

(No Model.)

C. COMSTOCK.  
JUMP SEAT FOR VEHICLES.

No. 449,095.

Patented Mar. 24, 1891.

Fig. 1.

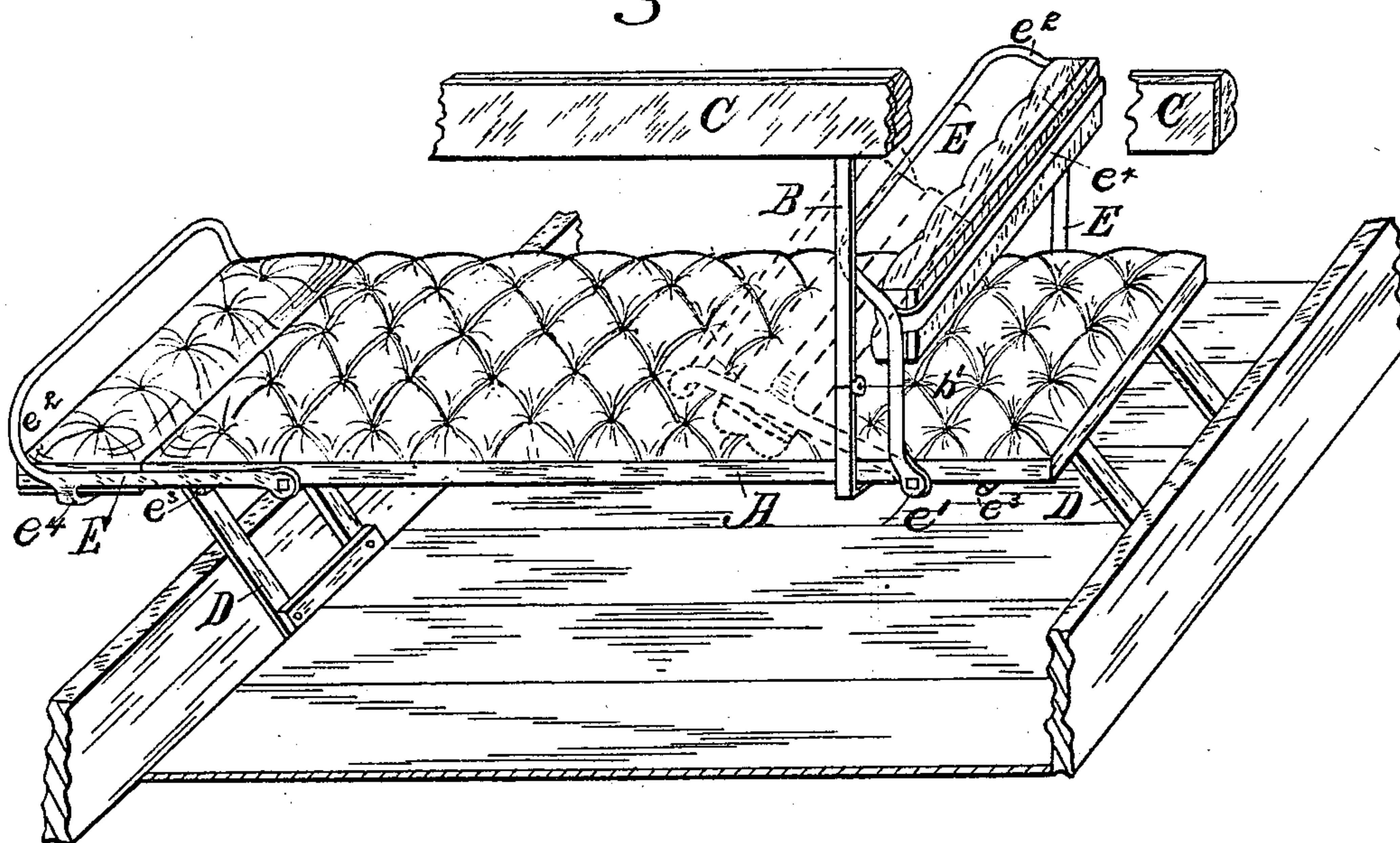


Fig. 3.

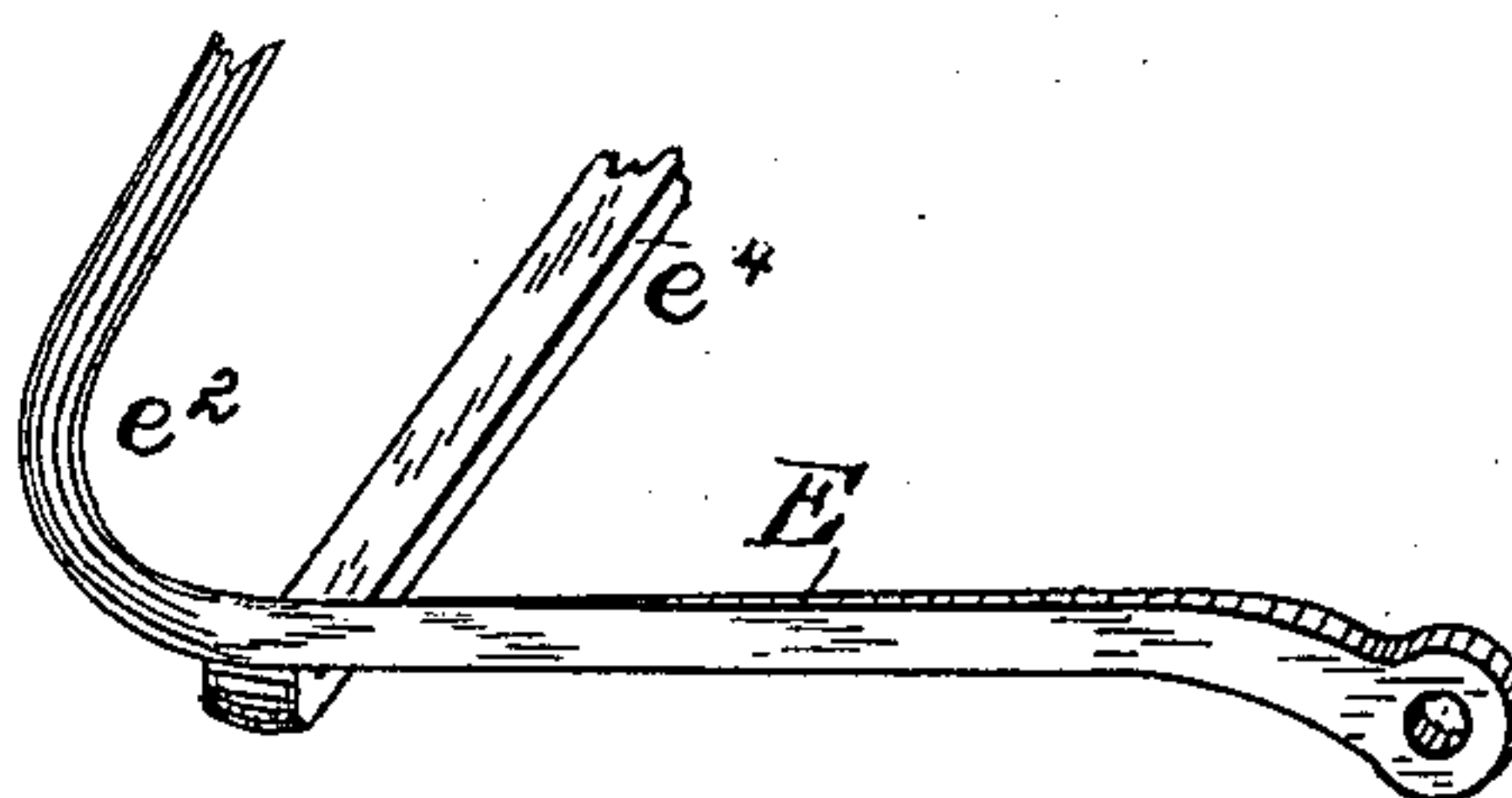
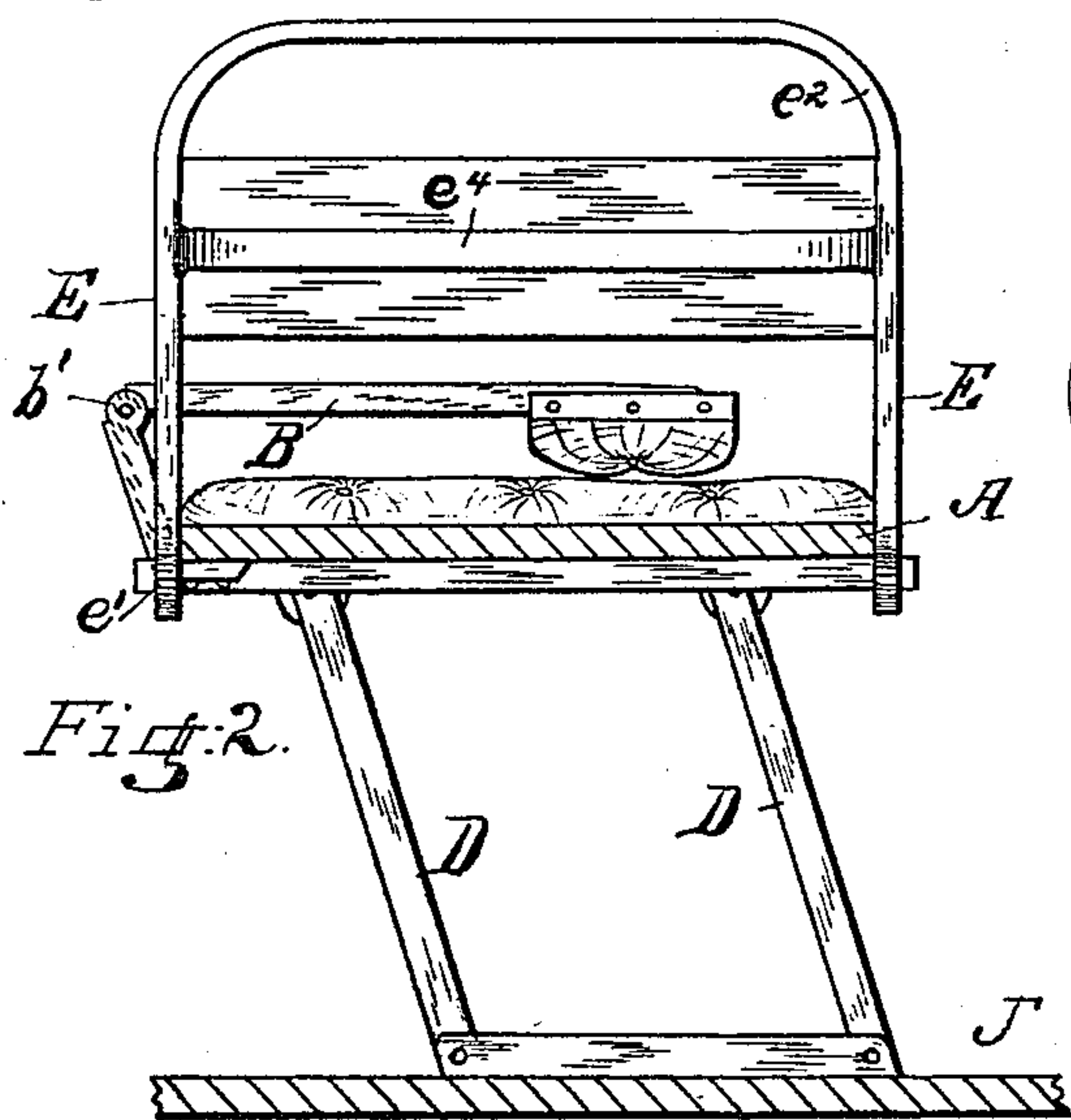


Fig. 2.



Witnesses:

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# UNITED STATES PATENT OFFICE.

CHARLES COMSTOCK, OF INDIANAPOLIS, INDIANA.

## JUMP-SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 449,095, dated March 24, 1891.

Application filed April 22, 1890. Serial No. 349,017. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES COMSTOCK, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Jump-Seats for Vehicles; and I do hereby 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.

This invention relates to improvements in jump-seats for vehicles, the object of the invention being to provide a jump-seat which shall be simple, durable, and cheap in construction, of sufficient length to overreach the bed, to give greater seating capacity, and whereby the cushioned part may be folded up sufficiently to permit of its being readily turned over between the sides of the body and beneath the next adjacent seat, as hereinafter clearly set forth.

With these objects in view my invention consists in the special construction and in the combination and arrangement of the several parts of the jump-seat, substantially as hereinafter described and claimed.

Figure 1 represents in perspective a jump-seat constructed in accordance with my invention, one end of said seat being shown as elevated to a vertical position; Fig. 2, an end view, and Fig. 3 an enlarged perspective detail, of one of the extension-frames.

In the drawings, A represents the usual base-board or bottom of the seat, B the back-supporting standards, and C the back, all of which may be of any suitable construction, the standards B being preferably in two parts each and hinged as shown at  $b'$ , Fig. 1.

The seat-bottom A, as shown, will be of a length slightly less than the interior width of the body of the vehicle, and will be supported at each end upon parallel legs D, pivoted to the seat-bottom, as clearly shown in Fig. 2, and to the bottom of the vehicle-bed, such construction permitting the seat to be moved forward and downward, so as to rest upon the bed-bottom in a horizontal position beneath the adjacent seat.

Pivoted at each end of the seat-bottom A

upon a pivot  $e'$ , extending, preferably, the full width of the seat-bottom, as clearly shown in Fig. 2, is a U-shaped frame E, constructed, preferably, from a single piece of bar-iron, the U-end of which is preferably bent upward, as at  $e^2$ , to form arm-rests at the end of the seat. This frame is pivoted at the front and rear sides of the seat-bottom, and is adapted to be swung upward to a vertical position and then over to the seat-bottom A, when it is desired to lower the seat, as shown in dotted lines, Fig. 2, and is made to extend, when in its normal or horizontal position, considerably beyond the sides of the body, to thereby extend the seating capacity of the seat A. When in a horizontal position, the U-shaped extension-frames E both rest upon stops or projections  $e^3$ , secured to the seat-bottom A, which stops support the frame. Each frame E is provided with a cross-bar  $e^4$ , which extends from one to the other side of said frame, and to this cross-bar is secured the board to which the cushion is fastened. In order to bring the top of the end cushions on a level with the cushion on the body of the seat, the cross-bars are projected down from the frame E a distance sufficient to allow for the thickness of the board and the cushion. This construction presents a level unbroken surface which is more comfortable to sit on and presents a more elegant appearance. If desired, the cushion might be secured directly to the cross-bar  $e^4$ .

The supporting-legs for the seat may be of any suitable construction, and therefore I do not desire to limit myself to the construction shown in the drawings.

The construction of jump-seat herein described renders the vehicle to which it is applied very convenient for travel for several reasons—*i. e.*, it gives greater seating capacity and more comfort than ordinary jump-seats, the size of the seat being greatly increased, as before described, and it may be quickly folded up and placed beneath the seat in front, thereby leaving the rear portion of the vehicle-body free and unobstructed for the carrying of merchandise or other articles.

I claim—

In a jump-seat for vehicles, the combina-

tion of the bottom A, supported upon pivoted legs, the U-shaped frames E, pivoted one to each end of the bottom A, to form an extension therefor, and having the outer portion  
5 bent up to form arm-rests  $e$ , the cross-bars  $e^4$ , secured to or formed integral with the U-frames E and extending in the direction of the width of the seat and projected down from the frame E to allow for the thickness

of the cushion, as shown, and the cushions 10 secured directly to said cross-bars, substantially as described.

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

CHARLES COMSTOCK.

Witnesses:

C. C. HUELL,

FRANK W. WARNER.