

N. STARKEY.
Jump-Seat for Carriages.

No. 160,036.

Patented Feb. 23, 1875.

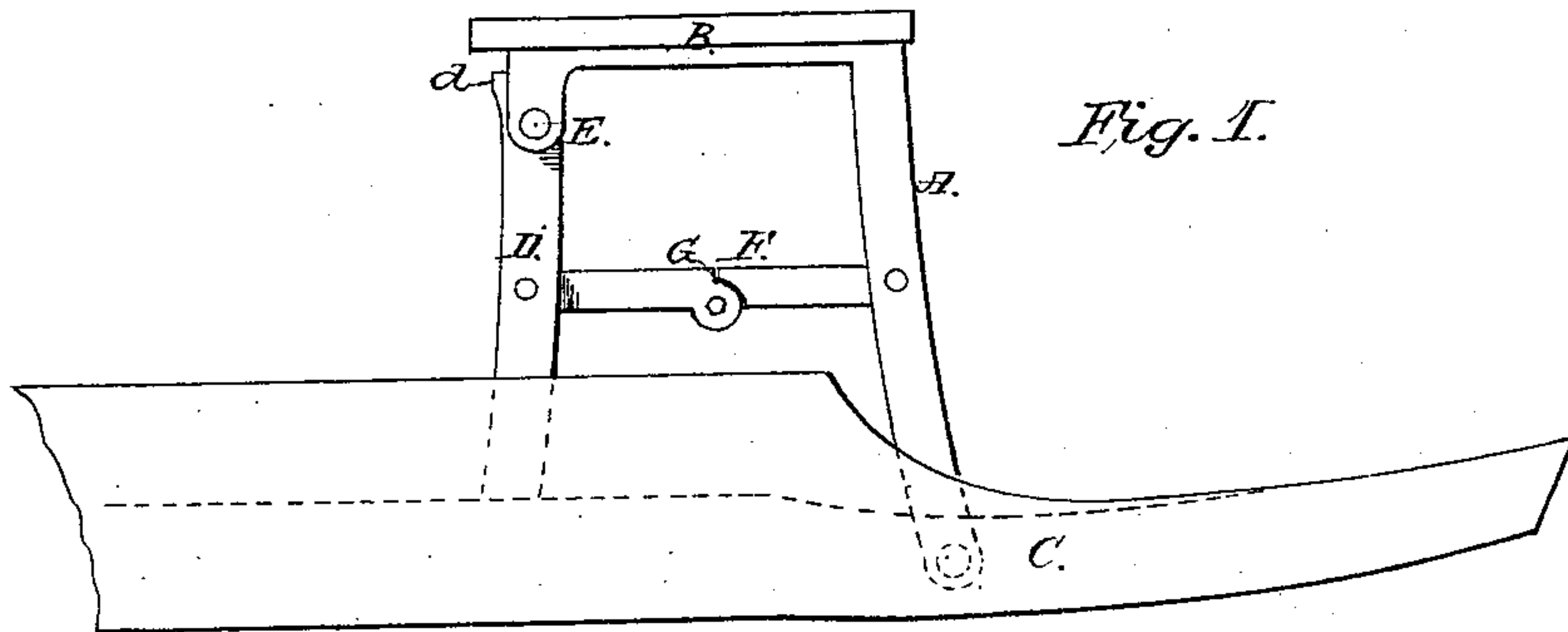


Fig. 1.

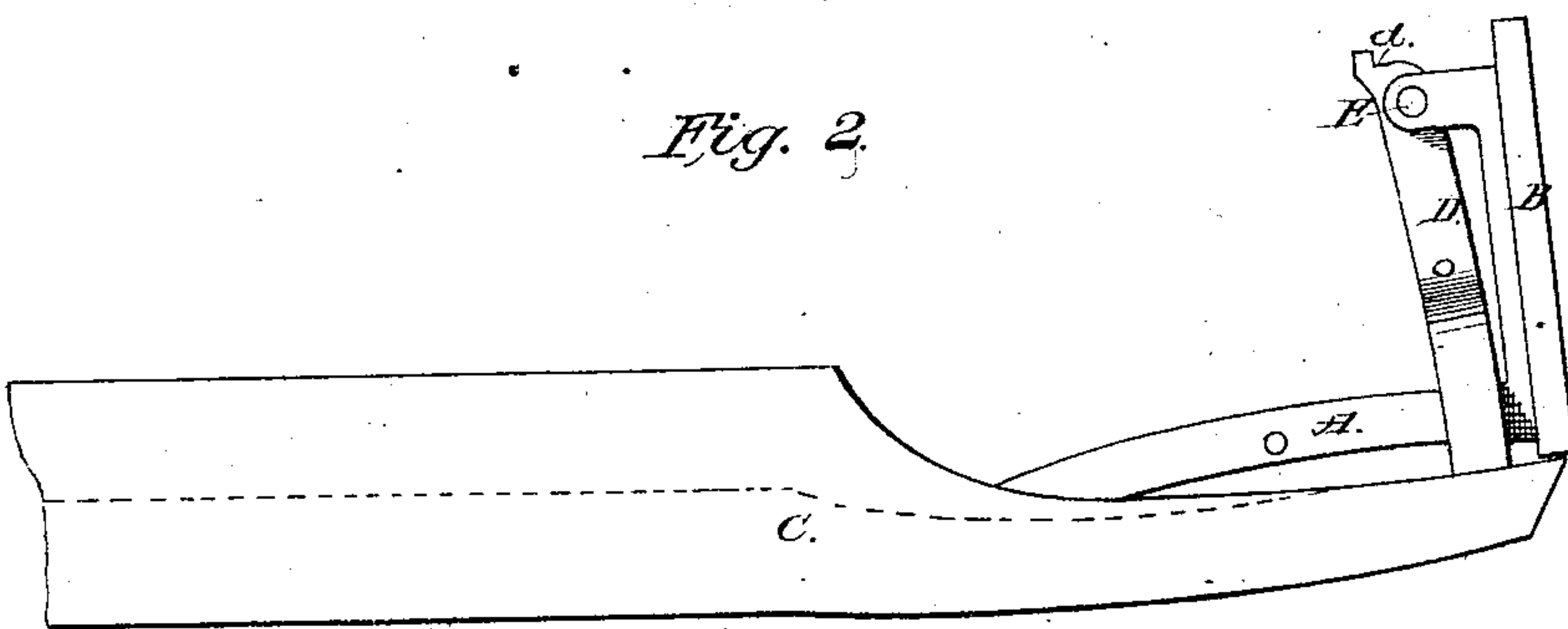


Fig. 2.

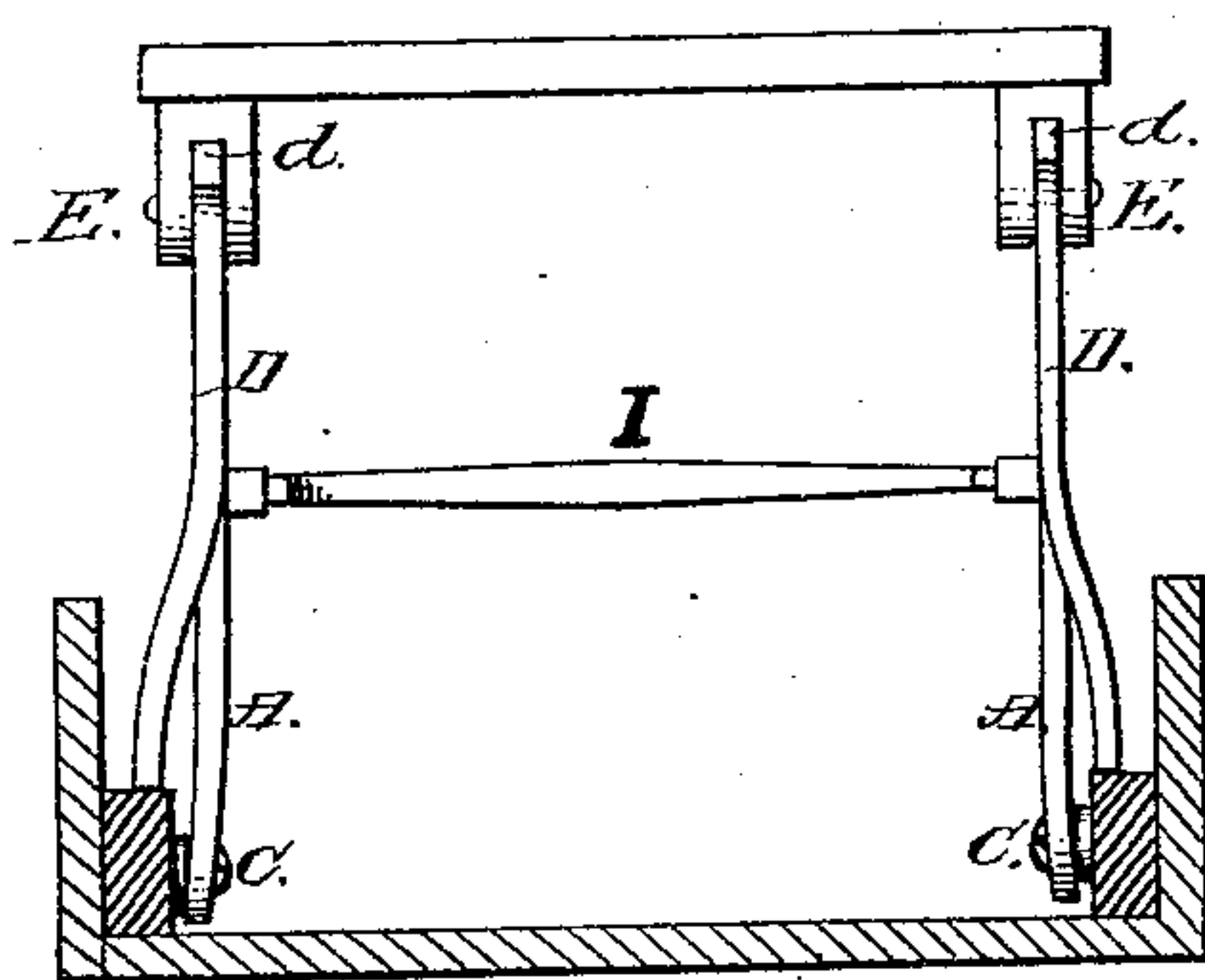


Fig. 3.

Witnesses:
Wm. E. Chaffee
H. M. Sanderson.

Inventor

Nahum Starkey
By Daniel Breed
Attg.

UNITED STATES PATENT OFFICE

NAHUM STARKEY, OF AMESBURY, MASSACHUSETTS.

IMPROVEMENT IN JUMP-SEATS FOR CARRIAGES.

Specification forming part of Letters Patent No. 160,036, dated February 23, 1875; application filed January 12, 1875.

To all whom it may concern :

Be it known that I, NAHUM STARKEY, of Amesbury, Essex county, in the State of Massachusetts, have invented certain new and useful Improvements in Movable or Jump Seats for Carriages; and I hereby declare the following to be a full and exact description thereof, reference being had to the accompanying drawings, forming part of this specification.

The nature or essence of my invention consists in a novel construction of hinged leg in combination with a jump-seat for carriages, and also in other combinations, hereafter to be more fully described.

In the construction of my improved jump-seat for carriages the body of the carriage may be of the usual form, as shown in the accompanying drawings, in which—

Figure 1 is a side view of a buggy-body with my improved jump-seat attached thereto. Fig. 2 is a view of the same with the seat turned down forward and the hind legs folded out of the way. Fig. 3 is a back view of the seat and a transverse section of the body.

The front legs A of my jump-seat are made in the same piece with the seat-bed B, and they are pivoted to the carriage-body C, as shown in Fig. 3. The hind legs D are fastened to the seat-bed by pivots E, and they have small projections *d*, which serve as stops

to arrest the backward motion or swing of the legs. A hinged brace, F, connects the front leg to the rear one, and may fold upon itself, being pivoted at the ends to the legs. The hinge in the middle of this brace is provided with shoulder G, which limits the motion of the hinge, and thus serves to lock the brace when put down into a straight position. By this means, in connection with the above-mentioned stops *d*, the hind legs D are fixed and held steadily in place when the seat is down. A cross bar or rod, I, connects the two folding braces F, and thus gives steadiness to the rear or folding legs, and to the whole seat.

Having thus described my invention, I make the following claims:

1. In combination with the movable seat of a carriage, a leg hinged to the hind part of the seat, to operate substantially as described.
2. In combination with a fixed forward leg and a jointed hind leg, a jointed or stiff brace to connect the front and hind leg, substantially as described.
3. In combination with the braces F, which support the hind legs, the rod I, to support the braces when the seat is put forward or back, as set forth.

NAHUM STARKEY.

Witnesses:

JOSEPH MERRILL, Jr.,
J. A. BEDARD.