached to the front axle in the usual style, and to the rear axle by the rods B B and bed-piece or follower B', the bed-piece resting on the upper arch of the elliptic or other spring in the ordinary manner.

These rods B B are constructed with sockets *b b* at their outer ends to receive and secure the standards or supports of the jumping-seat; or, if preferred, these may be dispensed with and sockets may be provided directly in the bed-piece B', or eye-bolts may be attached to the bed-piece, either method being well adapted for the purpose designed.

O is the frame-support for the seat, and is constructed and secured at or near the center of the body A in the usual manner.

To the front cross-bar *c* of the frame O is attached, by means of hinges C' C', or other suitable hinge-connection, the seat D.

This seat D may be of any desired style, and is provided with arms D' D', so connected to the seat, by means of hinges *d d*, that they can readily be folded when the seat is thrown in a vertical position, as shown in fig. 2.

E is the jumping seat, and is connected with the body A of the vehicle by means of levers or bars E' E'.

These levers are pivoted to both the seat and body, as clearly shown at *e* and *e'*, figs. 1 and 2.

The seat E may be the ordinary box-seat, such as is shown in the drawing, or of any other desired form.

F F are supports or standards, and are rigidly attached on the under face of the seat E.

These standards or supports F F terminate in a flanged prong or head, *f*, so recessed as to leave a shoulder, *f'*, for the socket or eye *b* to butt against when the prong or head is inserted therein, whereby the standards F F are retained in position to properly support the seat E.

F' F' are springs, secured on the lower end of the standard alongside of its prong or head *f*, and, entering the sockets *b* with the prongs of the standards, securely lock the same in position.

G is an open V shaped brace-rod or lever, its open

ends being secured on the under face of the seat E, while its angular face, which is slotted at *g*, passes over a button-headed bolt or pin, *G'*, on the bed-piece B'.

Of course the various features herein described might be slightly altered, and some, indeed, dispensed with, such, for instance, as the springs *F' F'* and the brace-lever *G*, without, in the slightest degree affecting my invention.

The operation is as follows:

The seats and their entire operating mechanism are in position shown in fig. 1. The carriage or buggy-body being now arranged as a double-seated vehicle, the front seat *D* being in position and resting on and supported by the frame-work *O*, the rear or jumping seat *E* being supported by the brace-lever *G* and the standards *F F*, their pronged heads entering the sockets *b b*, and being securely locked therein by means of the springs *F' F'*.

To change the double into a single-seated vehicle you have simply to turn the arms *D' D'* on the hinges *d d* toward the center of the seat and then throw the seat *D* down, as shown in fig. 2, it falling in a vertical position and forming a neat face or front for the frame-work *O*. This leaves the upper face of the frame *O* free to receive the jumping-seat *E*, which is now swung

forward on the pivoted levers *E' E'*, its standards *F F* having been first withdrawn from the sockets, which is easily done simply by pressing the springs *F' F'* toward the prong or head *f*, the standards *F F* and brace-lever *G* falling between the vertical uprights or side pieces of the frame *O*.

Having thus fully described my invention,

What I claim therein as new, and desire to secure by Letters Patent of the United States, is—

1. The jumping seat *E*, standards *F F*, with springs *F' F'* attached, bed-piece *B'*, and rods *B B*, and sockets *b b*, when the same are so combined and arranged as to operate substantially as described.

2. The jumping-seat *E*, brace-lever *G*, and bed-piece *B'*, when the same are combined and arranged substantially as described.

3. The seat *D*, when the same is provided with folding arms *D' D'*, and so hinged to the frame *O* as to operate substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

RICH'D. E. JONES.

Witnesses:

EDWIN JAMES,
JOS. T. K. PLANT.