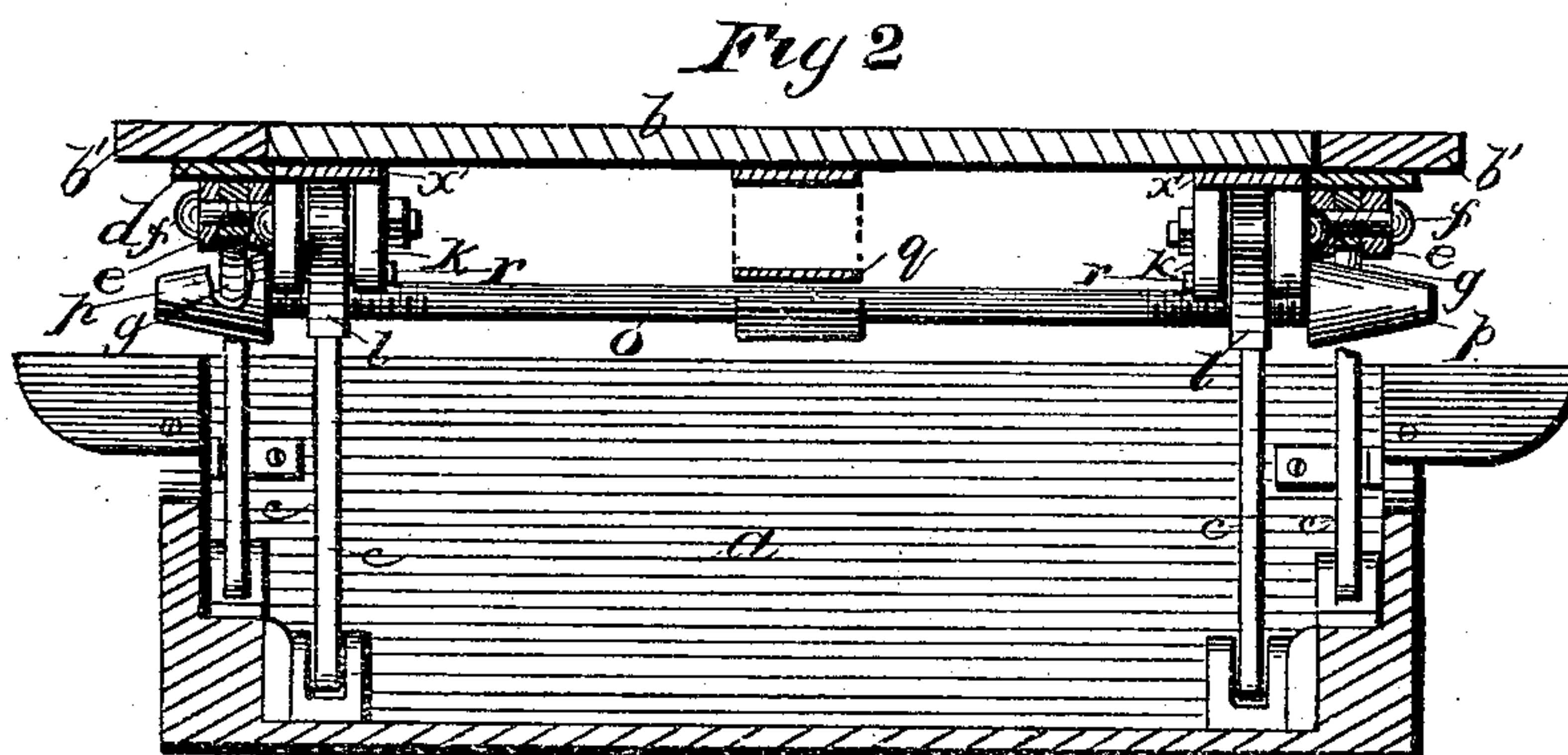
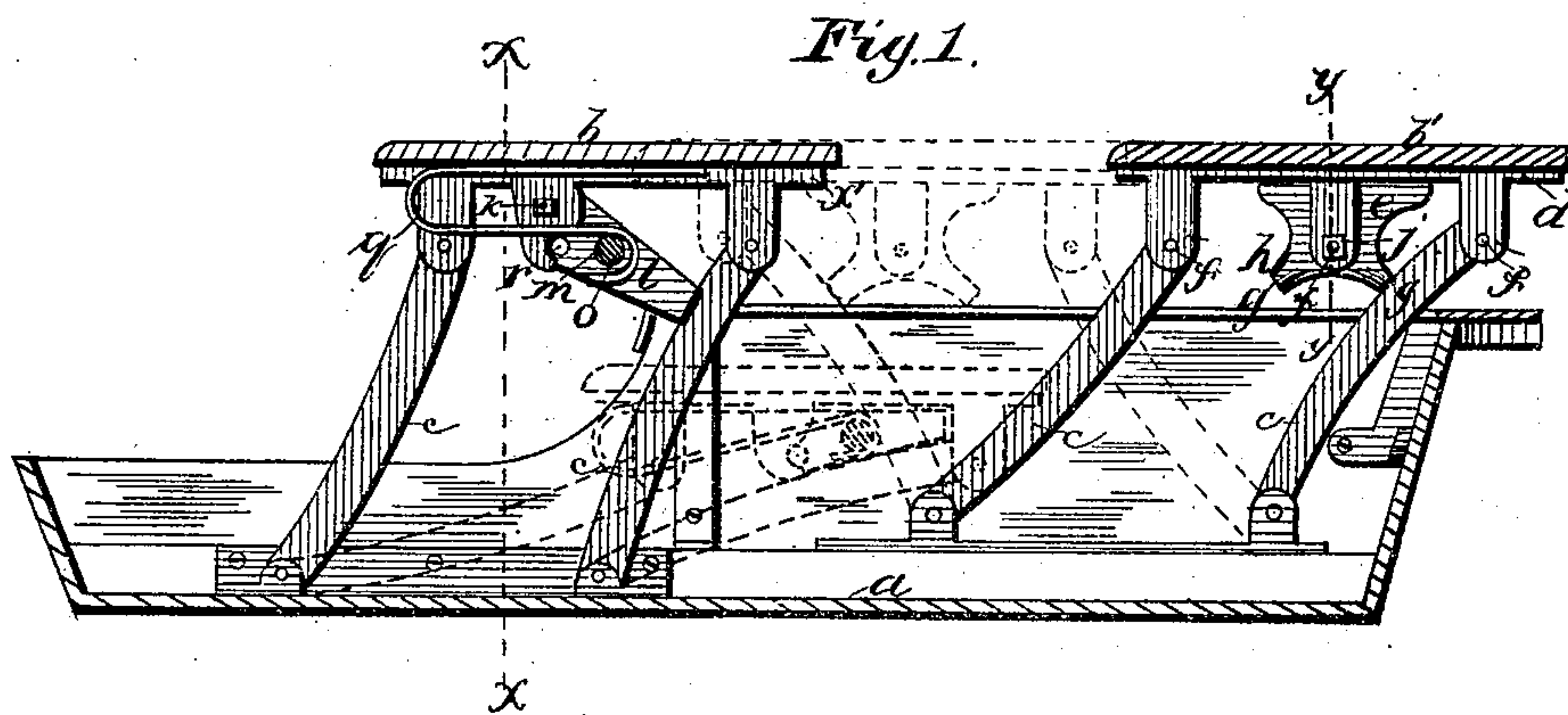


(No Model.)

G. H. HUTTON.
Jump Seat for Carriages.

No. 243,565.

Patented June 28, 1881.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE H. HUTTON, OF BALTIMORE, MARYLAND.

JUMP-SEAT FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 243,565, dated June 28, 1881.

Application filed April 28, 1881. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. HUTTON, of Baltimore city, in the State of Maryland, have invented a new and useful Improvement in Jump-Seat Carriages; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical longitudinal sectional view of my jump-seat. Fig. 2 is a transverse vertical sectional view on lines *x x* and *y y*, Fig. 1.

My invention relates to improvements in jump-seat carriages; and it consists in the peculiar construction and arrangement of the parts, as hereinafter more fully set forth.

In the accompanying drawings, *a* represents the body of a carriage provided with the front and hind seats, *b b'*, supported by the legs *c c*, hinged to the bottom of the body and the seats in the ordinary manner.

The transverse socket-pieces *d d*, secured to the under face of the hind seat, near its ends, are each provided at its middle with two parallel lugs, *e*, projecting downward, and provided with holes for the passage of a bolt, *f*, screw-threaded at its inner end, which bolt also passes through a central hole in a reversible double stop, *h*, or plate provided with upper and lower and reversible bifurcated ends *g*, each of which acts as a stop in the forward or backward movement of the hinged hind seat. A nut, *j*, screwed on the inner end of the bolt *f*, securely holds the double stop in place between the depending lugs *e e*. The lower ends of the bifurcations *g* are hollowed out or curved, so as to fit over or conform with the edges of the legs *c*, against which they are adapted to abut.

It will be seen from this construction that the double stop may be readily removed when broken and replaced by another, whereas, if the stop were made in one piece with the socket-piece, and the stop were broken, a new socket-piece carrying a stop would have to be substituted for the broken one.

The transverse socket-pieces *x x*, secured to the under face of the front seat, *b*, near its ends, are each provided at its middle with two

opposite parallel lugs, *k*, depending from the socket-piece. The lugs *k* are provided with opposite holes for the passage of a bolt screw-threaded at its inner end for the reception of a nut, the bolt also passing through a hole, *m*, in a stop, *l*, hinged between the lugs, and provided near its lower end with a threaded hole, *n*, through which a rod threaded at both ends passes, the opposite end of the threaded rod *o* passing through a similar hole in the stop at the opposite end of the seat. Thumb or other nuts *p* are screwed on the ends of the rod *o* to retain it in position in the holes in the stops, and to serve as handles in raising the stops.

q represents a flat spring secured to the under face of the front seat, *b*, and thence bent around the rod *o*, the tension of the spring being exerted to force the rod and stops down, so that the latter will engage with the hinged legs. The outer faces of the stops *l* are each provided with a stop, *r*, which, coming against a recess in the lug *k*, limits the play of the stops.

It will be seen that the double stop is reversible, and can be turned upside down, thereby raising or lowering the seat, or throwing the seat farther backward or forward.

What I claim as my invention is—

1. In a jump-seat carriage, the combination, with a seat supported by legs hinged to the seat and body, of a removable and reversible stop having bifurcations on its upper and lower faces, substantially as described, and for the purpose set forth.

2. The combination, with a carriage-seat provided with socket-pieces *d*, each having depending lugs *e* near its middle, and hinged legs *c c*, of the removable double stop *h*, having bifurcated ends *g*, substantially as described, and for the purpose set forth.

3. In a jump-seat carriage, the combination, with a front carriage-seat provided with socket-pieces *x x*, each having depending lugs *k* near its middle, and hinged legs *c c*, of the stops *l*, rod *o*, and spring *q*, substantially as described, and for the purpose set forth.

GEO. H. HUTTON.

Witnesses:

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