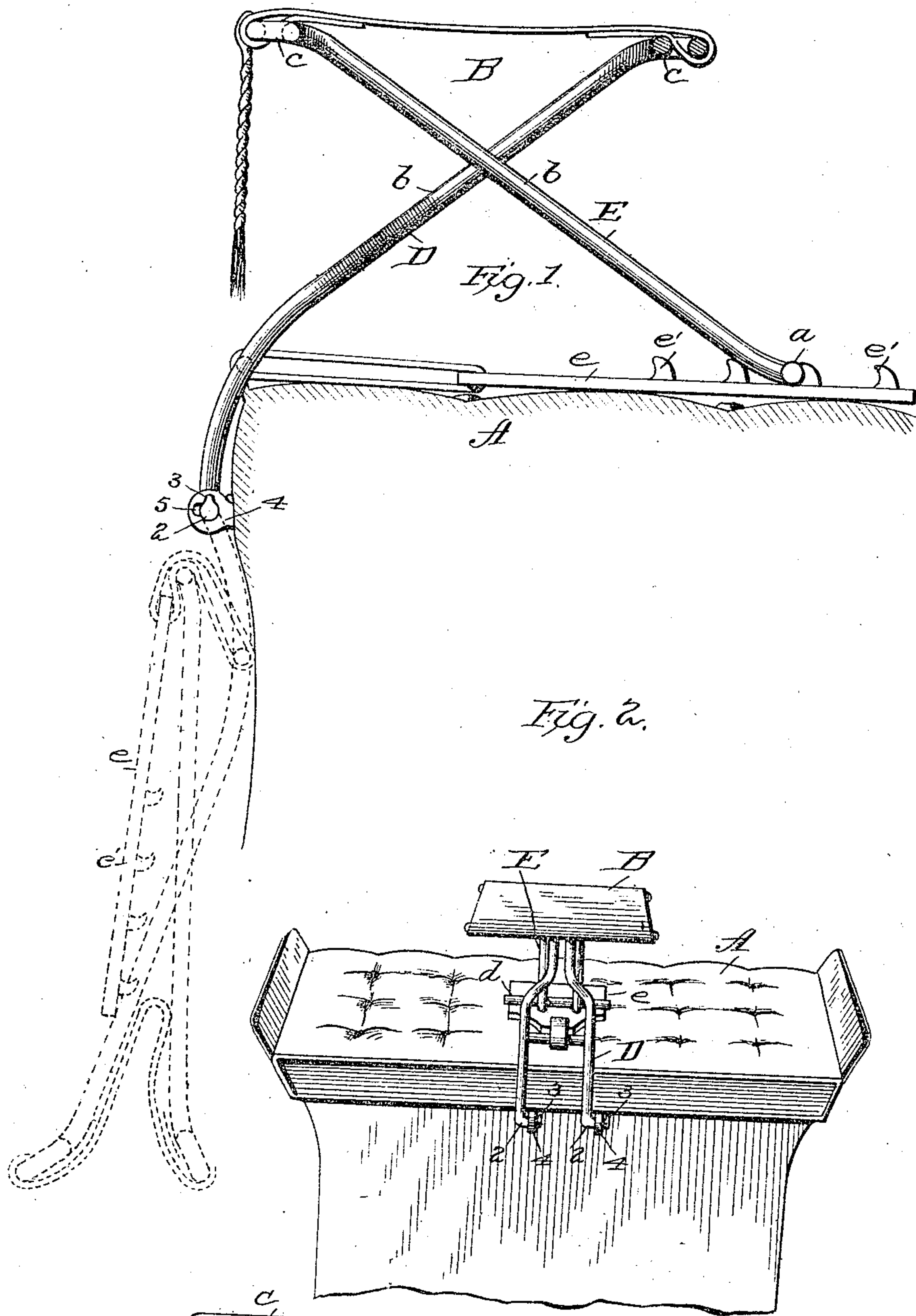


(No Model.)

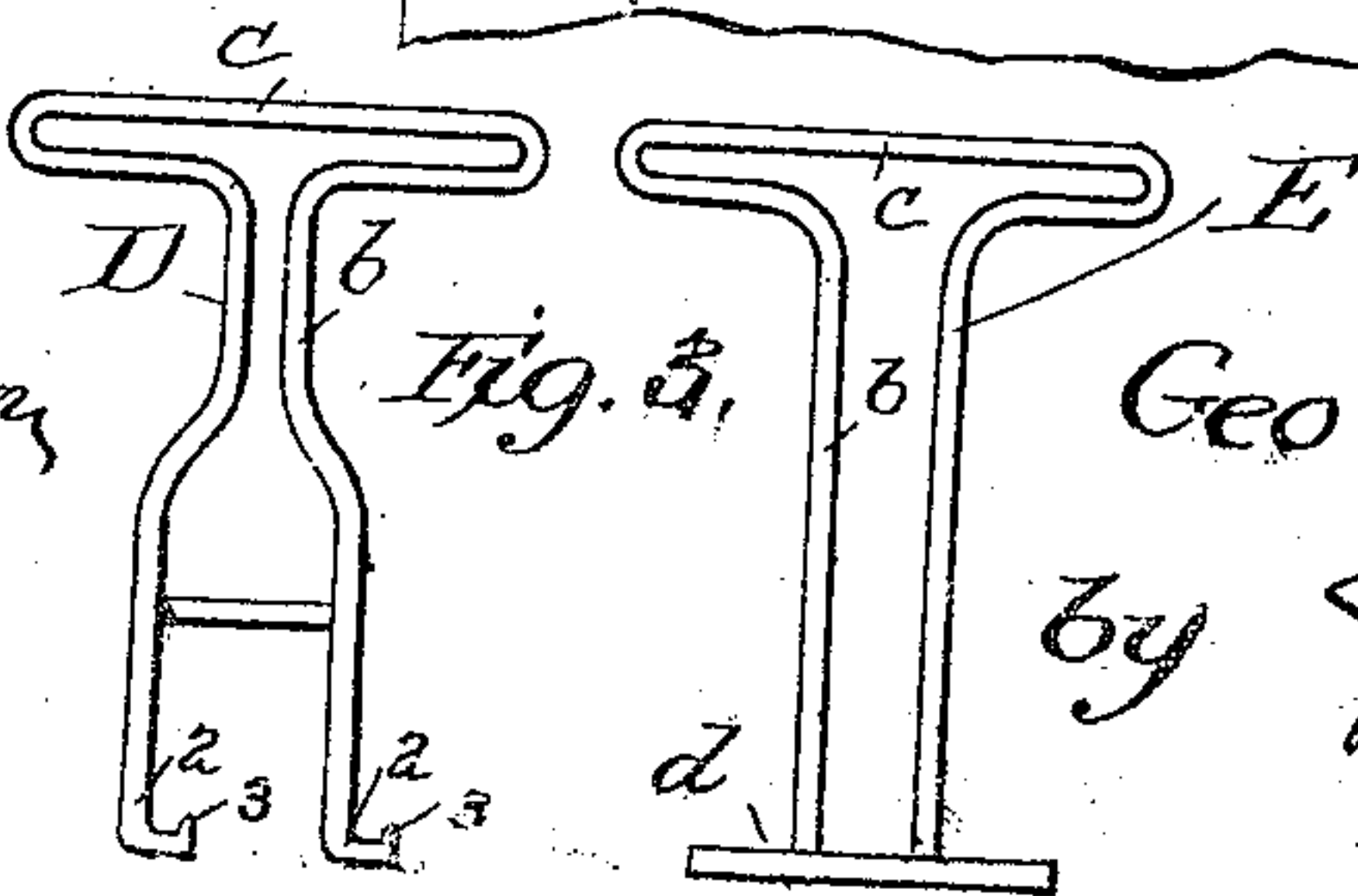
G. E. HATCH.  
VEHICLE SEAT.

No. 461,832.

Patented Oct. 27, 1891.



Attest  
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Atty.



# UNITED STATES PATENT OFFICE.

GEORGE E. HATCH, OF TALLMADGE, MICHIGAN.

## VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 461,832, dated October 27, 1891.

Application filed July 30, 1891. Serial No. 401,131. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE E. HATCH, a citizen of the United States of America, residing at Tallmadge, in the county of Ottawa and State of Michigan, have invented certain new and useful Improvements in Vehicle-Seats, of which the following is a specification.

It is the object of my invention to combine with the ordinary seat of a vehicle a supplemental seat of such a construction, and arrangement in relation to the main seat as will afford comfort and ease to the person occupying it, will take up practically no room on the main seat when in use, and which when not in use may be folded into compact space out of the way of the occupants of the vehicle.

My invention consists, broadly, in a supplemental seat arranged and supported over the main seat in such manner as to leave practically the full seating space of said main seat for use of the persons occupying it, the said supplemental seat being supported by a contracted or narrowed frame-work.

The invention further consists in the structure of the supplemental seat, whereby it may be folded, and to the manner of attaching it to the main seat, by which it may be folded out of the way when not in use.

In the accompanying drawings, which illustrate the invention, Figure 1 is a side elevation showing the main and supplemental seats in relation to each other. Fig. 2 is a front view, and Fig. 3 is a view of the supplemental seat-frames.

In the drawings, A represents the main seat, and B the supplemental seat. The supporting structure of the latter consists of two frames, each formed of a bar of metal bent so as to form the diagonal standards or legs *b* and the upper elongated loops *c*. Between these loops, which are made of a length corresponding to the desired width of the seat, the flexible cloth or carpet extends, passing over the loops beneath and then up through them, so that the ends of the cloth encircle the outer bars of the loops, and when secured to the main body of the cloth forms a strong and firm attachment. It will be noticed that the diagonal standards are formed by bringing the two sides of each bar near together and making them extend parallel with each other a certain distance and then flaring them

outwardly to make a firm and substantial support.

The standard of the frame-section D extends through the standard of the section E, and its sides bear on the interior of the sides of the other standard, and by contact form a pivotal connection. The lower end of the section E is formed with a loop or cross-bar *d* of sufficient width to afford a firm base, and between the flaring sides of the other standard a cross-bar extends, to which is attached one end of the band F, the other end of which is secured to the plate *e*, which holds the lower loop of the standard E. The purpose of this band and plate is to limit the spreading action of the lower ends of the standards and thus prevent collapsing of the seat when the weight of the person is upon it. The lower sides of the section D are flared outwardly and at their ends are bent to form pintles 2, which engage any suitable clips at the front of the main seat. The lower end of the section E is free from attachment, and by moving it toward the lower end of the other section the seat is folded. When the supplemental seat is in use, it extends over and rests upon the plate *e* on the top or cushion of the main seat from the front edge backward, and it is preferably arranged centrally of the main seat, and thus affords a seat for a third person intermediate of the two persons sitting upon the main seat. It will be particularly noticed that the seat-frames D E are specially formed to economize space and allow the persons on the main seat nearly the full amount of seating space, as said frames are formed contracted or of slight width in those portions below the seat-cloth, and in use the upper part of the supplemental seat will project laterally over the laps of the persons on the main seat, who will thus have the benefit of the whole seating-space beneath, with the exception of the few inches taken up by the contracted frame-work of the supplemental seat. The spring of the sides or bars forming the legs is sufficient to keep them in contact, and they pivot upon each other without additional means. After being folded the seat is turned down in front of the main seat, and is thus out of the way. It will be noticed that the cross bars or loops for the cloth are of the full width of the seat, while the stand-



ards or legs are formed by bringing the sides nearer together at their intermediate portion to secure the spring-contact above referred to and then spreading them at their lower ends again to form the base. Any suitable ornamental fringe may be attached to the front loop to depend therefrom.

The plate *e* has a series of studs *e'*, against which the cross-bar *d* may rest, and these allow for the adjustment of the seat. By the use of the plate the cushion is prevented from being worn.

The pintles 2 have studs 3, which bear against the sides of the eyes 4 and hold the seat-frame D in place, and in order to remove the entire supplemental seat it is only necessary to turn the frame D until the studs 3 register with the openings 5 in the eyes, and then by moving the frame laterally the pintles are withdrawn from the eyes and the seat thus removed.

Having thus described my invention, what I claim is—

1. In combination with the main seat, the supplemental seat comprising folding sections, one of said sections being pivotally connected to the front of the seat and the other extending over the seat to rest thereon, substantially as described.
2. In combination with the main seat, the supplemental seat extending over and above the same, the folding supporting-frame consisting of the two sections having contracted standard portions pivotally combined, and the lateral extensions at their upper ends, substantially as described.
3. In combination, the main seat, the supplemental seat, with a folding supporting frame-work pivoted to the front edge of the seat, and the folding-seat cloth supported by the folding frame-work, whereby the supplemental seat may be folded down against the main seat, substantially as described.
4. In combination, the main seat, the supplemental seat pivotally combined therewith and comprising two folding sections, with the seat proper permanently connected therewith, substantially as described.
5. The folding seat consisting of the two sections D E, having the cross bars or loops and the diagonal standard, each section being formed of a single bar bent substantially as described.
6. A folding seat consisting of the sections D E, having cross-bars for the cloth, the standards or legs formed of the sides, pivoted to each other by contact only, and the connection between the lower ends of the sections.
7. A folding seat consisting of the sections

D E, having the cross-loops for the cloth, and the standards or legs formed of the sides in spring-contact with each other, the said sides being continuations of the loops, substantially as described.

8. In combination, in a seat, the sections D E, each formed of a single piece of material bent to form the cross-bars for the cloth and the standards, one section having a loop or cross-bar at the lower end, and the means for connecting the loop with the other section, substantially as described.

9. In combination with the main seat, the supplemental seat formed of the sections D E, the cloth between the upper portions of the sections, one of said sections having pintles, and the clips forming pivotal bearings for said pintles.

10. In combination, in a folding seat, the standards formed of parallel sides, the said sides being continued laterally at their upper ends on each side to form the loops for the cloth.

11. In combination, the folding seat-frames having the contracted standard portions and the upper and lower lateral extensions, and the folding seat proper connected with the upper extensions, substantially as described.

12. In combination, the main seat, the supplemental seat supported thereby, and the movable plate *e*, upon which the seat-frame E rests, substantially as described.

13. In combination, the main seat, the supplemental seat pivoted to the main seat at the front thereof and adapted to fold, and the movable plate *e*, upon which the rear portion of the supplemental seat-frame rests, substantially as described.

14. In combination, the main seat, the folding supplemental seat attached thereto, and the plate *e*, having a series of studs to engage the lower portion of the seat-frame, substantially as described.

15. In combination, the main seat having the eyes 4 provided with openings, and the supplemental seat-frame having the pintles 2 bearing in said eyes, with the studs 3 adapted to the openings 5, substantially as described.

16. In combination, the main seat, the supplemental seat comprising a folding frame-work, and the plate *e*, connected therewith to fold with the frame-work, substantially as described.

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

GEO. E. HATCH.

Witnesses:

FRANK W. HINE,  
J. G. ALEXANDER.