

G. H. HUTTON.
JUMP SEAT FOR VEHICLES.

No. 405,557.

Patented June 18, 1889.

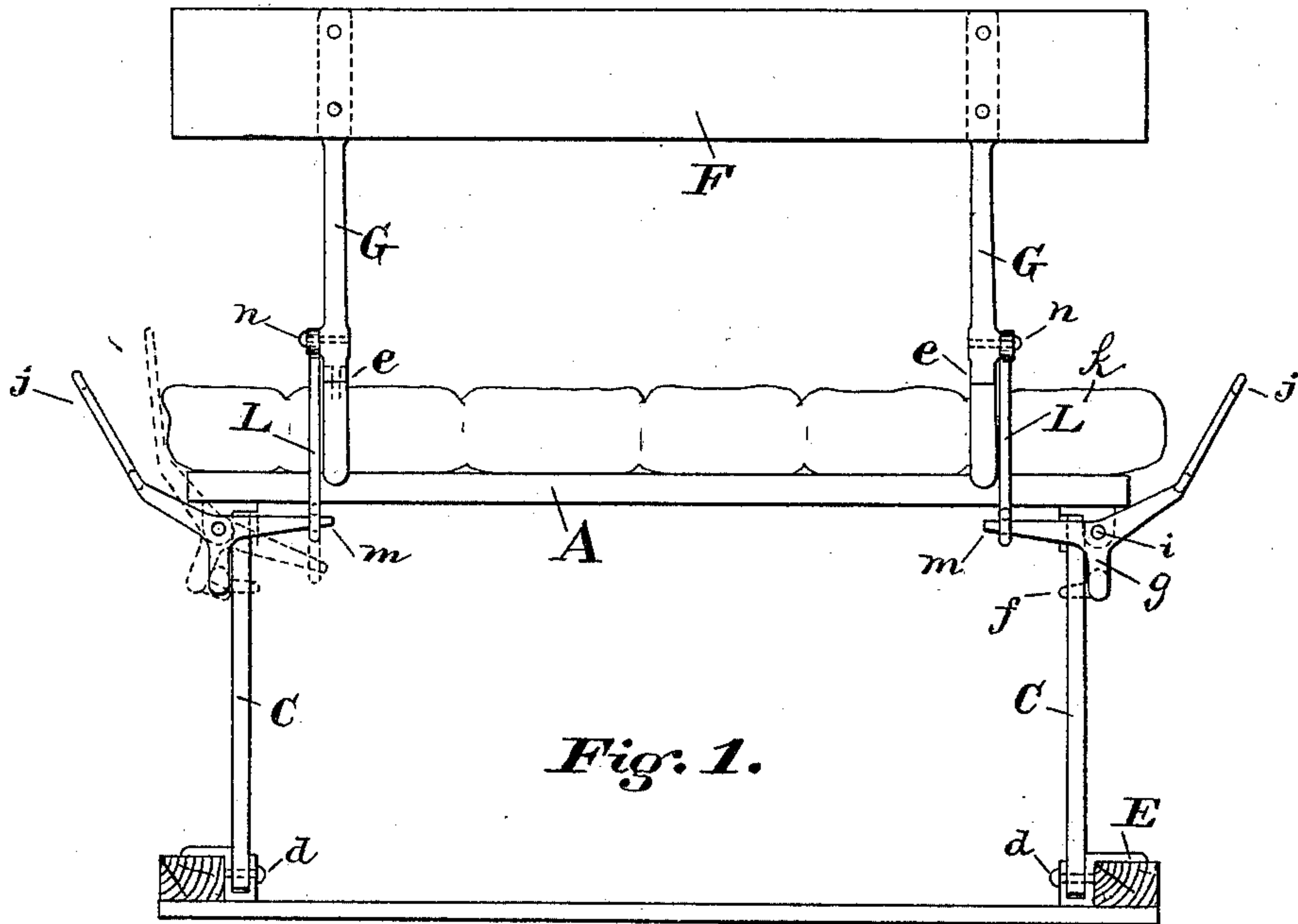


Fig. 1.

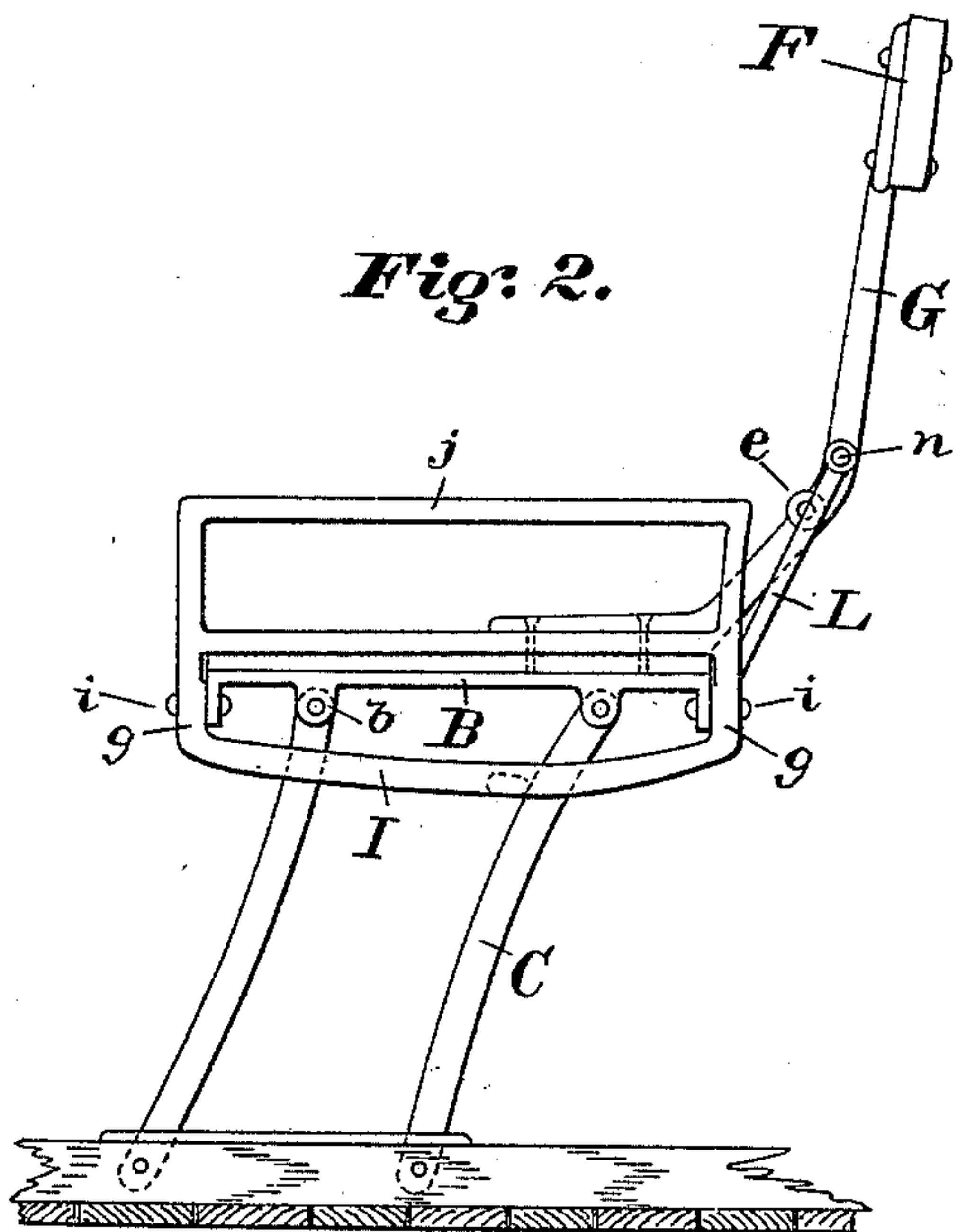


Fig. 2.

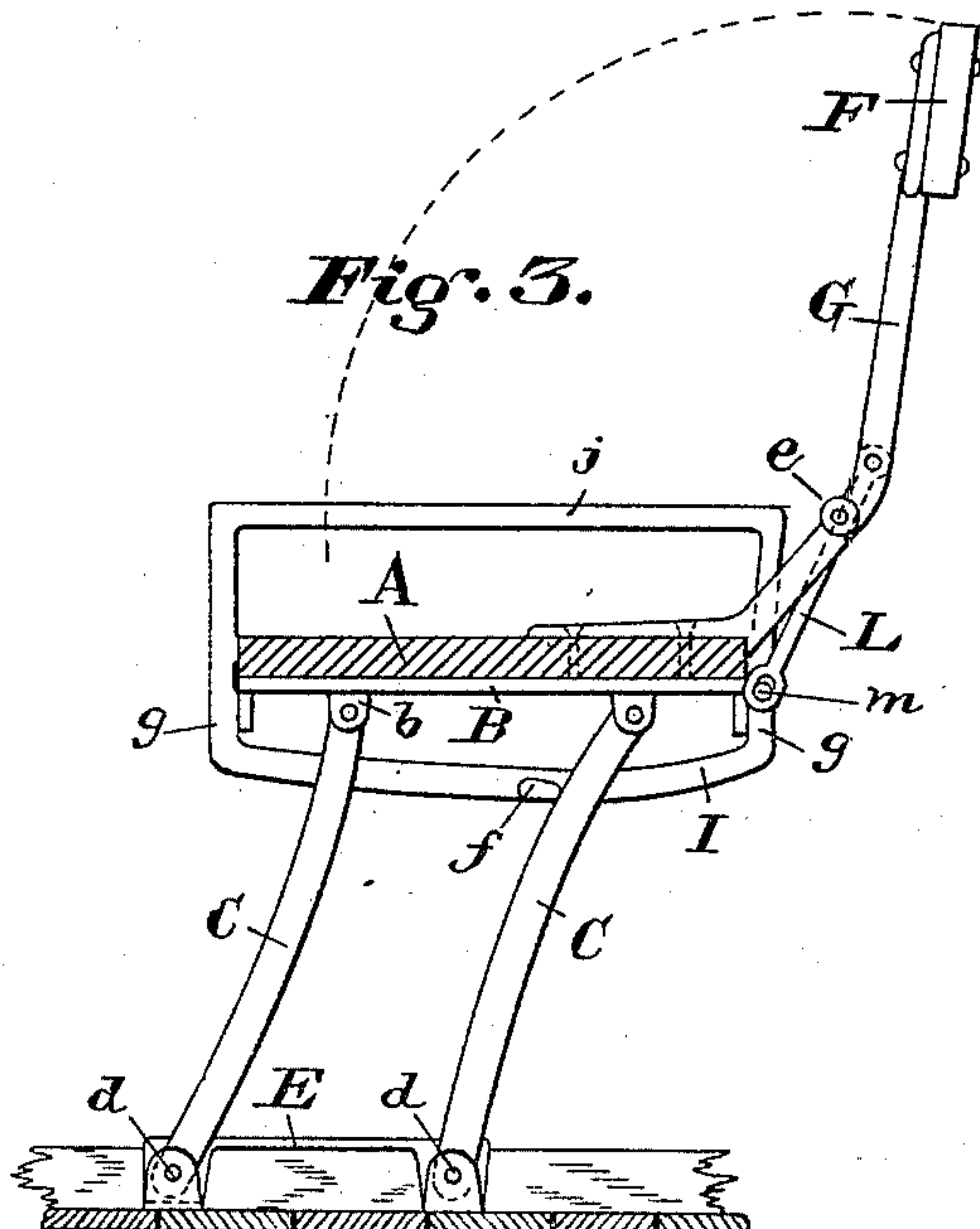


Fig. 3.

WITNESSES:

John C. Morris.
A. O. Babendreier.

INVENTOR:

Geo. H. Hutton

BY

Chas B. Mann

ATTORNEY.

(No Model.)

2 Sheets—Sheet 2.

G. H. HUTTON.
JUMP SEAT FOR VEHICLES.

No. 405,557.

Patented June 18, 1889.

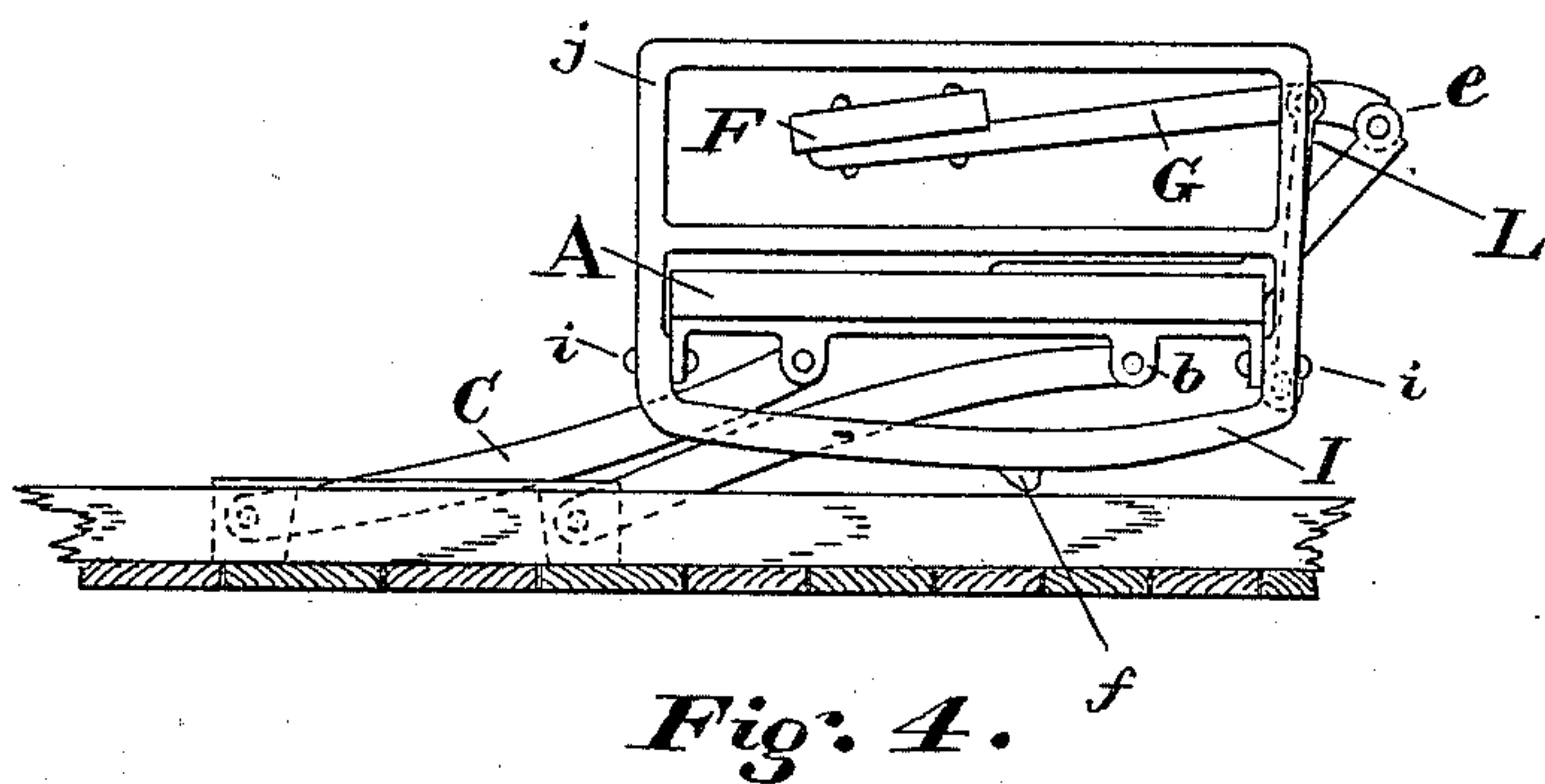


Fig. 4.

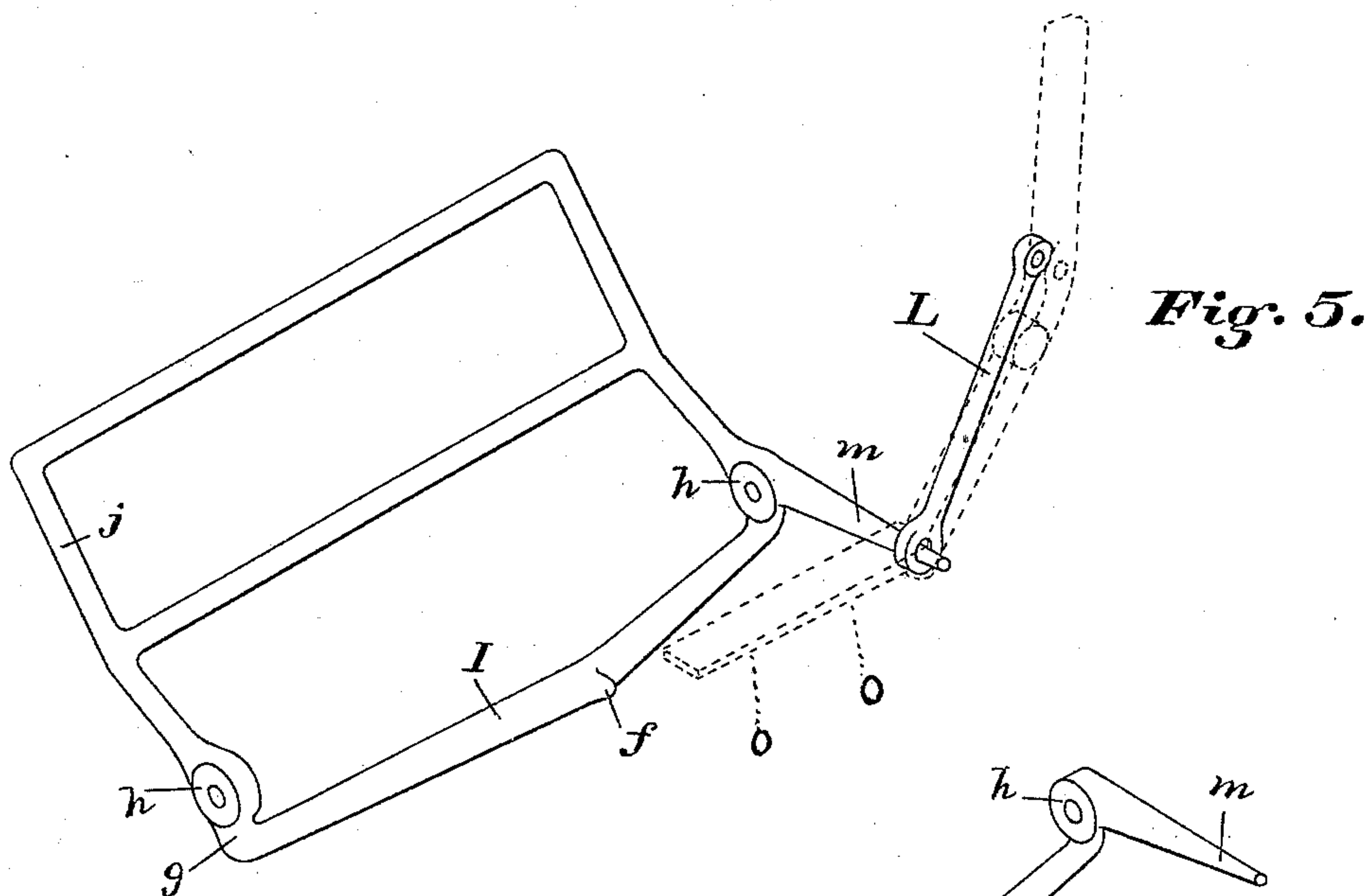


Fig. 5.

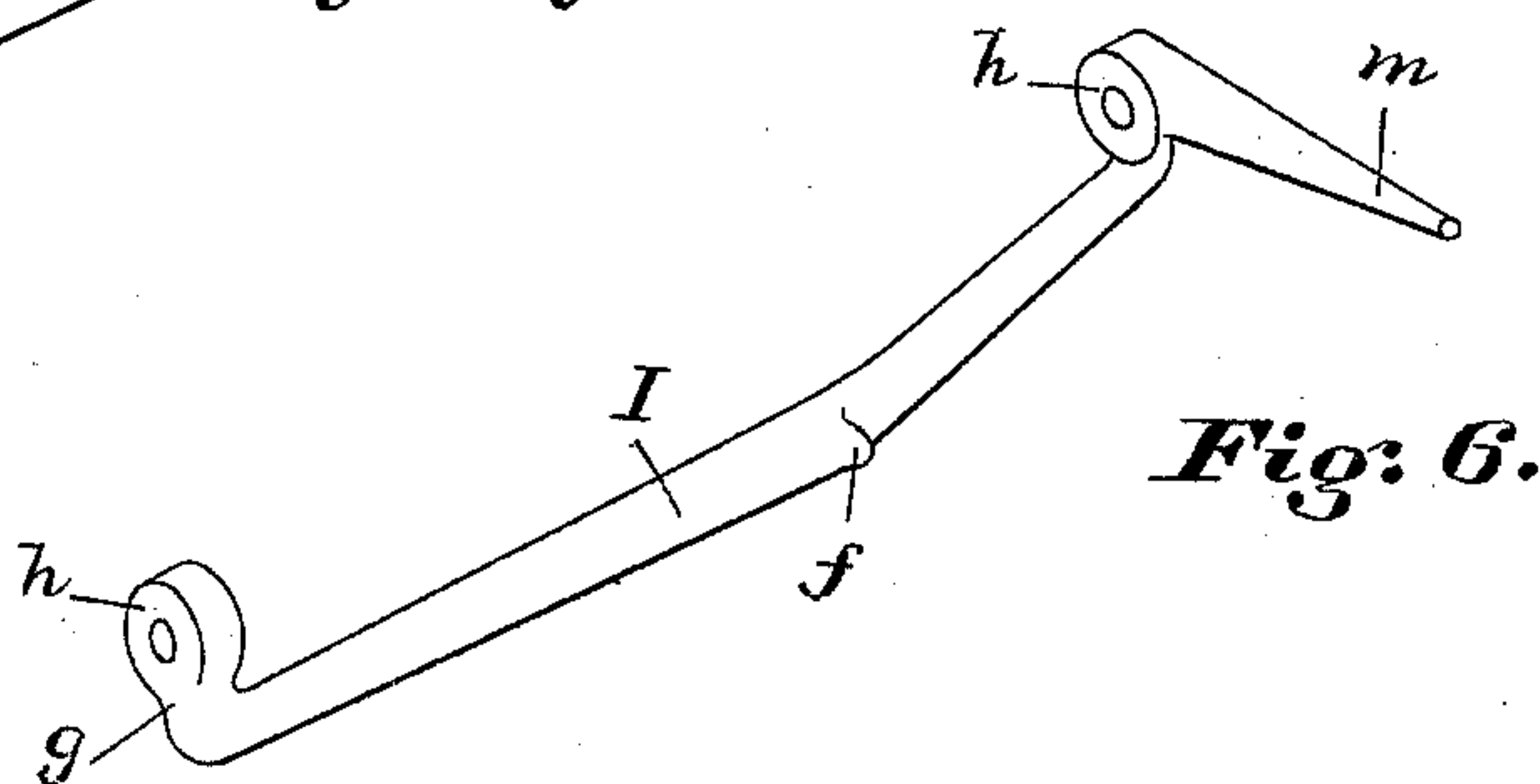


Fig. 6.

WITNESSES:

John E. Morris
A. O. Babendreier

INVENTOR.

Geo. H. Hutton

BY *Chas B. Mann*

ATTORNEY.

UNITED STATES PATENT OFFICE.

GEORGE H. HUTTON, OF BALTIMORE, MARYLAND.

JUMP-SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 405,557, dated June 18, 1889.

Application filed February 12, 1889. Serial No. 299,632. (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 an improvement in jump-seats for vehicles, and is illustrated in the drawings herewith.

Figure 1 is a rear elevation of the front seat of a vehicle. Fig. 2 is an end elevation of the seat. Fig. 3 is a cross-section of the seat. Fig. 4 is an end view of the seat, showing it in the "down" or lowered position. Fig. 5 is a perspective view of one form of swing lug-iron for the end of the seat. Fig. 6 is a perspective view of another form of swing lug-iron.

The seat A has at each end a cross-plate B, provided with ears *b*, to which the upper ends of the standards or legs C pivot, and the lower ends pivot at *d* to the base-plate E on the carriage-body frame. The seat-back F is supported by irons G, which have elbow or knuckle joints *e*, to allow the back to turn forward and down toward the seat, as shown in Fig. 4. The jointed irons G have one end rigidly secured to the flat surface of the seat A and the other end to the back F. All these parts thus far described are well known.

An iron I has a stop-lug *f*, and at each end has an upturn *g* and an eye *h*, by which it is pivoted to a pin or bolt *i* on the cross-plate B, attached to the seat. The said pivoted iron I thus extends crosswise below the seat A and crosswise of the legs C, and may swing by its pivot-eyes *h* toward and away from the seat-legs, so as to bear against the legs or hang off from them. When the pivoted iron I is against the legs, the stop-lug *f* will be in position to engage with one of them, as shown in Figs. 1, 2, and 3, and thereby sustain the seat in its elevated position. When the pivoted iron swings away from the legs, the stop-lug *f* will be disengaged from the legs, and then the seat may, by a backward and downward movement, be lowered, as in Fig. 4. This swing-iron I may have an attached frame *j* to come upward at the seat end, as shown, to prevent the cushion *k* from shifting endwise and to serve as a hand-hold. This device is the subject of Letters Patent No. 267,893, granted to me November 21, 1882.

When the front seat A of a vehicle is lowered by a backward movement, the seat-back F must be tilted forward, as shown in Fig. 4, in order to allow the rear seat (not shown here) to take position above.

In order to provide for easily and conveniently swinging the lug-iron I, and also tilting the seat-back F, I connect these parts by a rod L, whereby on tilting the seat-back forward the lug-iron I will also swing away from the legs and disengage the stop-lug *f*. The swing-iron I has a lateral arm *m*, which projects at a right angle with respect to the pivots *i*, and one end of the rod L is jointed to this arm, and the other end is jointed at *n* to the free part of the back-iron G. By this construction and combination the seat-back F becomes the handle by which to cause the lug-iron I to swing on its pivot *i*.

While the frame *j* is useful, it is not essential to the lug-iron I, where the connecting-rod L is employed, and the said iron may be made without the frame *j*, as shown in Fig. 6.

The essential thing of this invention is, that a connecting-rod L be attached between the pivoted lug-iron which acts on the seat-legs and the jointed irons of the seat-back. The particular shape of the said lug-iron, therefore, may vary from that here shown.

Having described my invention, I claim—

1. The combination of the seat A, mounted on pivoted legs, an iron I, pivoted below each end of the seat and provided with a stop-lug *f*, a seat-back F, jointed irons G, each having one end rigidly secured to the seat and the other to the said back, and a rod L, connecting each pivoted stop-lug iron and that part of the jointed iron to which the seat-back is secured.

2. The combination of the seat mounted on pivoted legs, an iron pivoted and provided with a stop-lug *f* to engage with a leg and having a lateral arm *m*, a seat-back supported by jointed irons G, secured to the seat, and a rod L, having one end jointed to the said lateral arm on the lug-iron and the other end jointed to the said seat-back iron.

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

GEO. H. HUTTON.

Witnesses:

JOHN E. MORRIS,
JNO. T. MADDOX.