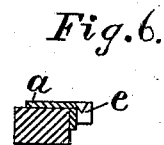
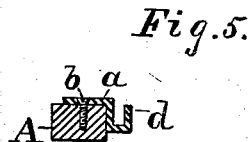
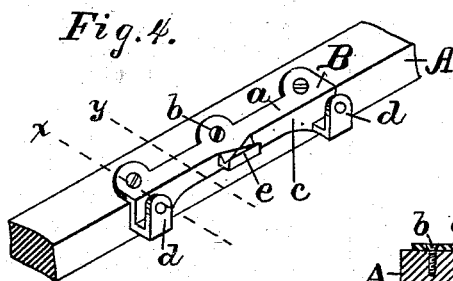
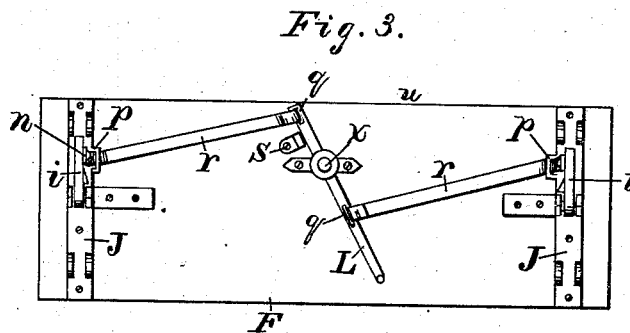
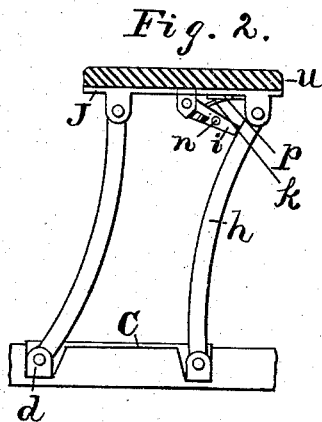
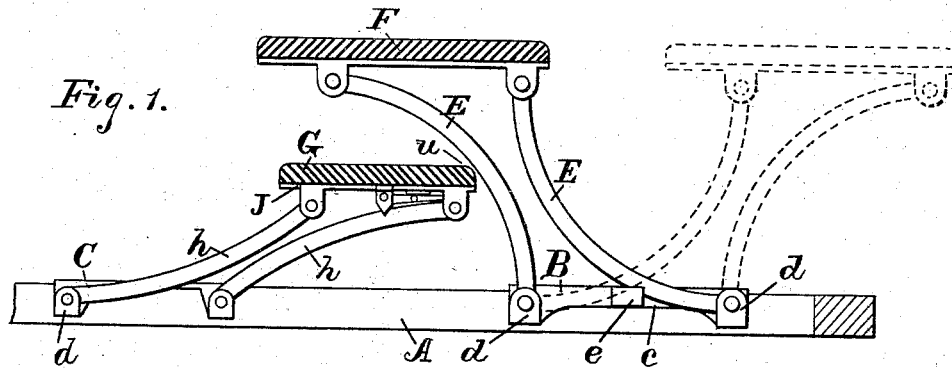


(No Model.)

G. H. HUTTON.
JUMP SEAT.

No. 263,910.

Patented Sept. 5, 1882.



Witnesses:
A. C. Eader
John E. Morris

Inventor:
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Chas B. Mann

UNITED STATES PATENT OFFICE.

GEORGE H. HUTTON, OF BALTIMORE, MARYLAND.

JUMP-SEAT.

SPECIFICATION forming part of Letters Patent No. 263,910, dated September 5, 1882.

Application filed June 5, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. HUTTON, a citizen of the United States of America, 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, reference being had therein to the accompanying drawings.

My invention relates to certain improvements in the construction of that class of adjustable seats for carriages and wagons known as "jump-seats."

The parts will first be described, and the invention will then be distinctly claimed.

In the drawings hereto annexed, Figure 1 is a view showing that when tilted back the front seat does not pass between the standards on the two opposite ends of the rear seat, but has position in front of and extending across the rear standards. Fig. 2 shows the position of the pivoted stop-brace on the front seat. Fig. 3 is a bottom view of the front seat. Fig. 4 is a view of the rear sill-plate. Figs. 5 and 6 are cross-sections of same.

The letter A designates the frame of the carriage-body, whereon the sill-plates B C set, which support the seats. The sill-plate B for the rear seat is specially constructed to afford certain advantages. It consists of a horizontal side, *a*, to rest upon the top surface of the frame, and this top side is provided with screw-holes, through which screws *b* enter vertically down into the frame. A downward-projecting side, *c*, is at a right angle to and integral with the horizontal side, and has at each end an ear, *d*, to which the curved standards E are jointed. A supporting-rest, *e*, projects laterally from the downward side and serves to sustain either one of the curved standards. A feature in this sill-plate is that no part projects above the surface of the horizontal side *a*, the joint-ears and supporting-rest both being on the downward side *c*. This feature, besides rendering the iron sightly when in position on a carriage, has the advantage that ladies' dresses and other articles will not catch, as there is nothing to catch on. Furthermore, as the pivot-ears of the standards are at the side, the top side, *a*, is left entirely clear and without obstruction to the use of a screw-driver,

whereby the screws *b* may readily be entered downward.

The rear standards, E, are curved with special reference to two results: first, to set upon the low rest *e*, and thereby support the seat F, and, second, to provide room in front of said standards, so that when it is desired to adjust the rear seat to its forward position and above the front seat, G, the rear edge, *u*, of the said front seat may extend across the forward-leaning standards, as seen in Fig. 1, the front seat being entirely under the rear seat, whereby the front seat may be as long as the rear seat, or much longer than is possible as commonly arranged—namely, for its ends to pass between the standards on the two opposite ends of the rear seat.

The front seat, G, is supported on pivoted standards *h* to a sill-plate, C, having joint-ears similar to those just described for the rear standards, but without a supporting-rest. A stop-brace, *i*, is pivoted to the top plate, J, and its free end bears against the standard, and thereby holds up the seats. The top brace closes up against the plate J, and its end is thereby removed from contact with the standard, and in this position the first seat may be pushed back and down, as seen in Fig. 1. A button or hook, *n*, is attached to the inner side of the brace. A spring, *k*, fastened to the top plate and bearing against the brace *i*, serves to press the latter down to the position it occupies when its end bears against the standard. Upon the under side or bottom of the front seat a lever, L, is pivoted at *x*. A loop, *p*, is formed on the innermost edge of the top plate, and two slots, *q*, are on the lever, one at each side of its pivot. Two leather straps, *r*, are employed. A strap is made fast by one end in each of the slots on the lever, and the other end, which has a slit or hole in it, passes toward one end of the seat, while the other strap passes toward the other end of the seat. Each strap passes through the loop *p* on the top plate, and the slit or hole in the strap is slipped over the button or hook *n* on the top brace. A check-block, *s*, made fast to the seat, limits the movement of the lever. It will be seen that by turning the lever L on its pivot *x* each of the straps will draw on the stop-brace to which it is attached, and

thereby both stop-braces (one being at each end of the seat) will be drawn up or removed from contact with the standard *h*, and the said seat may then be pushed back and down, as in Fig. 1.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a jump-seat, the combination, with the seat and its curved standards, of a sill-plate, B, consisting of a horizontal side, *a*, provided with screw-holes, a right-angled downward-projecting side, *c*, provided thereon with side-projecting joint-ears *d* and a side-projecting supporting-rest, *e*, between the joint-ears, neither of which latter projects above the surface of the said horizontal side, as set forth.

2. In a jump-seat, the combination of the seat G, supported on the top plates, each provided on its innermost edge with a loop, *p*, the pivoted standards, a pivoted stop-brace, *i*, at each end of the seat, a lever, L, pivoted to the seat, and straps *r*, each of which passes through a loop on the top plate and connects one of the stop-braces with the lever, as set forth.

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

GEO. H. HUTTON.

Witnesses:

JOHN E. MORRIS,
JNO. T. MADDOX.