

J. R. PATTEN.
JUMP-SEAT CARRIAGE.

No. 176,804.

Patented May 2, 1876.

Fig. 1.

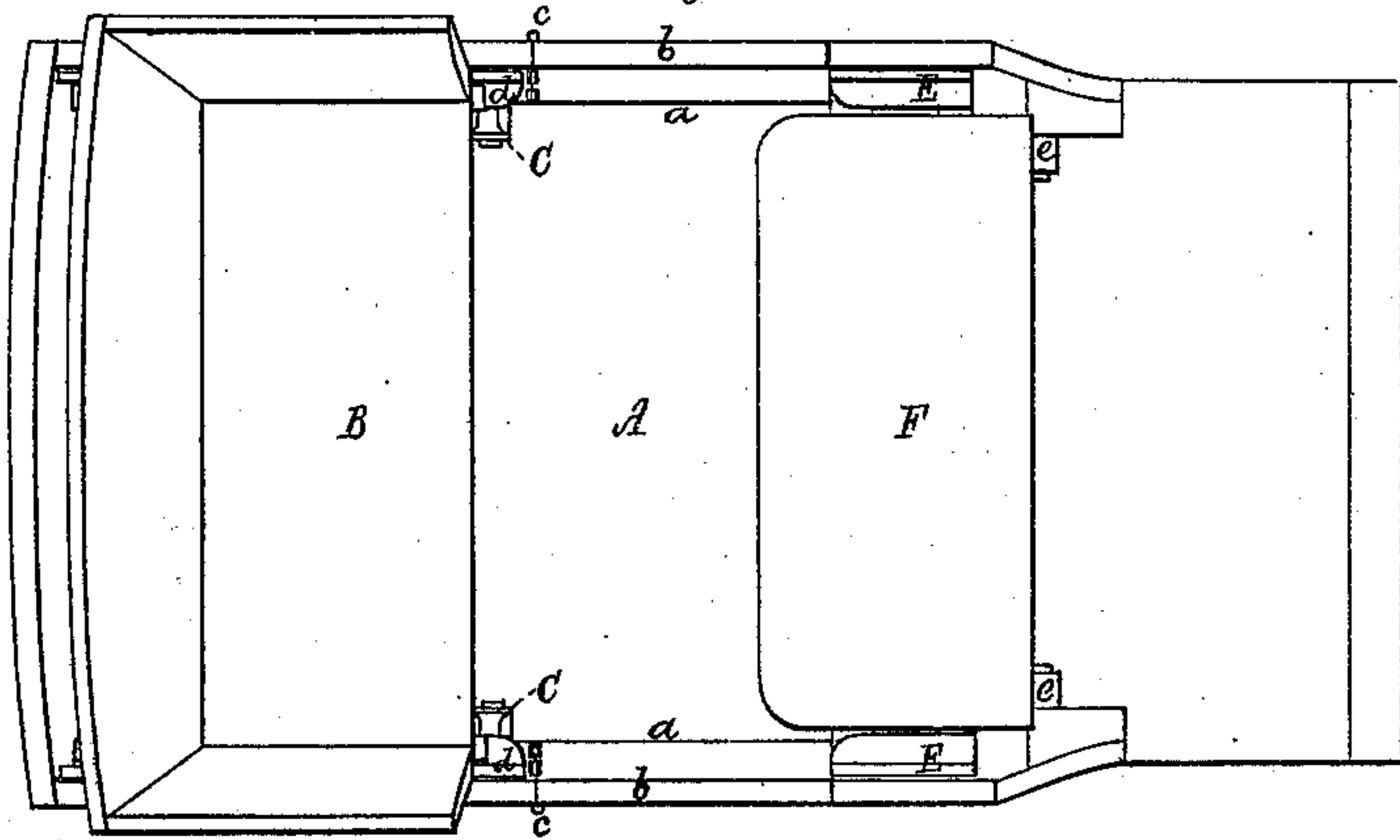


Fig. 2.

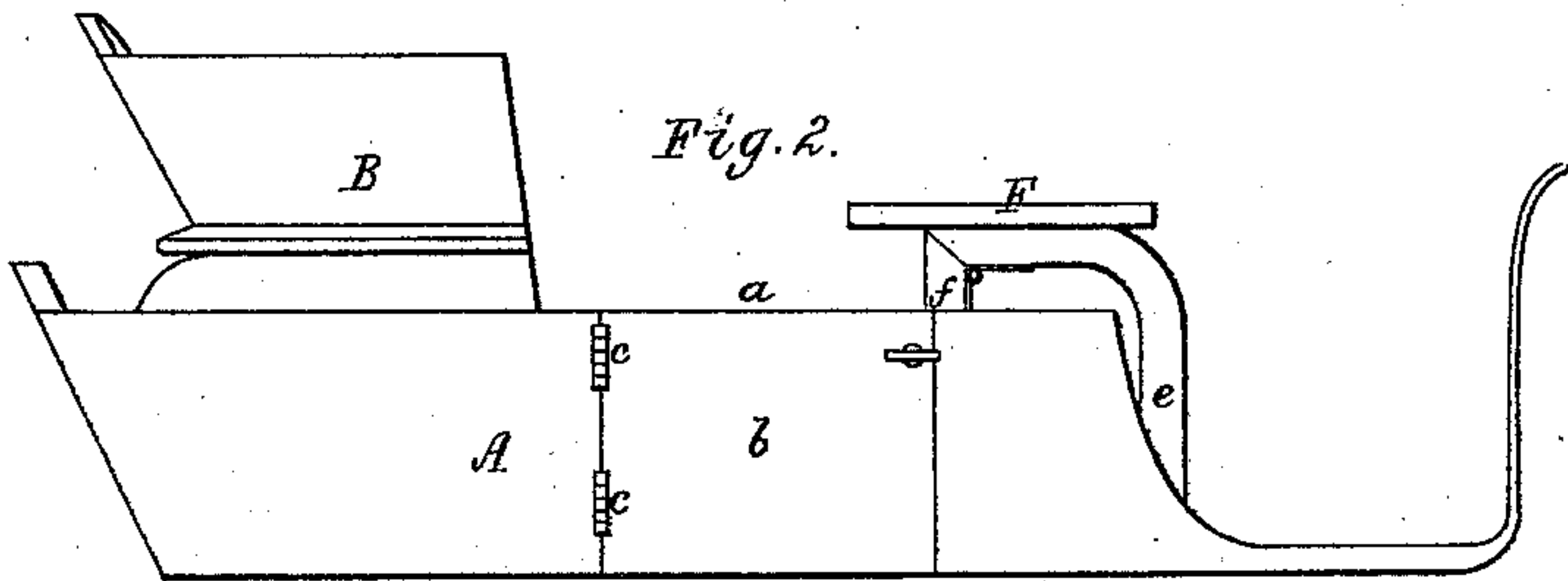


Fig. 3.

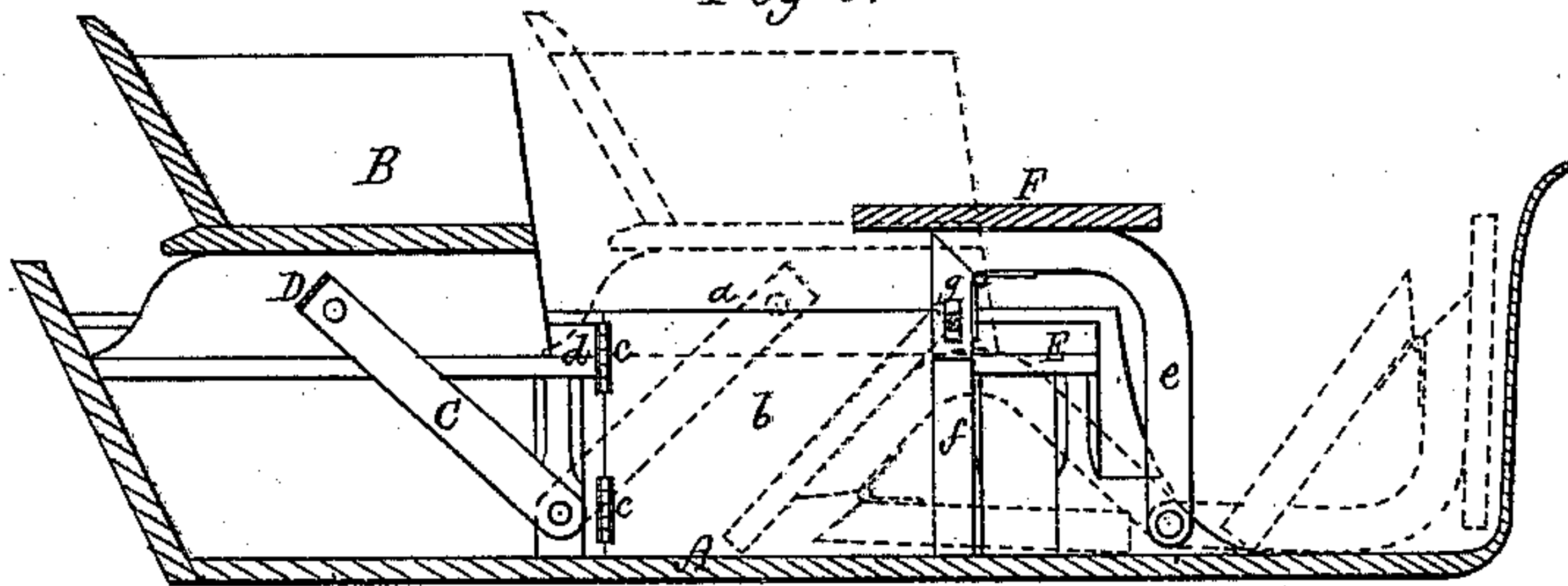
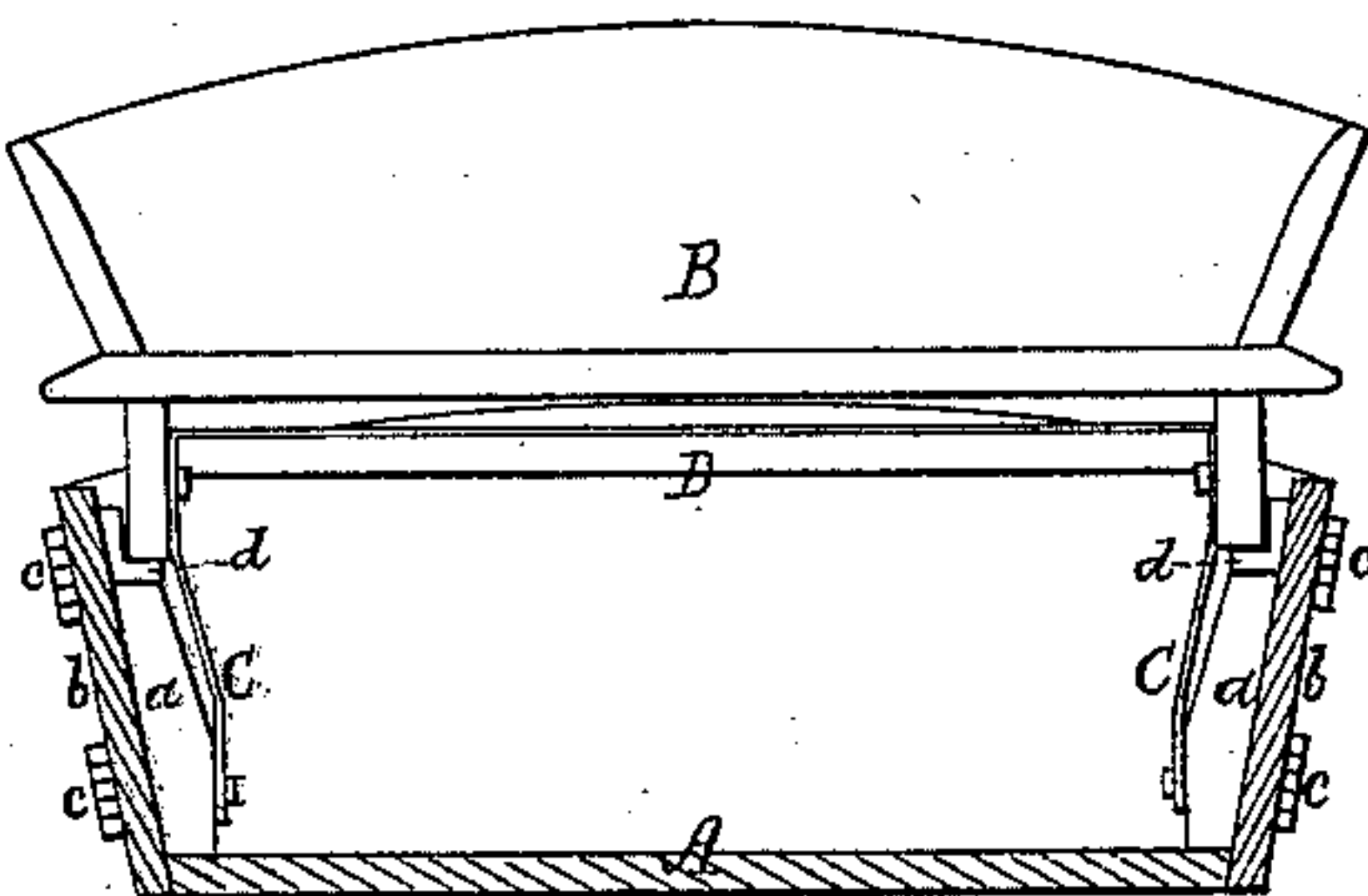


Fig. 4.



Witnesses.
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UNITED STATES PATENT OFFICE.

JOHN R. PATTEN, OF AMESBURY, MASSACHUSETTS.

IMPROVEMENT IN JUMP-SEAT CARRIAGES.

Specification forming part of Letters Patent No. 176,804, dated May 2, 1876; application filed January 21, 1876.

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-Seat 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 denotes a top view; Fig. 2, a side elevation, and Fig. 3 a longitudinal section, of a carriage-body with my improvement. Fig. 4 is a transverse section, taken through the side doors, and representing the parts in rear thereof, when the back seat is in its rearmost position.

In carrying out my invention I provide the carriage-body not only with a back "jump-seat" and a folding or turn-down fore seat, but with a doorway and a swing-door thereto, arranged in either or each side of the said body; and, furthermore, I connect by a steadying-bar the arms by which the back seat is connected with the body, whereby I am enabled to use but one pair of such arms instead of two, as generally employed for the purpose.

In the drawings, A denotes the body, having two doorways in its opposite sides, as shown at *a a*, and also a door, *b*, to each of such doorways, it being what is termed a "swing-door," or one hinged at *c c* to the body. In the rear of the doorways are horizontal cleats *d d* projecting inwardly from the sides of the body, and serving as supports for a jump-back seat, B, which, when at its rearmost position, rests on such cleats. The said seat is connected with the body by two inclined arms, C C, pivoted both to the seat and the body, and connected at their upper ends by a cross-bar, D, all being arranged as represented. Such is to enable the seat B to be swung upward and forward so as to cross the two doorways, and rest both on the aforesaid cleats and upon two front cleats, E E, projecting inwardly from those parts of the sides of the body which are directly in front of the door-openings. The forward seat (shown at F) has its two front legs *e e* projecting rigidly from it, and pivoted at or near their lower ends to the body, the back legs *f f* being hinged to the seat and connected by a cross-bar, *g*, as shown, in order that the seat may be arranged and supported in either of three positions, viz: in a horizontal one, when the back seat is in its

rearmost position, or in an inclined one and partly under the back seat, or in a vertical position considerably forward of the back seat when the latter is in its foremost position, these two latter-described positions of the fore seat being represented in Fig. 3 by dotted lines.

Without a doorway and door to either or each of the sides of the body, the fore seat would have to be thrown down to enable a person to get out of the carriage from the back seat when in its rearmost position, or to get into the carriage and to such seat when in such position. By having a jump-back seat and a turn-down fore seat, of the kind described, to the carriage-body, advantages are gained, for it will be seen that the special fore seat can be turned down in either of two directions, as shown in Fig. 3. When it is turned down toward the dasher, it leaves unobstructed the space beneath the back seat when the latter is thrown forward. Furthermore, as the fore seat may be turned back and down into an inclined position, it may be used as a foot-rest when the back seat is thrown back to its rearmost position. It will also be observed that when the fore seat is turned down into a vertical position close to the dasher, the doorway and door of either, whether the jump-seat is forward or back, facilitates the introduction of articles or a load into the carriage.

I do not claim a carriage having movable fore and back jump-seats, which maintain their horizontal position during their movements; nor do I claim, with such seats, a body provided with doors in its sides.

I claim—

1. In combination with the carriage-body A, provided with a doorway, *a*, and a swing-door, *b*, to either or each of its sides, the jump-back seat B, and its pivotal arms C C, and a turn-down fore seat F, and its pivotal arms *e*, and legs *f*, all arranged and applied substantially in manner and to operate as set forth.

2. The steadying-bar D, arranged and combined with the inclined arms C C, connecting the back seat and the carriage-body, as specified.

JOHN R. PATTEN.

Witnesses:

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