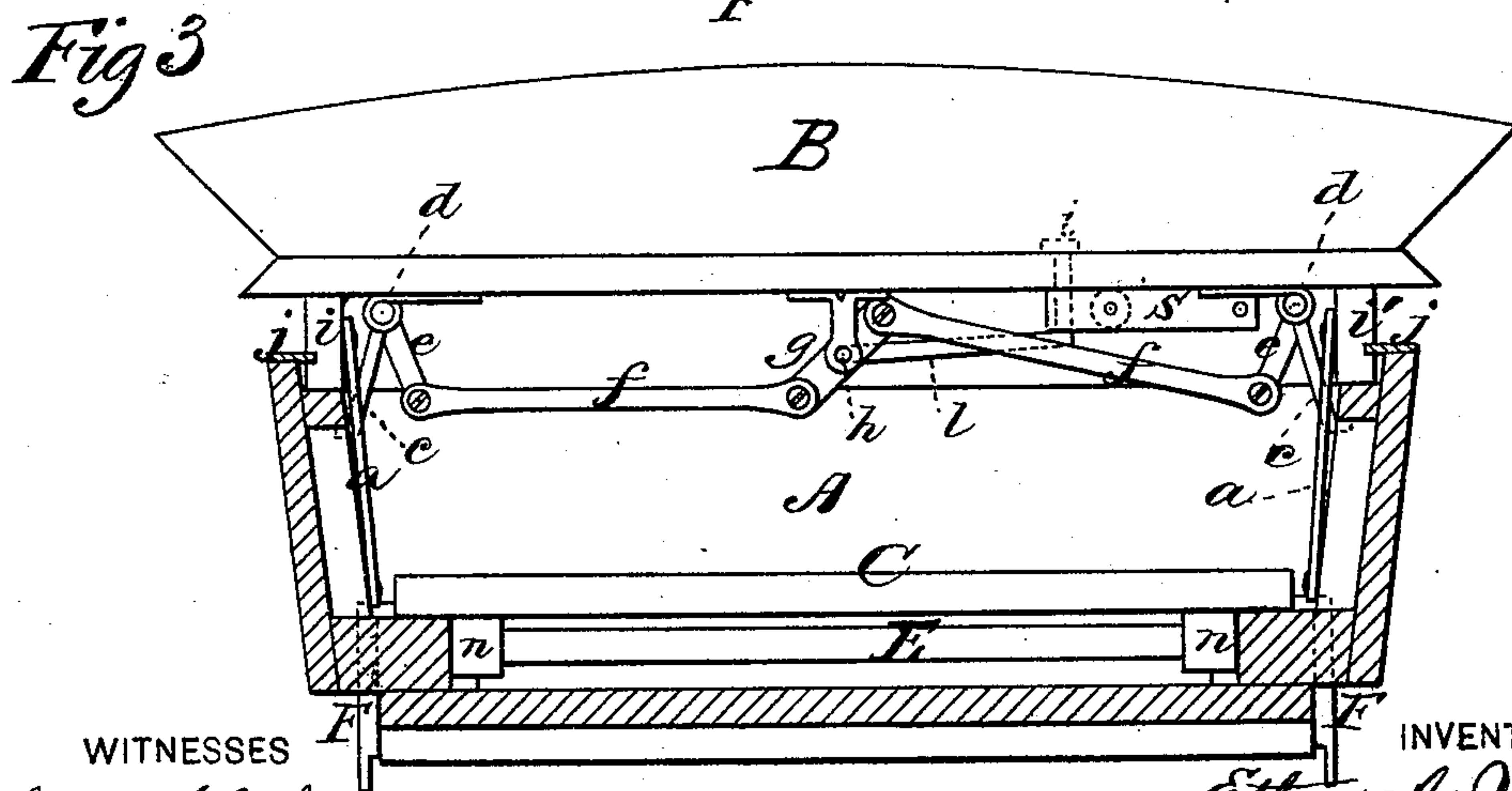
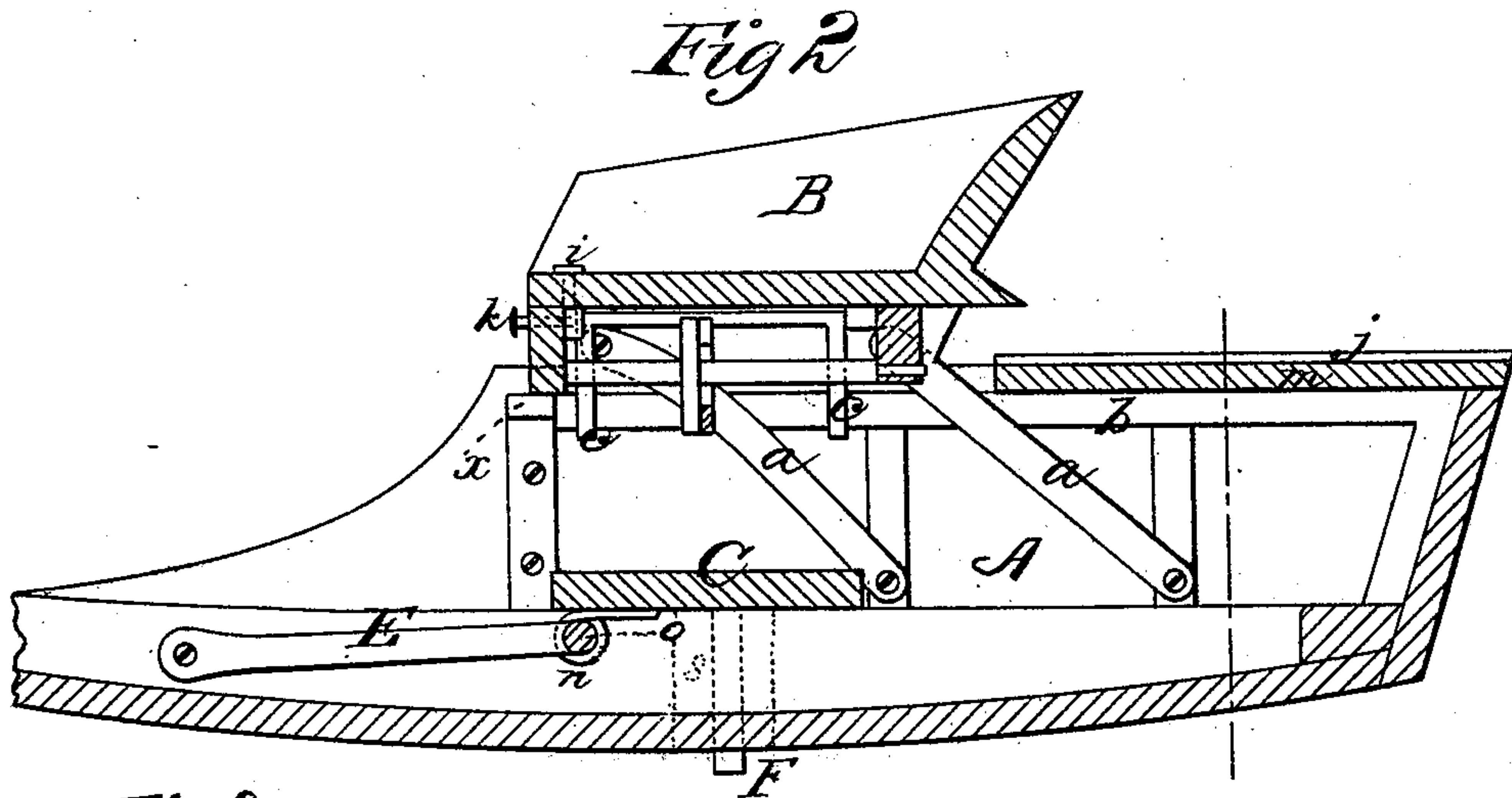
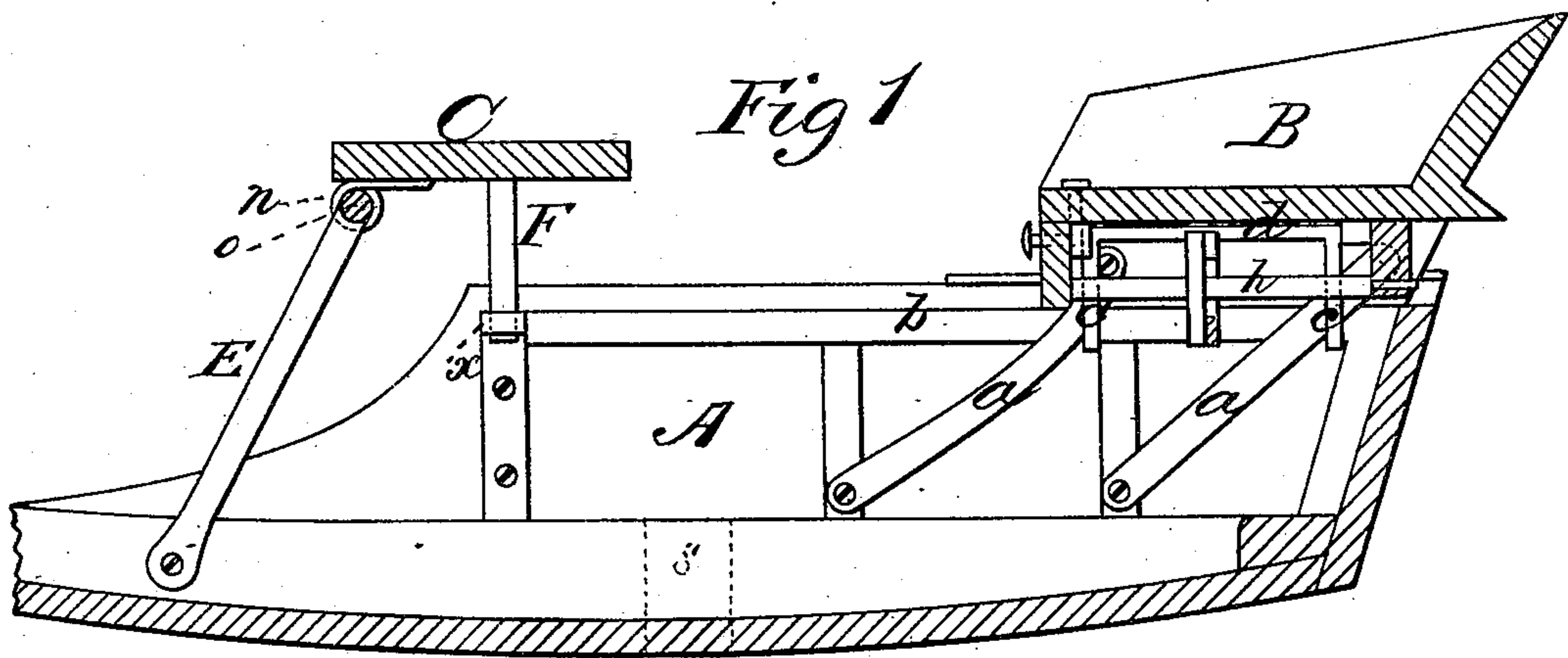


E. A. JONES & H. TIMKEN.
VEHICLE-SEATS.

No. 179,565.

Patented July 4, 1876.



WITNESSES

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ETHEN A. JONES AND HENRY TIMKEN, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN VEHICLE-SEATS.

Specification forming part of Letters Patent No. **179,565**, dated July 4, 1876; application filed November 27, 1875.

To all whom it may concern:

Be it known that we, ETHEN ALLEN JONES and HENRY TIMKEN, of St. Louis, in the county of St. Louis and State of Missouri, have invented a new and valuable Improvement in Jump-Seats; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figures 1 and 2 of the drawings are representations of longitudinal vertical sections of our jump-seat carriage-body, and Fig. 3 is a transverse vertical sectional view thereof.

This invention has relation to improvements in jump-seats for vehicles, wherein the main seat is movable over backwardly, and the extra seat capable of being brought up in front, or in which the main seat is capable of being thrown into a central position and the extra seat placed under it when used as a single seat.

The nature of the invention consists in the arrangement and novel construction, in connection with the main seat of a jump-seat vehicle, of a locking device, whereby the said seat may be locked in either of the positions it may be made to assume, thereby preventing rattling, and obviating all tendency to slip front and rear, as will be hereinafter more fully explained.

In the annexed drawings, the letter A represents a vehicle-body. B is the main jump-seat, and C the extra or front jump-seat. Seat B is attached to the sides of the body by means of metallic arms *a* of suitable length, which are pivoted to the said body and seat, so that the main seat B may be thrown to the rear, as shown in Fig. 1, or into a central position, as shown in Fig. 2. In order to confine the seat in either of these positions, the sides of the vehicle-body are provided with strong longitudinal bars *b*, under which hooks *c*, attached to the underside of the seat, are adapted to engage. These hooks are attached to a rock-shaft, *d*, having suitable bearings on the under side of the seat, which shaft is provided with an arm, *e*, connected, by means of a rod, *f*, to one end of a vertically-vibrating lever, *g*,

applied upon a transverse rock-shaft, *h*, having its bearings also on the under side of the said seat, and arranged in a position between shafts *d*, before alluded to. Shaft *h* is provided upon its front end with an angular crank-arm, *l*, which extends upward through a slot formed in the seat-bottom, and is provided with a head, *i*, by means of which it is conveniently manipulated. When the seat is placed in the desired position it is secured to rails *b* by pressing forcibly down on crank-arm *l*, thus rotating shaft *h*, operating lever *g*, and, through the medium of links *f*, forcing hooks *c* to engage under the said rails, as shown in Figs. 2 and 3, when a suitable snap-spring, *S*, on the under side of the wagon-seat will hook over the angular arm *l*, and effectually hold it in position. Spring *S* will be disengaged from the crank-arm *l* by means of a headed pin, *k*, passing through the front of the said seat and secured to the spring. By pressing upon this pin spring *S* will yield, allowing lever *l* to be drawn up, reversing the movements of the locking mechanism, and releasing hooks *c*, when the said seat may be thrown to the front or rear, as the case may be. In practice the under side of the seat will be provided with rails *i'*, which will rest upon rails *b* of the body, and to these rails *i'* vibrating arms *a* will be pivoted; consequently, when the seat is thrown back it will be necessary to remove the top panel *m*, which, for this purpose, is made to slide upon the body under metallic guide-strips *j*. (Shown in Fig. 3.)

The extra seat C, before alluded to, is provided upon its under side, near its front end, with eyes *n*, which afford bearings for journals *o*, formed at each side of a strong U-shaped metallic supporting-standard, *E*, the ends of which are pivoted to the inner surface of the sides of the body, as shown in Fig. 1. By this means the seat has independent vibration of its standard, and may be thrown into a position at right angles thereto, or in the continuation thereof, as shown in Fig. 2, for the purpose of being placed under seat B. By this means, also, the said seat is prevented from lateral vibration, and its rear supporting-legs *F* are accurately directed and guided to an engagement with sockets *a* on the sides of

the body, this effect being due to the steadiness obtained by forming the front standard E of a single piece of metal. When seat C is under seat B its legs F will project through and be received in slots s, formed in the side rails of the body-frame, thus allowing the space between the seats to be used for storage.

What we claim as new, and desire to secure by Letters Patent, is—

1. In combination with the operating-lever l of the locking mechanism of a jump-seat, a snap-spring, S, for holding the said lever in position, substantially as specified.

2. In combination with a vehicle-body, A, having interior strips b, and a jump-seat, B, having supporting-rails i', adapted to rest upon the strips b, a detachable upper sliding panel, m, substantially as specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

ETHEN ALLEN JONES.
HENRY TIMKEN.

Witnesses:

C. RINGEN,
WILLIAM BEYERBACK.