

J. A. CURTIS.
Vehicle Seats.

No. 152,610.

Patented June 30, 1874.

Fig. 1.

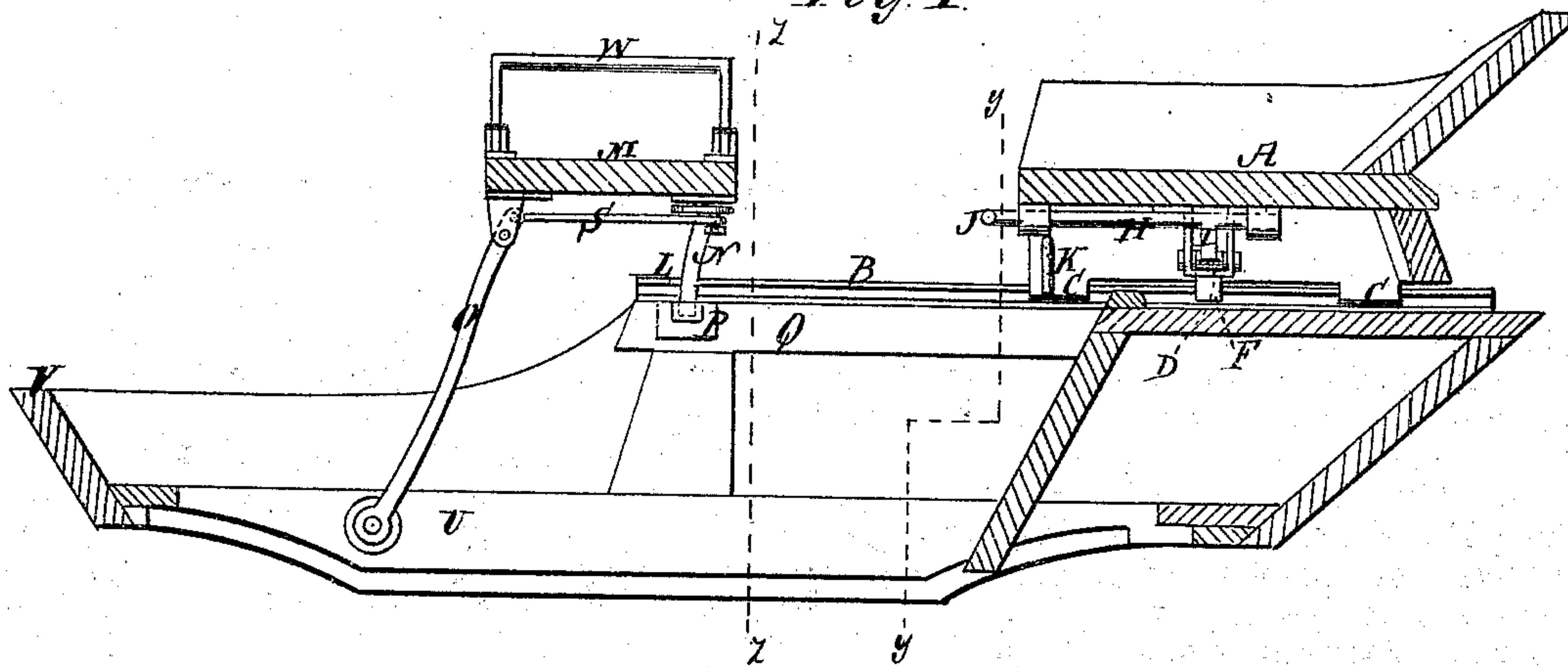


Fig. 2. *

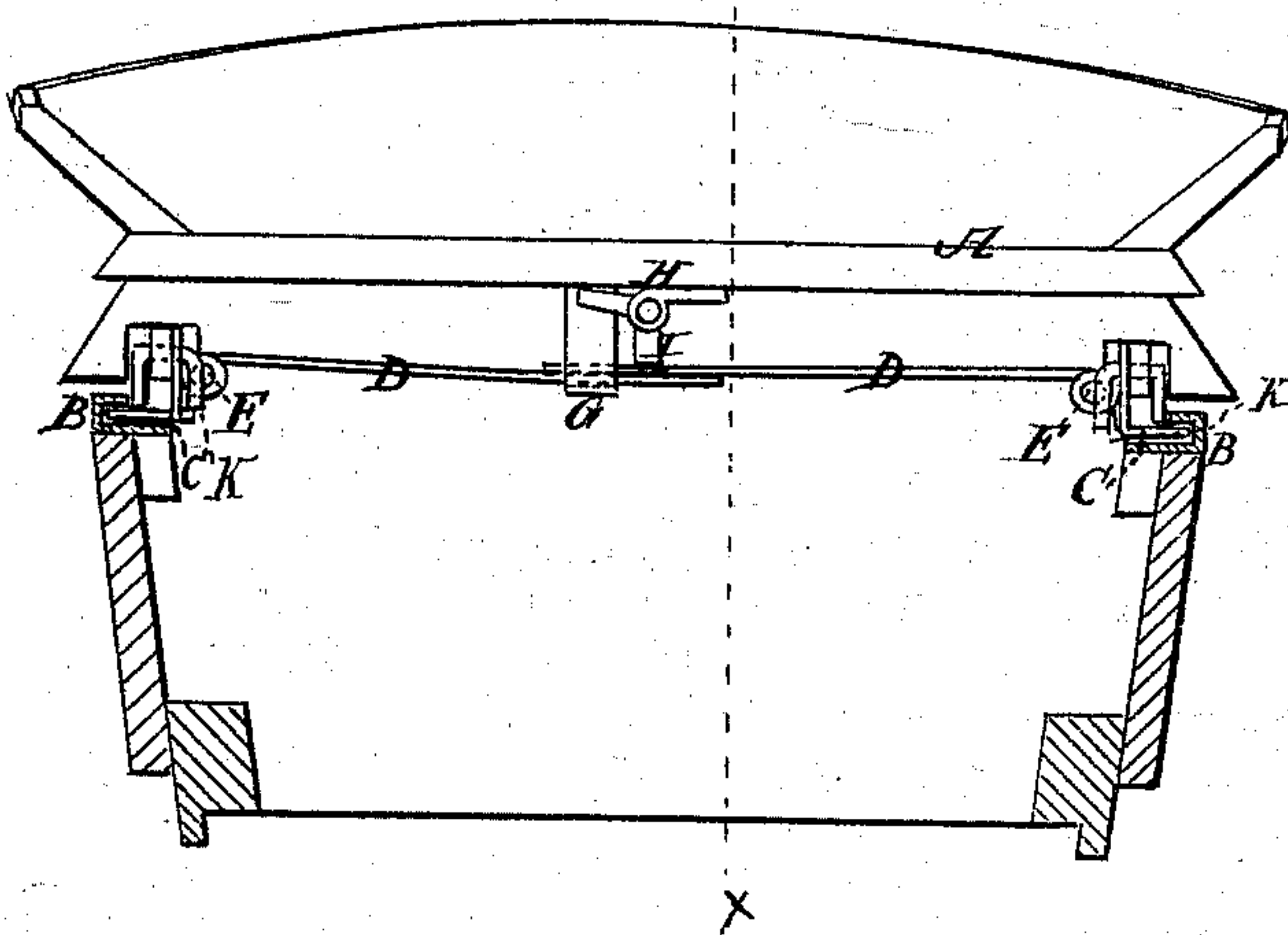
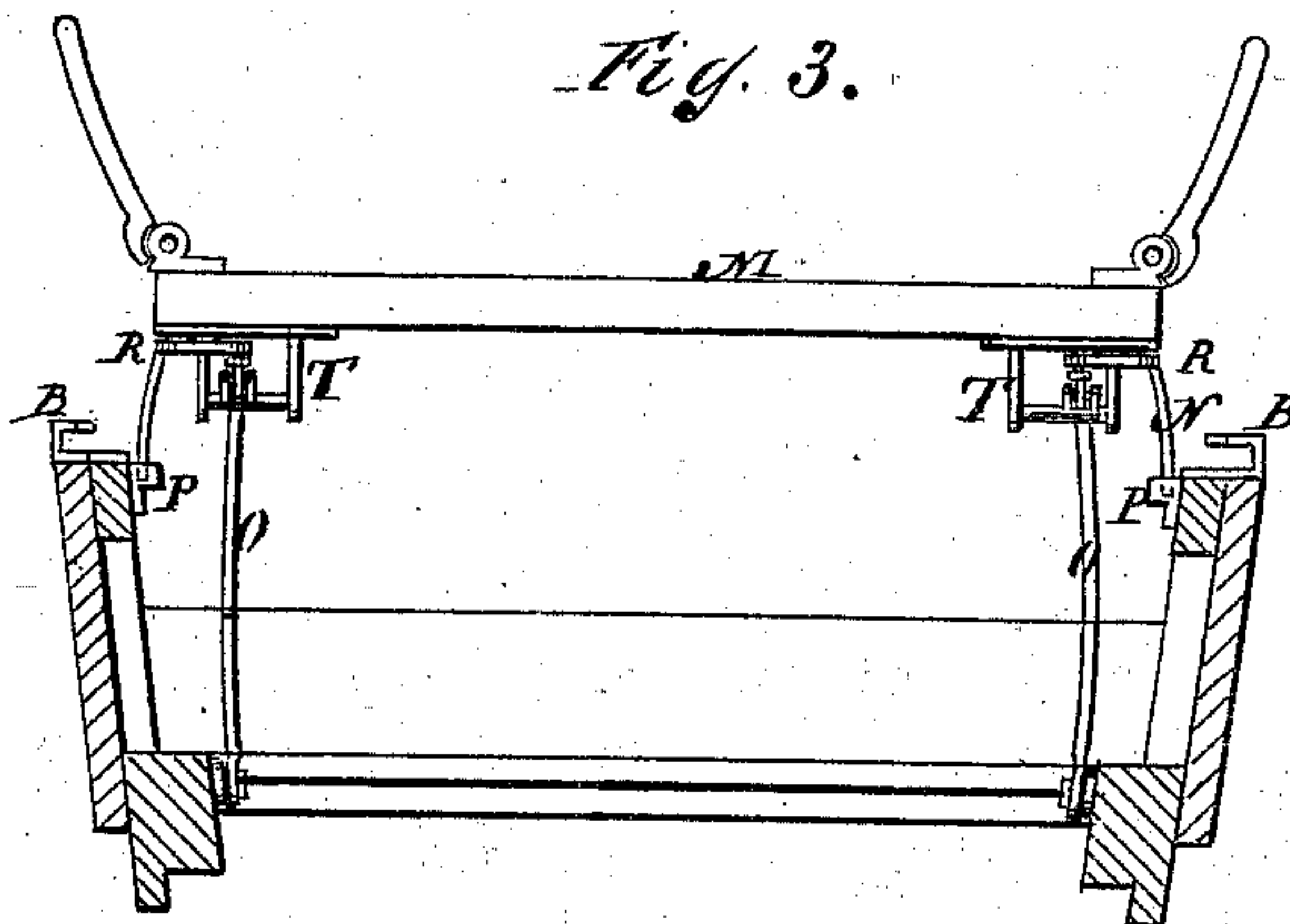


Fig. 3.



WITNESSES.

E. Wolff:
Sedgwick

INVENTOR.

INVENTOR.
J. A. Curtis
BY *Munn & Co.*
ATTORNEYS.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JAMES A. CURTIS, OF GREENCASTLE, INDIANA, ASSIGNOR TO HIMSELF,
ROBERT RENICK, AND GASPER RENICK, OF SAME PLACE.

IMPROVEMENT IN VEHICLE-SEATS.

Specification forming part of Letters Patent No. **152,610**, dated June 30, 1874; application filed
May 9, 1874.

To all whom it may concern:

Be it known that I, JAMES A. CURTIS, of Greencastle, in the county of Putnam and State of Indiana, have invented a new and Improved Slide and Jump Seat Buggy-Body, of which the following is a specification:

My invention consists of a sliding back seat on ways on the top of the buggy-body, with spring clamping-levers to fasten it at any point, which extend from each side to the middle of the seat, where a locking-bolt is contrived for binding the levers against the ways by turning it so as to cause a cam or tappet to press down on the levers. My invention also consists in providing the front or "jump" seat with short swiveled legs, and connecting them with the longer legs of the same, so that when the seat is thrown forward the shorter legs will be detached from their sockets and turned on their pivots to adapt them to support the seat in its changed position, as will be hereinafter more fully described.

Figure 1 is a longitudinal sectional elevation of my improved buggy-body, taken on the line *xx* of Fig. 2. Fig. 2 is a transverse section taken on the line *yy* of Fig. 1, and Fig. 3 is a transverse section on the line *zz* of Fig. 1.

Similar letters of reference indicate corresponding parts.

A represents the sliding back seat, mounted on the grooved ways B, with clips C running in the grooves, and also with fastening-levers D, pivoted at E, and having clips F, also extending into the grooves of the ways, and the long arms of the levers extending to the stirrup G at the middle of the seat, and having a revolving locking-bolt, H, with a cam or tappet, I, for pressing them down and raising the clips F in the grooves, so as to bind the seat fast when the locking-bolt is turned, so as to force them down. The bolt extends to the front of the seat, and has a cranked handle, J, projecting from under it, with which to turn it. The levers are made to spring, so as to allow the locking-bolt to turn to a certain point after the clips have touched the

ways, to be secured in a position from which it will not be shaken loose by the jarring of the buggy.

The seat A slides on and off the ways at the front end, but it is provided with a weighted stop-dog, K, on each side, which strikes against a slot, L, on the ways, and prevents the seat from sliding off until lifted up, so as to pass over it. M is the front or jump seat. It has short legs, N, for supporting it at the rear, and the long legs O for supporting it at the front. The hind legs N rest in little metal pockets P on the top rails Q of the frame, and they are attached at the upper end to a little plate, R, which is pivoted to the under side of the seat, and connected by a rod, S, to the upper end of the front leg, which is pivoted a little below the end to the stirrup T, and also pivoted at the lower end to the lower rail U of the body-frame, so that the front edge of the seat M will rest on the front V of the body when the seat swings forward to be displaced to make room for sliding the back seat forward, and the hind part of the seat will rest by its legs N on the rail U.

As the sides of the body flare outward from the bottom upward, the legs N must be wider apart for resting in the pockets than the breadth of the body at the top of the bottom rails U; hence they would not drop onto said rails, but would strike the sides of the body above, except for the provision made for swinging them inward or toward each other, as the seat swings forward by the above-described pivoted plates, to which the legs are attached, and which are connected by the rods S with the front legs O.

By this arrangement the hind legs are swung around when the seat goes down, so that they readily drop within the inclined sides upon the rails, and when the seat rises they swing out again suitably for entering the pockets.

The end guards W of the front seat are jointed, so as to drop down on it when the seat is in use.

Having thus described my invention, I claim

as new and desire to secure by Letters Patent—

1. The combination of spring clamping-levers D E F with the sliding seat A and grooved ways B, substantially as specified.

2. The revolving locking-bolt H and tappet I, combined with the spring clamping-levers, sliding seat, and grooved ways, substantially as specified.

3. The weighted dogs K and stops L, com-

bined with the sliding seat A and ways B, substantially as specified.

4. The combination with the front seat M, of the short swiveled legs N, connecting-rods S, and longer pivoted legs, as shown and described, to operate as specified.

JAMES A. CURTIS.

Witnesses:

THOMAS HANNA,

SAMUEL H. DENNY.