

(No Model.)

H. P. WELLS.
JUMP SEAT FOR CARRIAGES.

No. 285,450.

Patented Sept. 25, 1883.

Fig. 1.

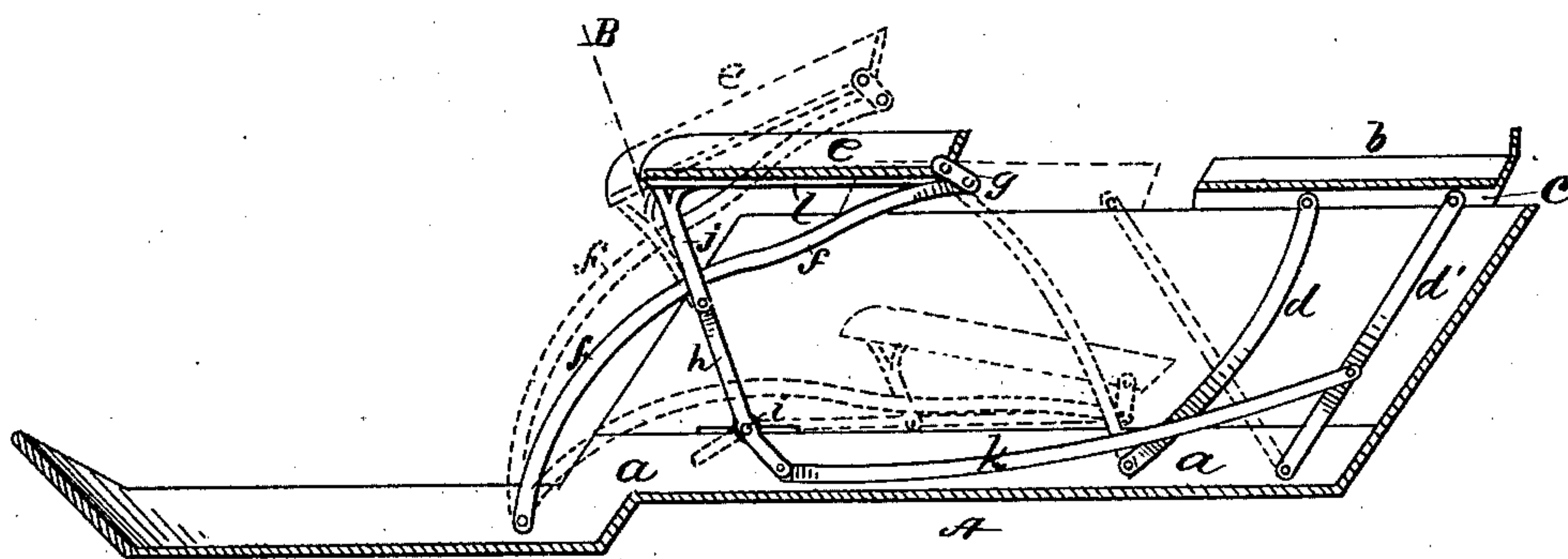


Fig. 2.

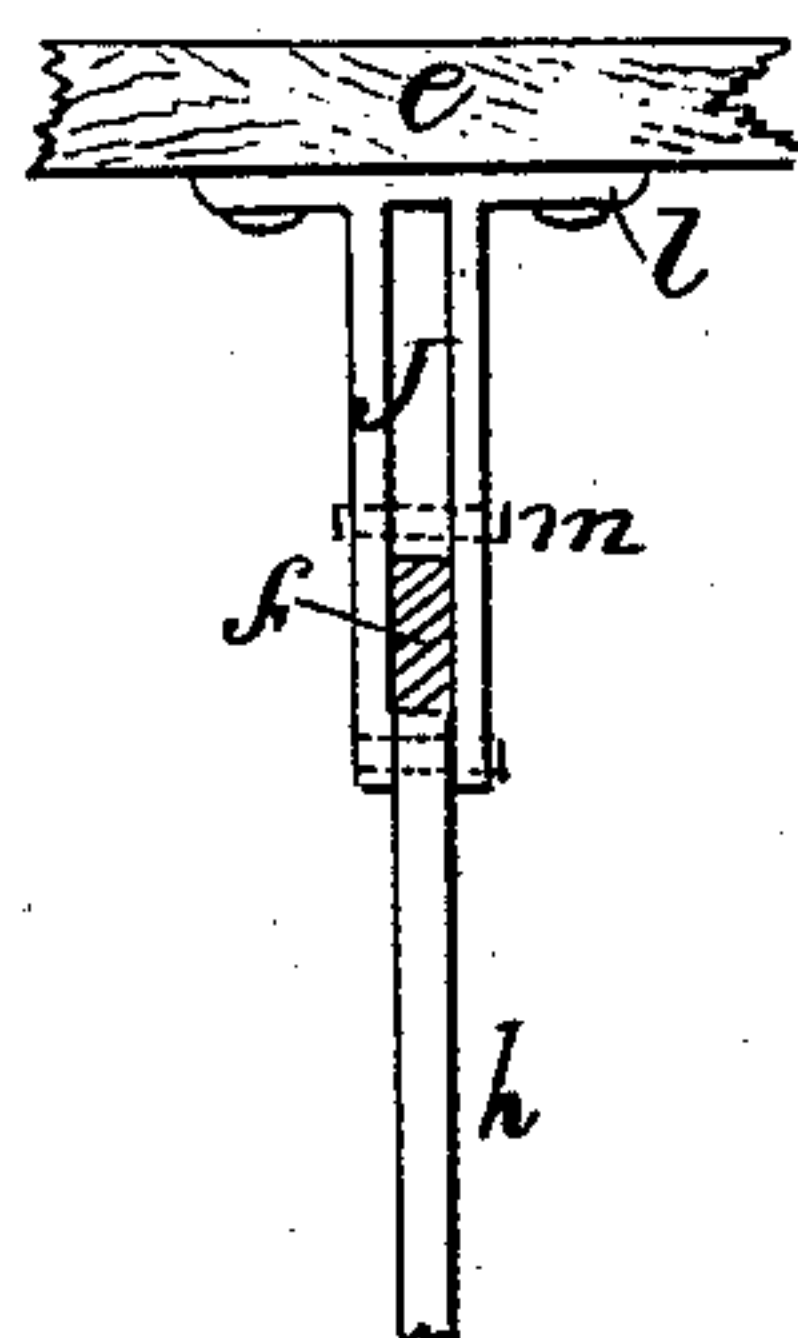


Fig. 3.

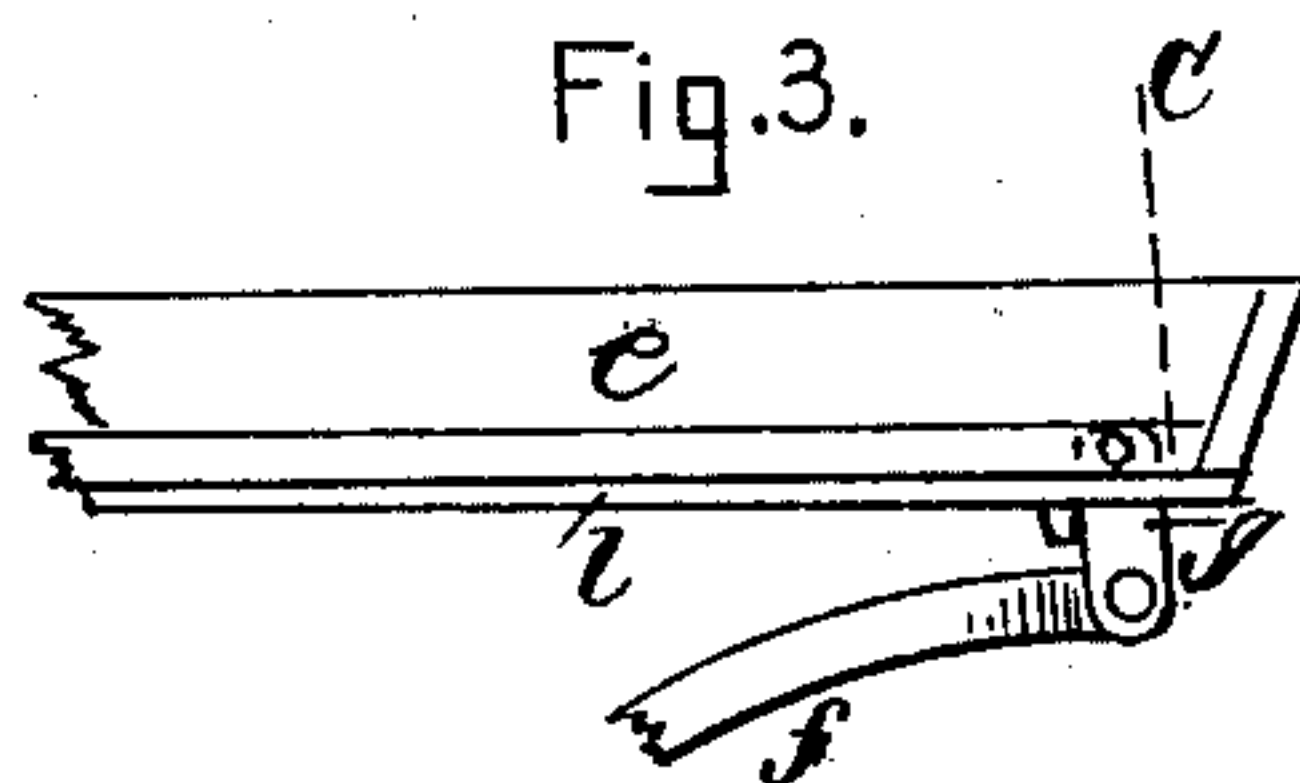
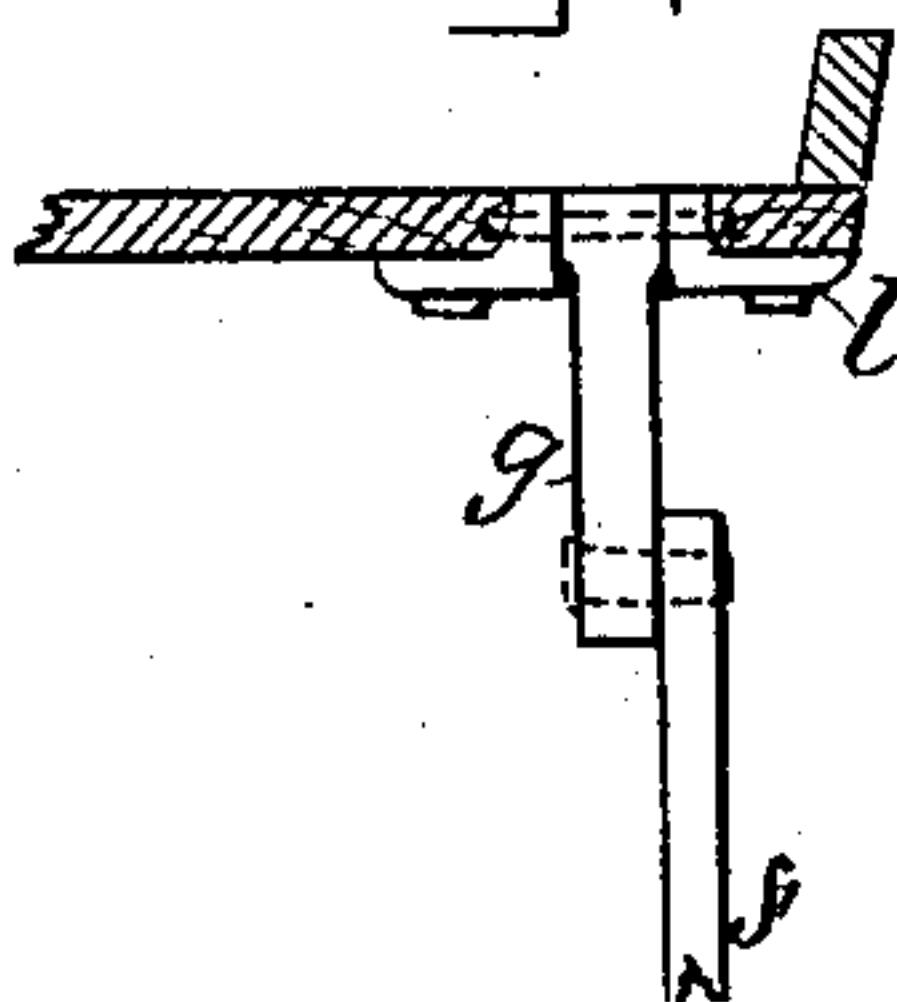


Fig. 4.



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UNITED STATES PATENT OFFICE.

HARLAN P. WELLS, OF SALISBURY, MASSACHUSETTS.

JUMP-SEAT FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 285,450, dated September 25, 1883.

Application filed January 29, 1883. (No model.)

To all whom it may concern:

Be it known that I, HARLAN P. WELLS, a citizen of the United States, residing at Salisbury, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Jump-Seat Carriages, of which the following is a specification.

This invention relates to that class of two-seated vehicles termed "jump-seat" carriages, and it will, in connection with the accompanying drawings, be hereinafter fully described, and specifically defined in the appended claims.

Figure 1 is a sectional elevation, showing the right-hand side of the carriage as viewed from the left hand thereof and as embodying my invention. Fig. 2 is a detached sectional elevation, the section being taken on line B and the view being as from the left hand or front of the carriage. Fig. 3 is an enlarged detached elevation, showing the connection of the pivotal arm with the front seat. Fig. 4 is a detached vertical section on line C, showing the means and method of connecting said pivotal arm with the front seat.

In these views, A represents the body of the carriage, which may be of any desired style or form. *a* is the sidesill of the body; *b*, the back seat; *c*, the base thereof, and *d d'* the rear-seat jumping-irons, all of usual construction.

The method of supporting, raising, and lowering the front seat is described as follows: A curved arm, *f*, is at its lower end pivoted to sill *a* some distance in front of the seat, as shown. The rear end of this arm is connected with the rear part of the seat by a link, *g*, pivoted at one end to said arm and at the other end to projecting ears formed on bar *l*, as shown in Figs. 3, 4. The front of the seat, being supported upon hinged standards, of which the lower section, *h*, is pivoted at *i* to sill *a*, and extending below said pivot, is pivotally united with connecting-rod *k*, which, at its rear end, is connected in the same manner with the rear jumping-iron, *d'*, above the pivot of the latter.

The upper section, *j*, of said jointed standard is preferably formed as an extension of seat-bar *l*, and in two parts, to receive arm *f*, as shown in Fig. 2, and is pivoted to section *h*, as shown. When both seats are in position for use, as shown in solid lines in Fig. 1, arm *f* rests upon the end of section *h* of the jointed

leg, which constitutes the fulcrum of said arm, and it thereby affords the support to the rear of the seat, while the jointed leg serves as the support of the front of the seat. When the rear seat is jumped forward, as shown in dotted lines in Fig. 1, the front seat is, through the action of rod *k* upon the jointed support, lowered below seat *b*, as shown, and the reverse action of seat *b* also automatically raises the front seat to the position shown by solid lines in said figure. By allowing arm *f* free movement between the top of section *h* and bar *l* the front seat may, at its rear, be raised and so tilted forward to facilitate ingress to and egress from the carriage between the seats, as shown by the upper dotted lines in Fig. 1; but if such forward tilting of the seat is not desired a pin, *m*, or any equivalent means, may be employed to prevent the same. The respective jumping and supporting devices here shown are duplicated upon each side of the carriage.

I am aware that it is old and common to actuate the front seat by moving the rear seat when the jumping-irons of the rear seat are connected with the supporting-irons of the front seat by a rod, and also that a jointed support for the front seat arranged to be actuated by said connecting-rod is also well known, and hence I do not claim either, broadly, and only in combination with my invention.

I claim as my invention—

1. In a jump-seat carriage, the combination of a jointed standard, *h j*, arranged to support the front of the forward seat, and a curved arm, *f*, pivoted to the body in front of pivot *i* of the jointed support, and pivotally connected with and arranged to support the rear portion of said seat, substantially as specified.

2. In a jump-seat carriage, the combination of curved arm *f*, arranged to support the rear portion of the front seat, and the jointed standard *h j*, arranged to support the front of said seat, and with part *j* formed double to receive between its members and guide said arm *f*, substantially as specified.

3. In a jump-seat carriage, and in combination with the front seat thereof, the jointed standard *h j*, connected with the front of the seat, the curved arm *f*, and link *g*, pivotally connected with said arm and with the rear portion of said seat, substantially as specified.

4. In a jump-seat carriage, the combination of curved arm *f*, arranged to support the rear portion of the front seat, and the jointed standard arranged to support the front of said seat, and to serve as the fulcrum or support of said arm *f*, substantially as specified.

5. In a jump-seat carriage, the combination of jointed standard *h j*, secured to the front of the forward seat, curved arm *f*, pivotally connected to body *A* in front of said jointed standard and with the rear portion of said seat, and rod *k*, pivotally connected with said jointed

standard and with a jumping-iron of the rear seat, substantially as specified.

6. The front-seat bar *l*, formed at its rear end with ears to receive pivotal link *g*, and with rigid projection *j*, adapted to connect with pivotal section *h* at the intersection of bar *f*, substantially as specified.

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Witnesses:

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