

E. H. BATES.

SHIFTING SEAT FOR VEHICLES.

No. 388,391.

Patented Aug. 28, 1888.

Fig. 1.

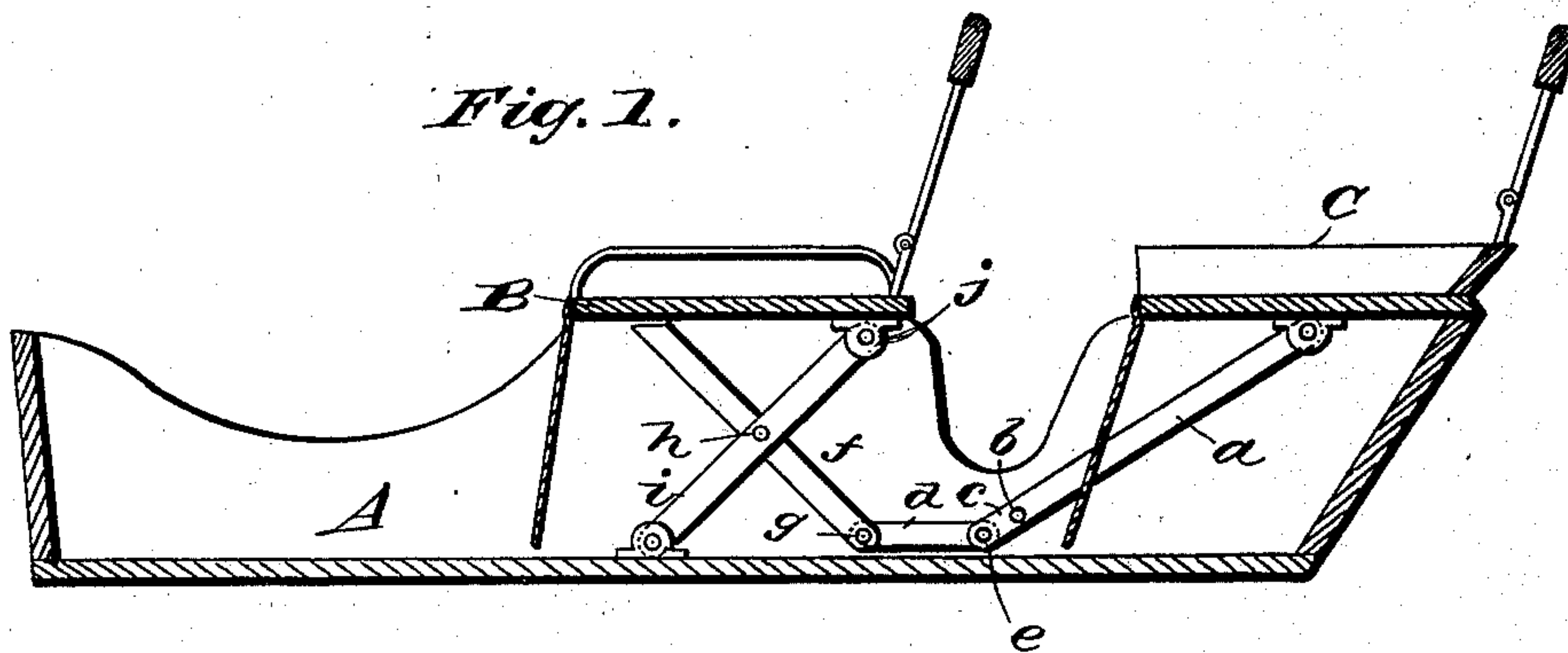


Fig. 2.

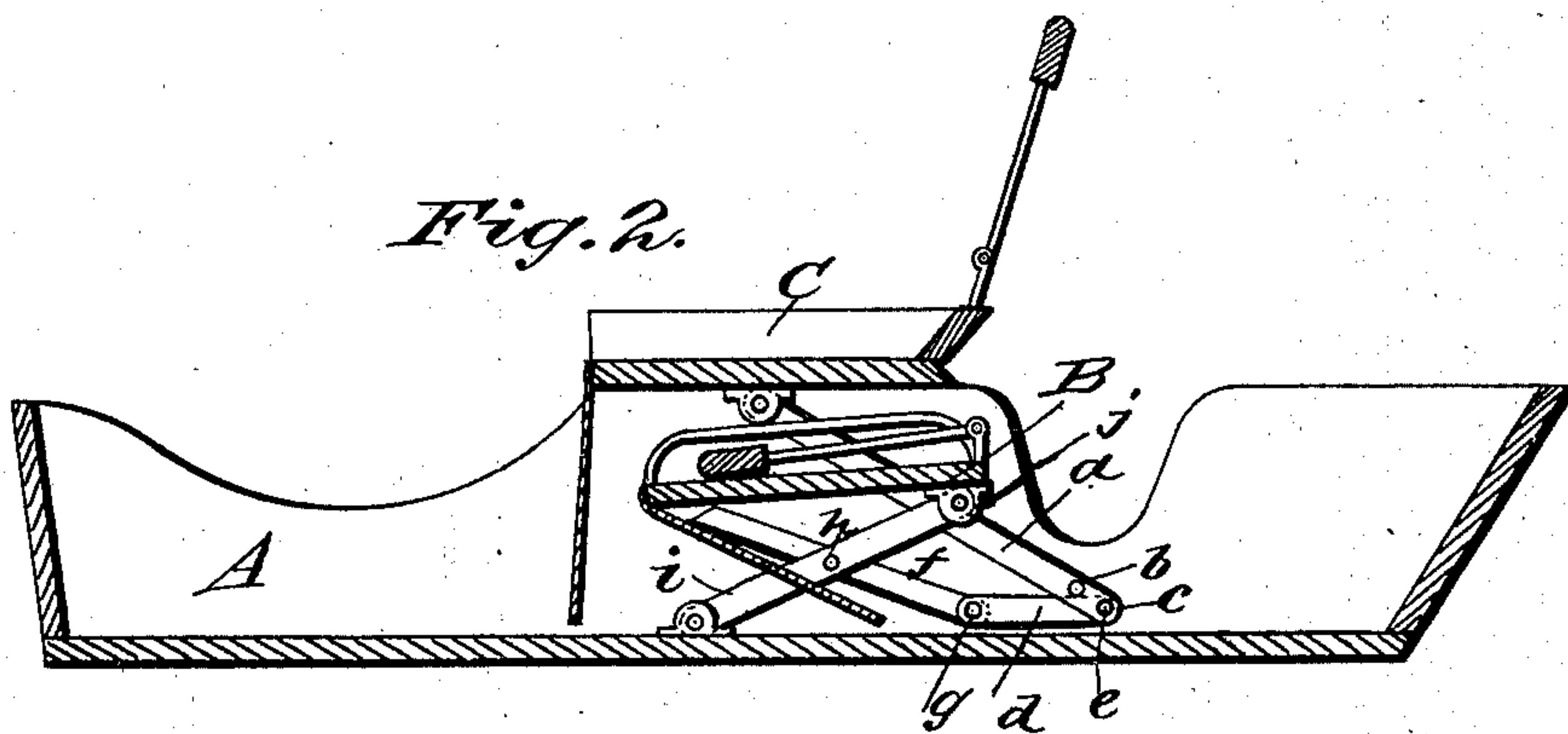
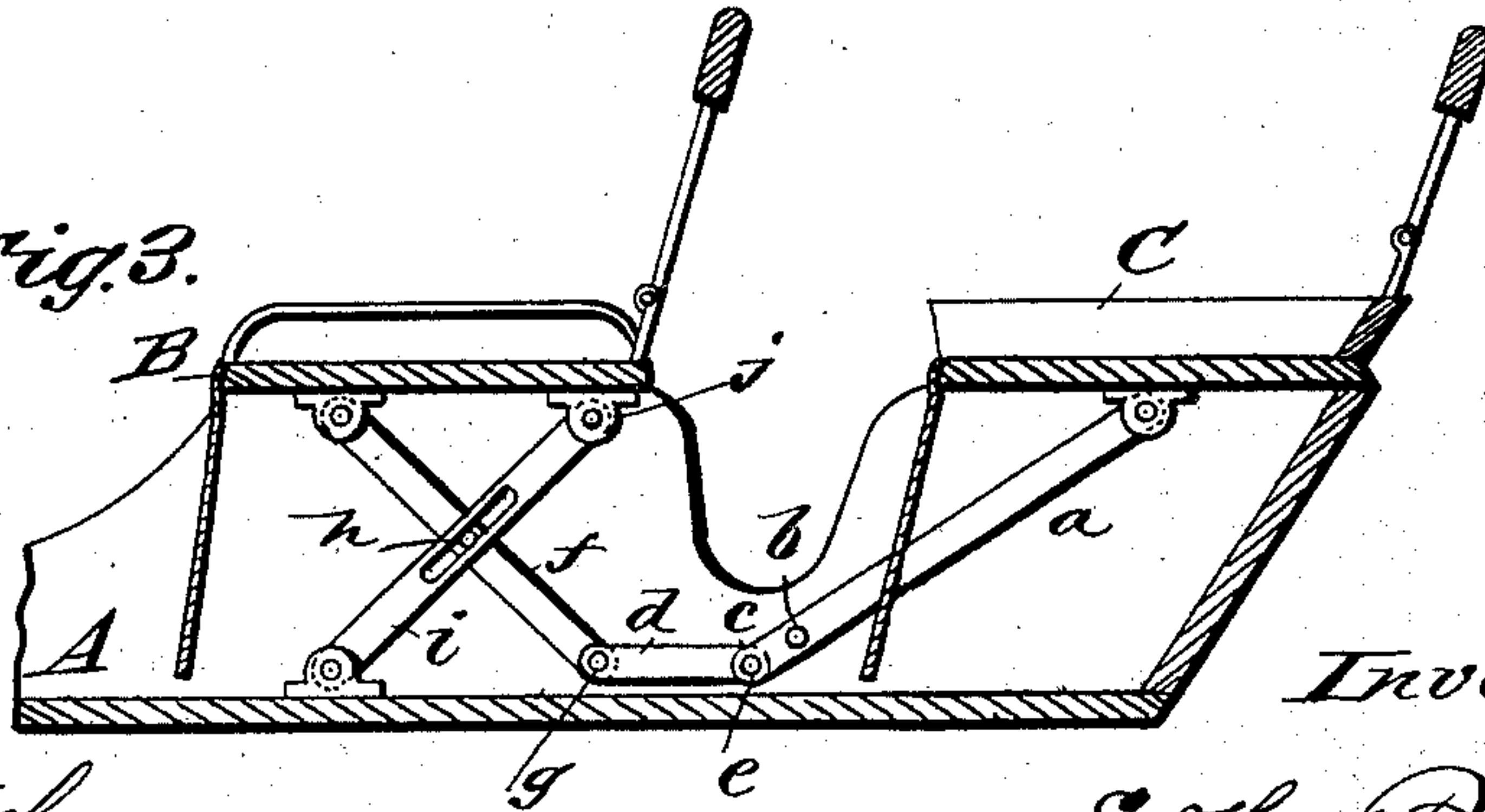


Fig. 3.



Witnesses:

Phil C. Dietrich
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Inventor:

E. H. Bates

(No Model.)

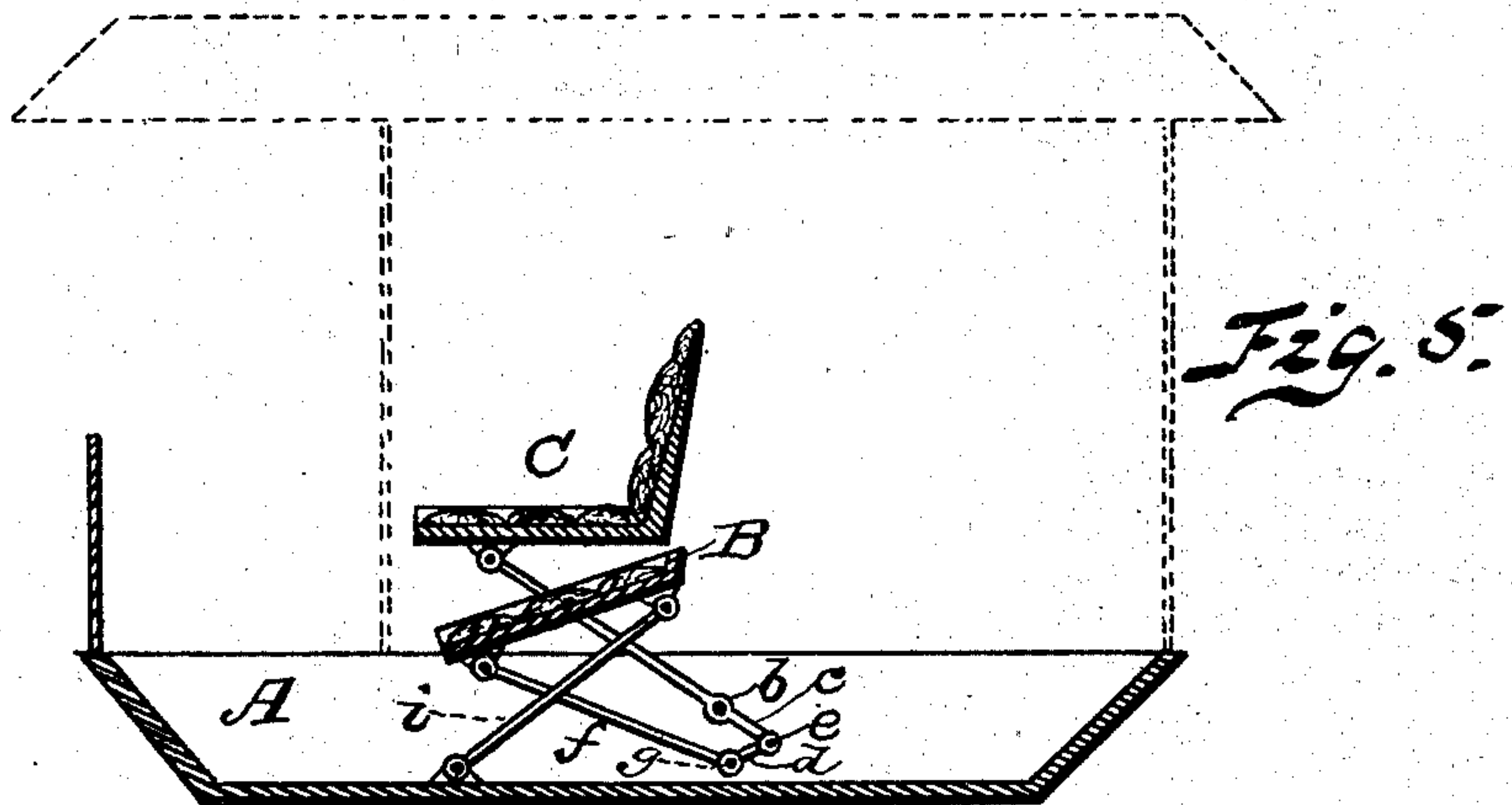
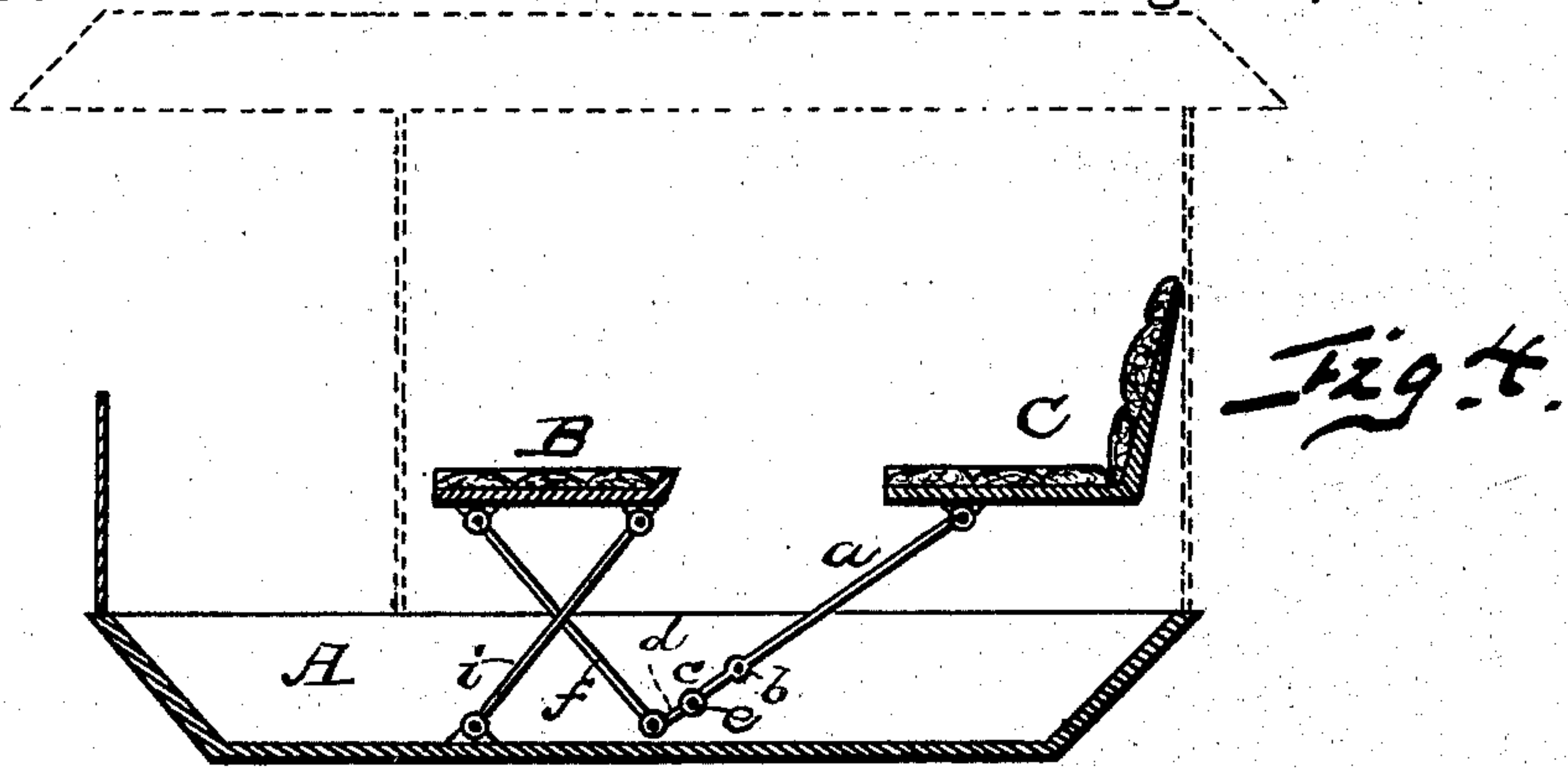
2 Sheets—Sheet 2.

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WITNESSES,

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INVENTOR,

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UNITED STATES PATENT OFFICE.

EMORY H. BATES, OF WASHINGTON, DISTRICT OF COLUMBIA.

SHIFTING SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 388,391, dated August 28, 1888.

Application filed September 16, 1886. Serial No. 213,697. (No model.)

To all whom it may concern:

Be it known that I, EMORY H. BATES, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Shifting Seats for Vehicles; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in vehicle-seats known as "jump" or "shifting" seats; and it consists in the novel construction and arrangement of parts, as will be hereinafter fully described.

The annexed drawings, to which reference is made, fully illustrate my invention, in which—

Figure 1 represents a vertical sectional view showing the seats in position, both front and rear, for use; and Fig. 2 is also a sectional view showing the rear seat shifted forward and the front seat underneath said seat. Fig. 3 is a modification of my device. Fig. 4 is a vertical longitudinal sectional view of my device in modification, showing the upper ends of both cross-legs pivoted to the front seat; and Fig. 5 is a similar view showing the front seat depressed and the rear seat thrown forward. In Fig. 4 the front seat is shown raised, or in its normal position, while the rear seat is also thrown back and in its normal position.

Referring by letter to the accompanying drawings, A designates a vehicle-body, which may be constructed in any desired form, and B and C represent the front and rear seats.

To the under side of the rear seat is pivoted the upper end of a bar, *a*, the lower portion of which is pivoted, as at *b*, to the vehicle-body, and the extended end *c* of which is pivoted to one end of a bar, *d*, as at *e*, while the opposite end thereof is pivoted to the lower end of a bar, *f*, as shown at *g*. This latter bar *f* is pivoted at or near its center, as at *h*, to a bar, *i*, and at or near its center, (of the bar *i*,) which latter is also pivoted to the vehicle-body at its lower end, while its upper end is pivoted to the front seat, as at *j*.

It will be seen that when the rear seat is shifted forward the bar *a* turns on its pivot at

b and the rod *d* is drawn rearwardly, thus drawing the bar *f* downwardly and rearwardly with it, thereby causing the seat in front to descend, and at the same time allow the rear seat to take its place, thereby assuming the position shown in Fig. 2; and when it is desired to use both seats the rear seat is shifted backward, and, through the medium of the bars *a d i f*, the front seat is raised and retained in position by the bars aforesaid.

If desirable, the upper end of the bar *f* can be pivoted to the seat and slotted at or near its center, having a bolt or pin connecting the cross-bars, as shown in Fig. 3 of the drawings, or a pin and slot may be dispensed with, thus not connecting the cross-bars at or near their center.

Now, it will be seen from the foregoing description that I connect both seats of a vehicle together in such a manner that when only the front seat is required for use the rear seat can be easily and quickly moved forward to take its place, in which adjustment the said front seat will be depressed and the rear seat caused to assume the place of the front seat over the depressed seat. Then when two seats, both front and back, are required for use the seat C is moved back to assume position as rear seat, and simultaneously with such movement the seat B, which was depressed, will rise and afford a front seat, thus giving two seats, and it is simple in operation, durable, and at the same time cheap to manufacture.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the bar *a*, pivoted to the rear seat and fulcrumed at *b*, and the bar *d*, pivoted at *e* to the extended end *c*, of the rear seat-bar, the bars *f* and *i*, pivoted to the front seat, crossing one another, as shown, the forward and lower end of the bar *i* being pivoted on the vehicle-body and the lower end of the bar *f* to the bar *d*, for the purpose set forth.

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

EMORY H. BATES.

Witnesses:

G. W. BARKLEY,
J. W. HOOPER.