(No Model.)

G. H. HUTTON.

JUMP SEAT.

No. 342,964. Patented June 1, 1886.

Fig. 1.

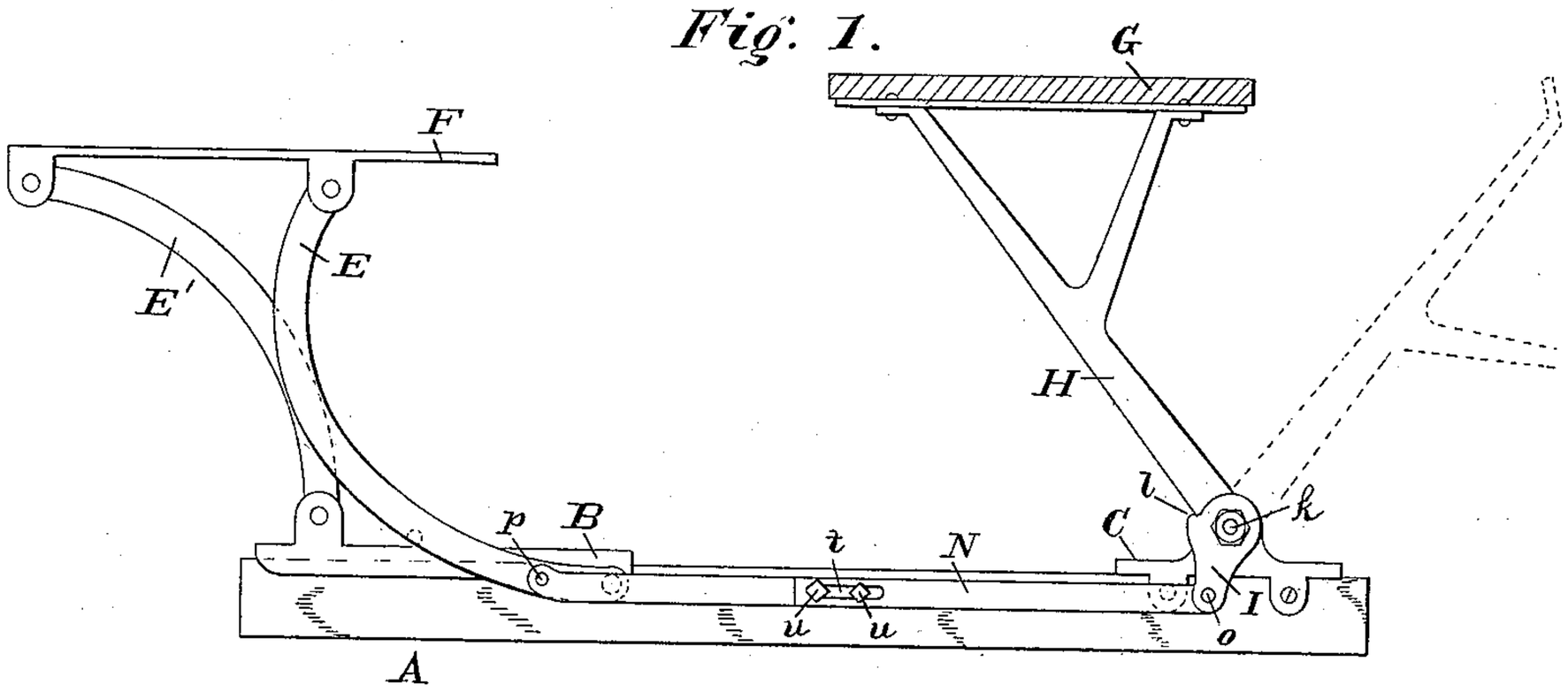


Fig. 2.

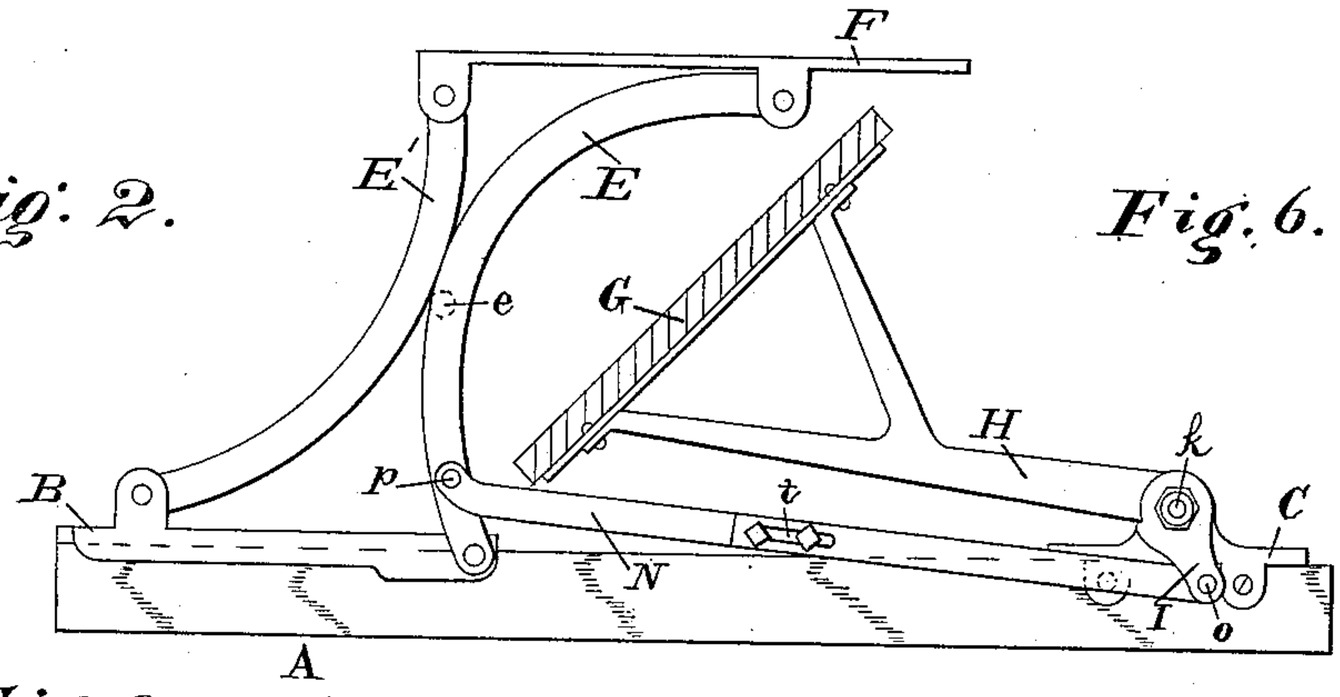


Fig. 6.

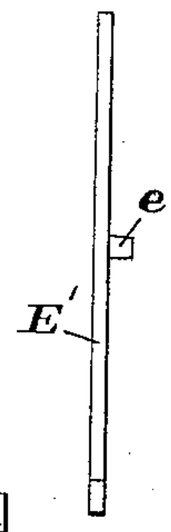


Fig. 3.

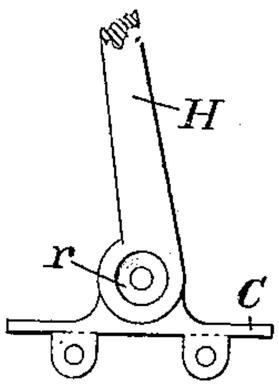


Fig. 4.

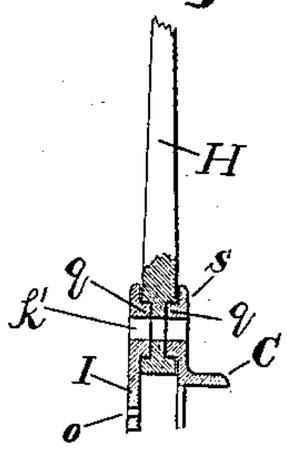
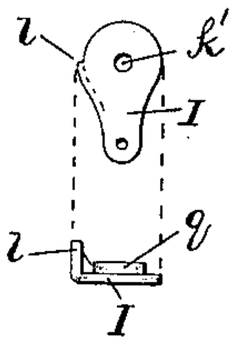


Fig. 5.



Witnesses:

Edward A. Rose,

John E. Morris

Inventor

Geo. H. Hutton

By Chas B. Mann

Attorney

UNITED STATES PATENT OFFICE.

GEORGE H. HUTTON, OF BALTIMORE, MARYLAND.

JUMP-SEAT.

SPECIFICATION forming part of Letters Patent No. 342,964, dated June 1, 1886.

Application filed March 19, 1886. Serial No. 195,802. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. HUTTON, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Jump-Seats, of which the following is a specification.

My invention relates to jump-seats for vehicles, and is illustrated in the accompanying drawings, in which—

Figure 1 is a side view of the two seats in the position they occupy when both are in use. Fig. 2 shows the position when only the rear seat is in use. Fig. 3 is a side view of the front seat-standard and sill-plate, the stop-lever being removed. Fig. 4 is a section showing the joint or pivot of front seat-standard to the sill-plate. Fig. 5 shows two views of the stop-lever which is pivoted in connection with the front seat-standard. Fig. 6 is a view of the front standard of the rear seat.

The letter A designates the frame of a carriage-body, whereon sit the sill-pieces B C, which support the seats. The top plate, F, for the rear seat is supported on the two curved standards E E′ when the seat is in the back position, as seen in Fig. 1. The front standard, E, is sustained by the supporting-lug *e*, which projects from its outer side, resting upon the sill-plate B. When the rear seat is in the forward position, as in Fig. 2, the front standard, E, is sustained by the said supporting-lug coming in contact with the rear standard, E′. This lug *e* will work only with two standards whose lower ends are pivoted on different vertical planes.

The front seat, G, is supported on a single standard, H, the lower end of which is pivoted to the sill-plate C. This standard is free at all times to turn forward, as indicated by broken lines in Fig. 1, and it may turn backward or down, as shown in Fig. 2, whenever the stop-lever I is thrown forward. The said stop-lever is pivoted on the same bolt *k* as the front-seat standard, but is not rigidly connected to said standard. The stop-lever has at its rear side a lateral lug or stop-shoulder, *l*, which comes in contact with the rear side of the standard I, and thereby limits the backward movement of said standard. A connecting-bar, N, has one end pivoted to the stop-lever at *o* and its other end pivoted to the front standard of the rear seat at *p*. It will thus be seen a shifting of the rear seat will move the stop-lever of the front-seat standard. When the rear seat is in the back position, as in Fig. 1, the stop-lever will be set to brace and sustain the front standard upright, and at the same time the front standard, without any change of position of the stop-lever, may be turned forward toward the dash, as indicated by broken lines. When the rear seat is in the forward position, as in Fig. 2, the front seat may be either back and down or forward toward the dash.

A desirable construction is here shown for the combined pivot of the front standard and its stop-lever, and consists of a pivot-boss, *q*, on the side of the lug *s* of the sill-plate C, and a like pivot-boss, *q*, on the side of the stop-lever I. The end of the front standard, H, has on each side a socket, *r*, which receives the said pivot-bosses. The bolt *k* passes through the bolt-hole *k′* and serves to confine the parts together; but the movement of the standard and the stop-lever is on the pivot-bosses.

The connecting-bar N is made of two pieces, which are united by a slot, *t*, in one piece and two set-screws, *u*, on the other piece occupying the said slot. By this construction of connecting-bar two results are obtained—first, the position of the stop-lever I with respect to the front standard, H, and rear standard, E, may be adjusted by shortening or lengthening the connecting-bar, and, second, the two sill-plates B C may be set nearer together or farther apart.

My invention includes a connecting-bar made in two pieces and adjustable as to length, whether a stop-lever be used or not, because such a bar may be employed with useful results, as last stated, where it is directly connected to the standard of the front seat.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination of two seats, each having supporting-standards pivoted at their lower ends, and a connecting-bar composed of two pieces united by set-screws, whereby to adjust its length, as set forth.

2. The combination of a seat-standard pivoted at its lower end, a pivoted stop-lever hav-

ing a stop-shoulder which comes in contact with one side of the said standard, a second seat-standard pivoted at its lower end, and a connecting-bar having one end pivoted to the stop-lever and the other end to the standard of said second seat, as set forth.

3. The combination of a seat-standard pivoted at its lower end, a pivoted stop-lever having a stop-shoulder which comes in contact with one side of the said standard, a second seat-standard pivoted at its lower end, and a connecting-bar composed of two pieces united by set-screws, whereby to adjust its length, and having one piece pivoted to the stop-lever and the other piece to the standard of said second seat, as set forth.

In testimony whereof I affix my signature in the presence of two witnesses.

GEO. H. HUTTON.

Witnesses:

JOHN E. MORRIS,

E. F. LEIGH.