J. R. PATTEN.

Jump-Seats for Carriages.

No. 158,864. Patented Jan. 19, 1875.

Fig. 1

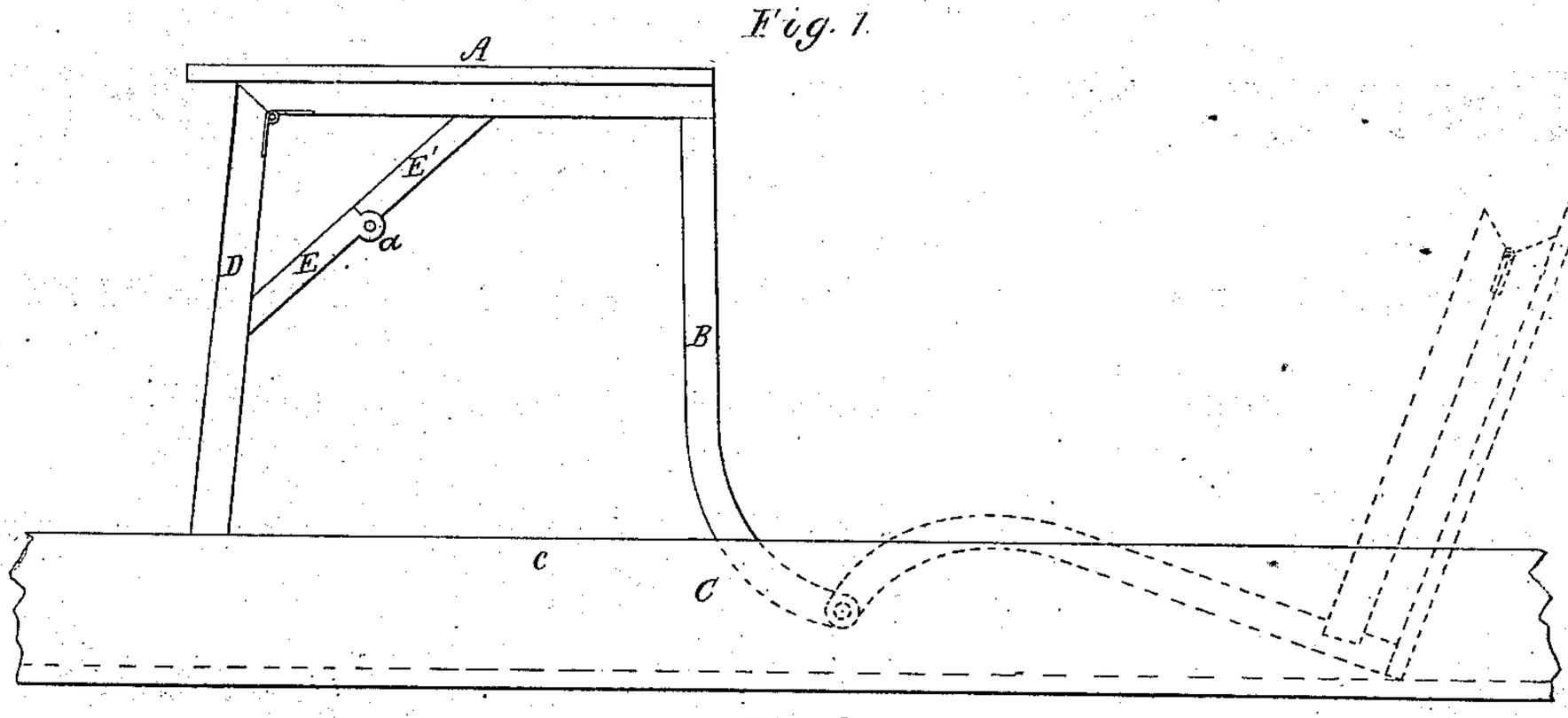


Fig. 2.

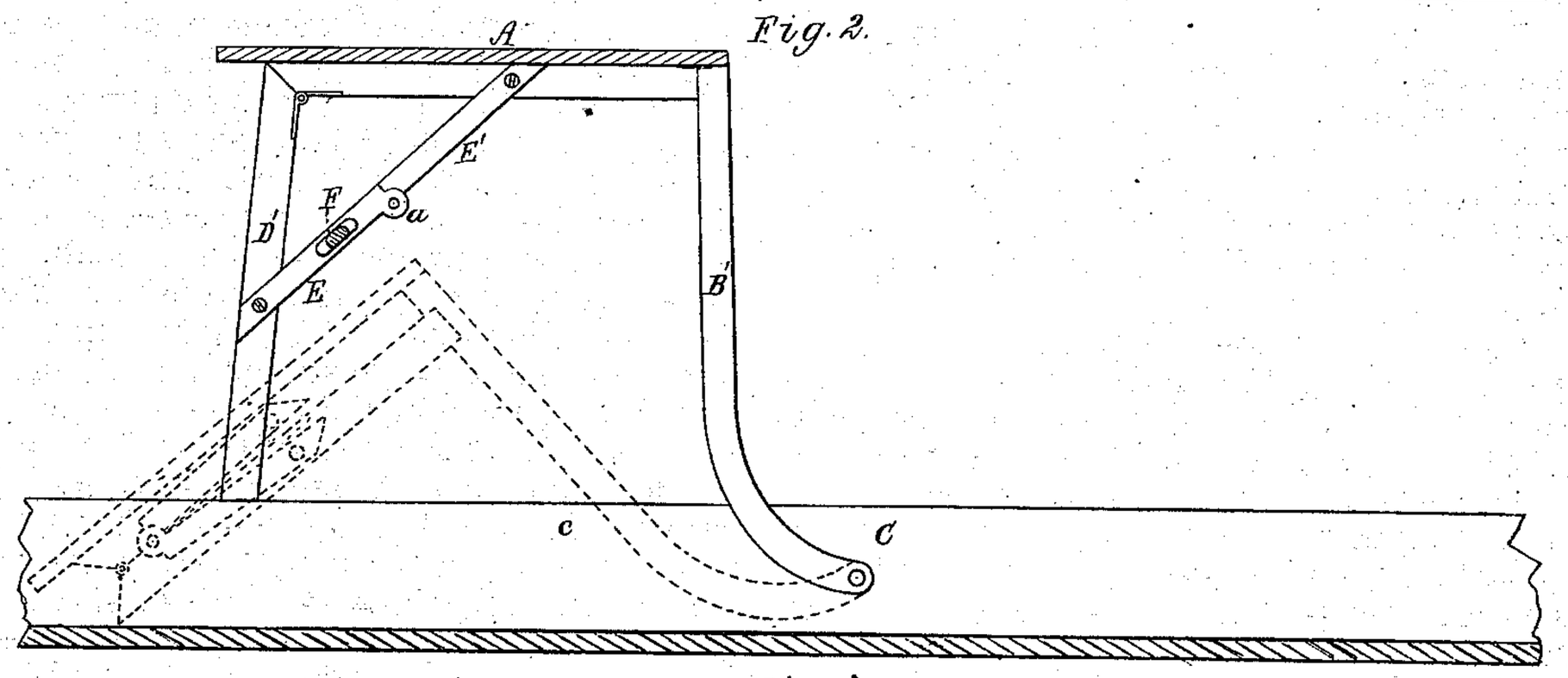
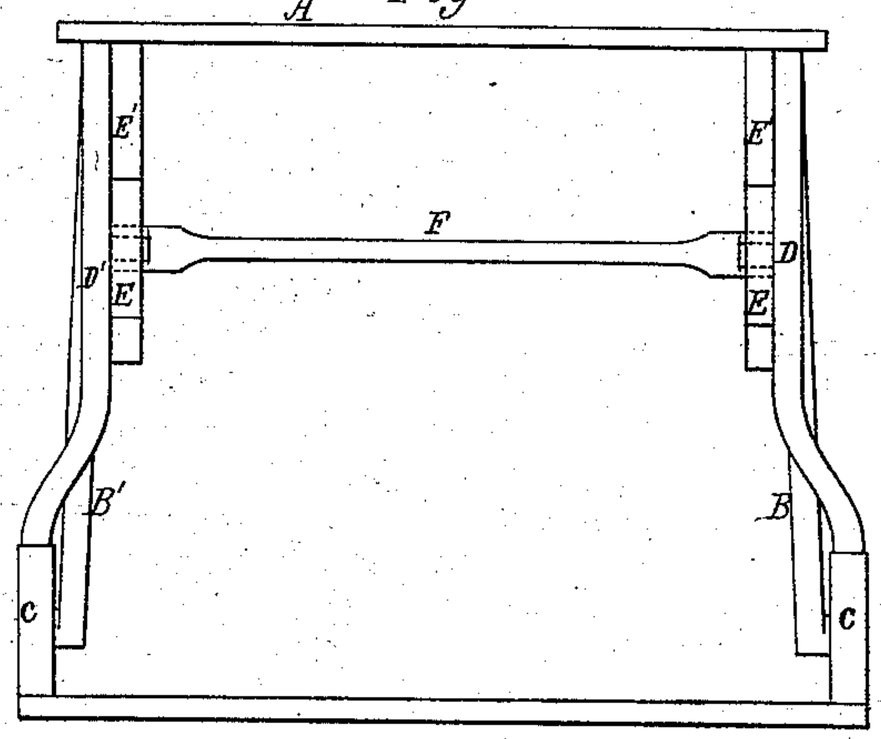


Fig. 3



Witnesses.
S. W. Piper.
L. N. Boilard.

John R. Patten,
by his attorney.
R. H. Eddy

UNITED STATES PATENT OFFICE.

JOHN R. PATTEN, OF AMESBURY, MASSACHUSETTS.

IMPROVEMENT IN JUMP-SEATS FOR CARRIAGES.

Specification forming part of Letters Patent No. **158,864**, dated January 19, 1875; application filed December 31, 1874.

To all whom it may concern:

Be it known that I, JOHN R. PATTEN, of Amesbury, of the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Jump-Seats for Wheel-Carriages; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a side view, Fig. 2 a vertical section, and Fig. 3 a rear elevation, of a "jump-seat" provided with my invention; the object of which is to enable the back legs of the seat to be folded or turned up against the seat, to facilitate the entrance of a person into or his departure from the carriage; also, to hold the said legs out in their proper positions when they may be supporting the seat.

In the drawings, A denotes the seat, and B B′ its front legs; the latter being projected downward from the seat, and pivoted, at or near their lower ends, to the carriage-body C, in the usual manner, so that the seat may be moved from the position shown in the full lines in Fig. 1 into that denoted by the dotted lines in said figure.

In carrying out my invention, I hinge each of the back legs, D D′, to the seat with either a "miter" or "rule" joint, and combine, with the seat and each of said legs, a toggled brace or pair of toggles, E E′, pivoted together with a rule-joint, as shown at *a*. One of such toggles is pivoted to the seat, and the other to the leg. Furthermore, the two lower toggles, E E, of the two sets are connected by a bar, F, extending between and fastened firmly to them, all being as and arranged as shown. When the two toggles of each pair are in a straight line with each other they act as a brace to hold their leg out or prevent it from being turned, especially when it may be resting on the top of the body side piece *c*, to which its fellow front leg may be pivoted. By taking hold of either lower toggle and forcing it upward the other will be simultaneously moved in like manner, and both sets be thrown into angular positions, so as to enable the back legs to be folded in or turned up against the seat. This admits of the seat being turned down and back, as shown in dotted lines in Fig. 2, in order that the rear seat of the carriage may be drawn forward over it should it be desirable to so move the back seat. In case of the seat A being moved forward toward the dasher, and the back legs being turned down or folded up against such seat, in manner as shown by the dotted lines in Fig. 1, it will be seen that the legs will then be no impediment to a person getting in or out of the carriage, as they would if they rigidly projected from the seat or stood at or about at right angles therewith. The great advantage of my improvement will thus be perceptible.

I claim—

1. The combination of the front legs pivoted to the carriage-body, the two sets of toggles E E′, the seat, and the rear legs, D D′, pivoted to the said seat, as set forth.

2. The combination of the two sets of toggle E E′, bar F, seat A, and the rear legs, D D′, pivoted to the seat, substantially as set forth.

JOHN R. PATTEN.

Witnesses:
R. H. EDDY,
J. R. SNOW.