(No Model.) 2 Sheets—Sheet 1.

G. H. HUTTON.

JUMP SEAT FOR VEHICLES.

No. 481,358. Patented Aug. 23, 1892.

Fig. 1.

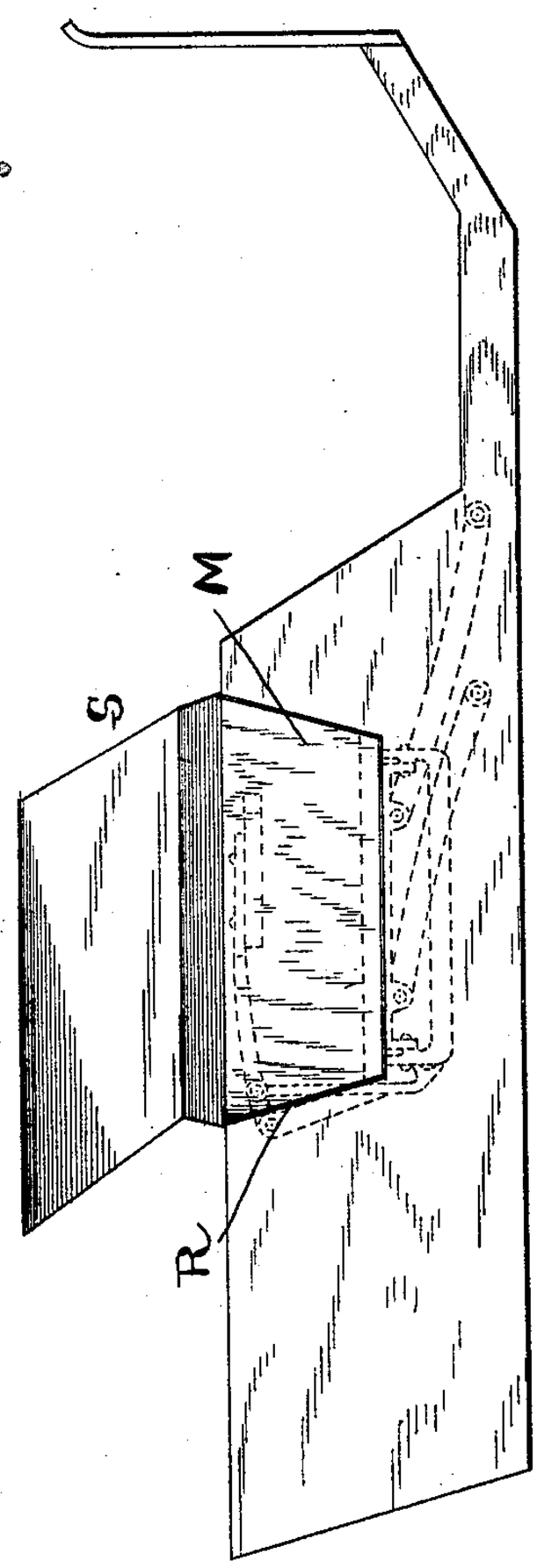
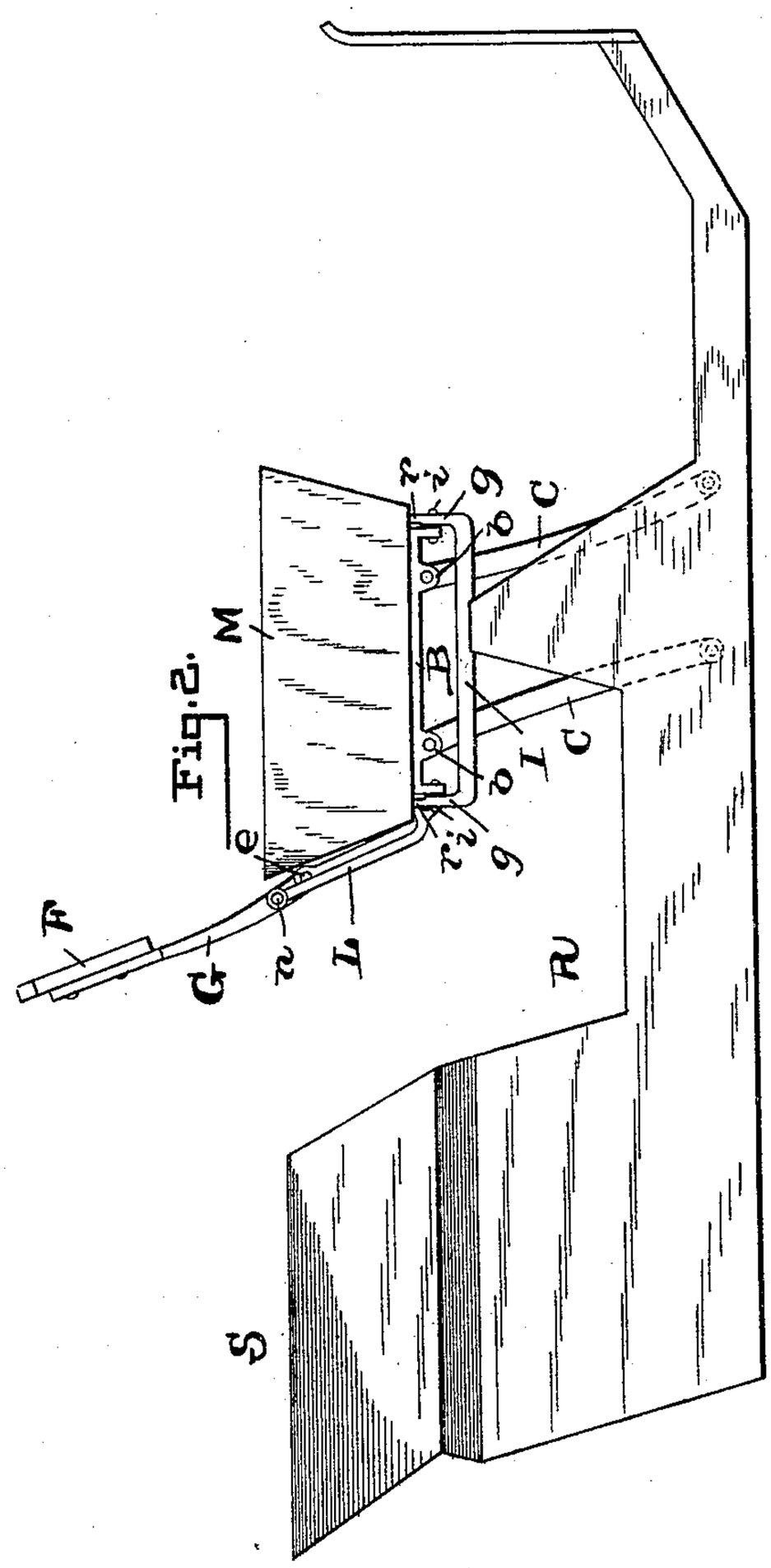


Fig. 2.



WITNESSES:——

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F. Parker Dana.

INVENTOR:——

Geo. H. Hutton,

By Chas B. Mann

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(No Model.) 2 Sheets—Sheet 2.

G. H. HUTTON.

JUMP SEAT FOR VEHICLES.

No. 481,358. Patented Aug. 23, 1892.

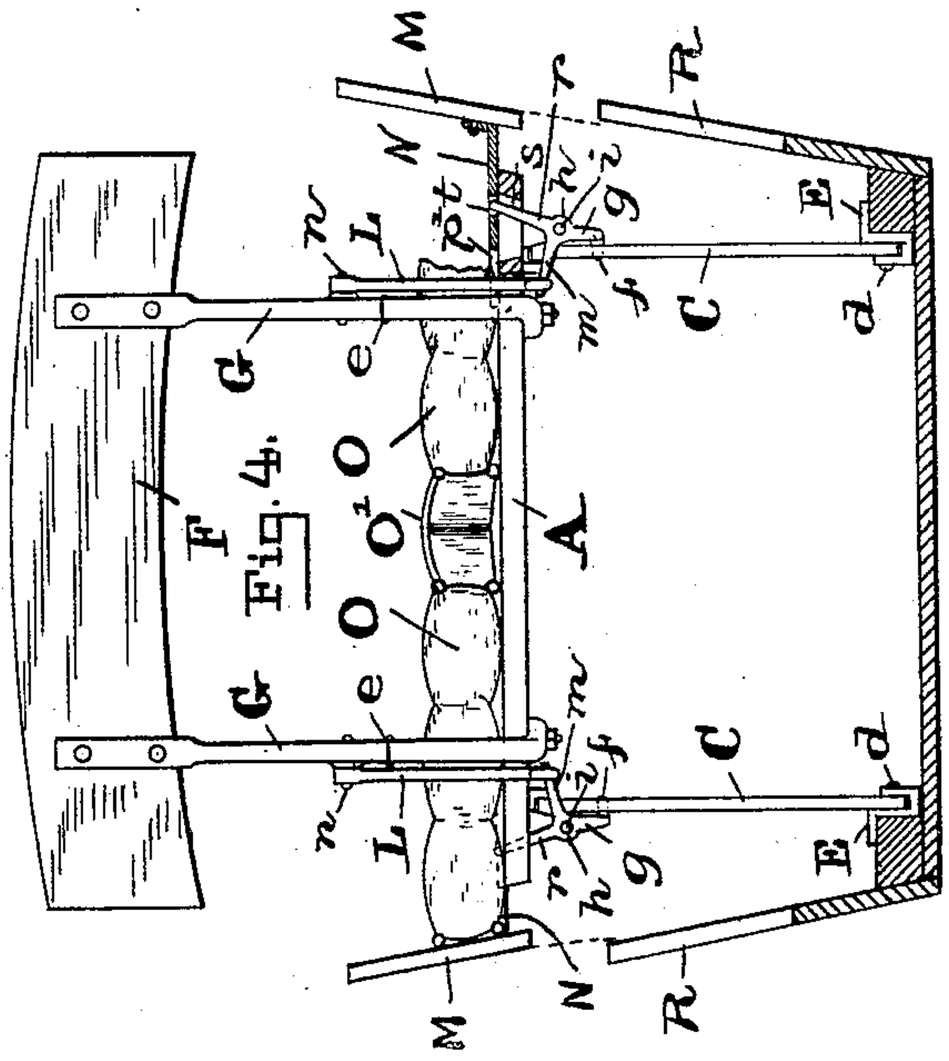

Fig. 4.

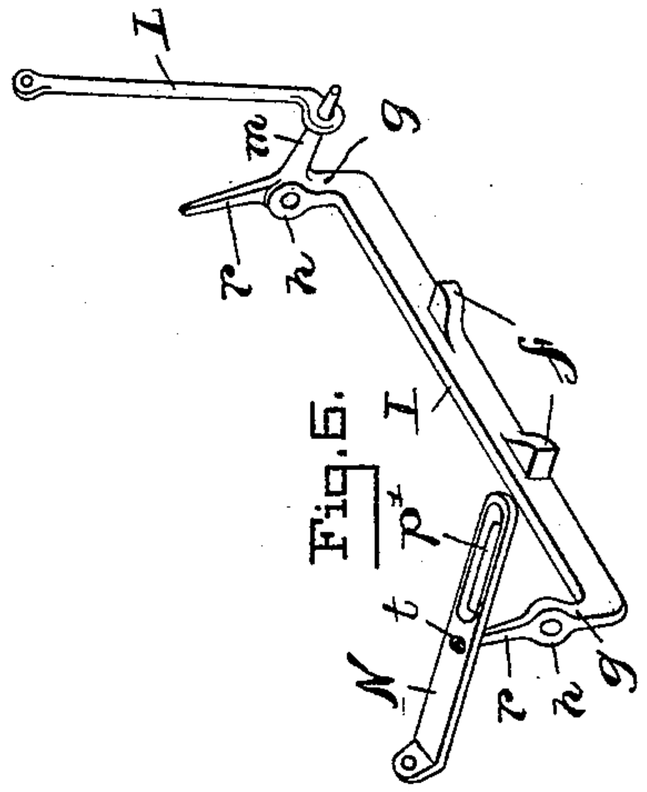

Fig. 6.

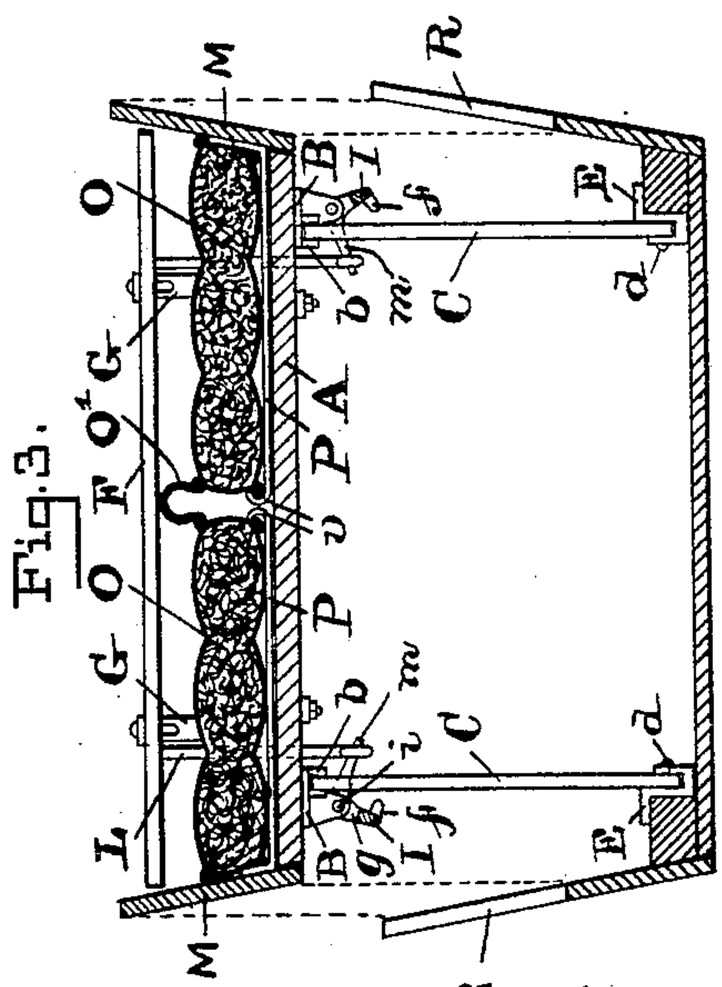

Fig. 3.

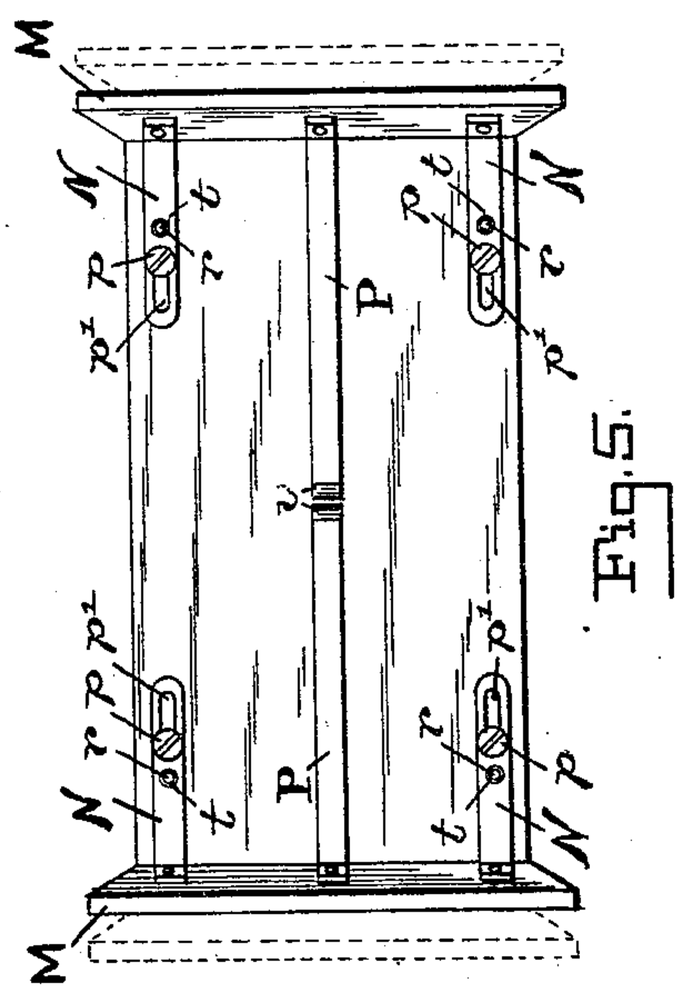

Fig. 5.

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UNITED STATES PATENT OFFICE.

GEORGE H. HUTTON, OF BALTIMORE, MARYLAND.

JUMP-SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 481,358, dated August 23, 1892.

Application filed April 23, 1892. Serial No. 430,327. (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 for Vehicles, of which the following is a specification.

This invention relates to improvements in jump-seat vehicles, the main object being to provide an improved construction for extending the sides of the front seat when the latter is brought to position for use and contracting said sides when the seat is folded down under the back seat, whereby said front seat may be made narrow enough to fit between the vehicle sides and also wide enough to accommodate two persons without crowding.

To this end the invention consists in the novel features of construction and combinations of parts hereinafter described.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 shows a side elevation of the vehicle-body with single-seat adjustment. Fig. 2 shows a similar view with double-seat adjustment. Fig. 3 shows a section of the vehicle-body and front seat raised, with the back folded down. Fig. 4 shows a rear elevation of said front seat with the back turned up and a section view of the vehicle-body. In this view one of the extension slide-arms is shown in section, as is also a portion of the seat. Fig. 5 shows a top view of the seat with the back removed. Fig. 6 shows a perspective view of one of the locking-irons, slide-arms, and connecting-rods.

The front 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 downward toward the seat, as shown in broken lines in Fig. 1. 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.

An iron I has stop-lugs *f* and at each end 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. Said iron has position on the outer side of the legs 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-lugs *f* will be in position to engage said legs, and thereby sustain the seat in its elevated position. When the pivoted iron swings away from the legs, the stop-lugs will be disengaged therefrom, and then the seat may by a backward and downward movement be lowered. When the front seat A is thus lowered, the seat-back F must be tilted forward, in order to allow the rear seat S 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 will swing outward away from the legs and disengage the stop-lugs *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*. All these parts thus far described are well known.

The front seat has inclined sides M, each of which has a pair of supporting-arms N connected rigidly to it and fitted to slide on the upper side of the seat and connected thereto by screws *p*, passing through slots *p'* in the arms and fastening in the seat. Said sides may be moved outward and inward to widen or contract the seat, and this movement is obtained, in combination with that of the back and locking-irons, as follows:

Each iron I has a pair of prongs *r* at its two opposite ends, projecting upward beyond the pivots *i* and extending approximately in the line on the upturns *g*, and thus at an angle to the lateral arm *m*. These prongs pass through slots *s* in the seat and engage loosely in openings *t* in the slide-arms N, which openings form sockets for the ends of said prongs. It will now be seen that upon raising up the back F, and thereby moving inward the irons

I and locking the legs C, the prongs *r* are at the same time thrown outward, being on the opposite side of the pivots *i*, and slide out the arms N, thus extending the sides M and widening the seat. Upon folding down said back and while the irons I move outward to release the legs the prongs *r* are moved inward and slide the arms N, thus drawing in the sides and contracting the seat to a width which will allow it to take position between the vehicle sides. The cushion for the front seat comprises two pieces O, connected by a bellows web O′. Sliding arms P are fastened to the middles of the sides M and extend nearly to the middle of the seat, resting on the top of the same. Their inner ends are formed into hooks *v* to take over the binding of the cushion-pieces, as shown in Fig. 3. It will be seen that with this construction the cushion-pieces will always be held against the sides M, and the cushion will be extended and contracted with the seat, the web O′ forming an extensible and collapsible bellows connection between them. The arms P will be of such a length that the cushion-pieces will be held tightly between the hooks *v* and sides M. When the sides are extended, it will be seen that each cushion-piece is afforded three supports—viz., the two slide-arms N and the middle arm P.

The cut-out spaces R in the sides of the vehicle and the seat sides M have the same shape, and when the seat is folded down the said seat sides just fill said cut-out spaces, as seen in Fig. 1, and thus completely close up the vehicle sides for a single-seated adjustment, presenting a neat appearance and concealing the irons.

The back seat S has the ordinary construction in this class of vehicles, being supported on pivoted legs, which permit it to be jumped from one position to the other.

It will be seen that the construction for securing the extension of the front seat is simple and effective.

A vehicle jump-seat has heretofore been provided with extensible sides, which are operated by connection with swinging leg-locking irons. These irons have been located on the inner sides of the legs, and when they swing inward toward each other they unlock the legs, and when they swing outward away from each other they lock said legs. The inward and outward sliding of the arms which support the seat sides is obtained by link connections between said arms and the swinging irons.

The combination by which I secure the movement of the seat sides simultaneously with that of the locking-irons is much simpler. By locating the swinging irons on the outside of the legs and simply forming thereon prongs, which loosely engage the slide-arms that support the seat sides, I obtain the desired movement.

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

1. The combination of the seat, movable sides therefor supported by sliding arms N, which rest on the seat, pivoted legs supporting the seat, swinging irons I under the seat for locking the said pivoted legs and located on the outer sides of the latter, said irons provided with prongs *r*, projecting upward beyond the pivots of said swinging irons and loosely engaging the slide-arms which support the seat sides, and also having lateral arms *m*, a seat-back, jointed irons connecting said back with the seat, and rods connecting said jointed irons and the lateral arms of the swinging leg-locking irons.

2. A jump-seat for vehicles having extensible sides and extensible cushions connected to said sides.

3. The combination of the seat, extensible sides therefor supported by slide-arms resting on the seat, and an extensible cushion connected to said slide-arms.

4. The combination of the seat, extensible sides therefor having slide-arms connected to them and resting on the upper side of the seat, said arms having hooks formed at the ends, and cushion-pieces joined by a flexible web and engaged by said hooks, substantially in the manner and for the purpose described.

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

GEORGE H. HUTTON.

Witnesses:

F. PARKER DAVIS,

JNO. T. MADDOX.