(No Model.)

2 Sheets—Sheet 1.

J. JACKSON.

JUMP SEAT CARRIAGE.

No. 265,606. Patented Oct. 10, 1882.

Fig. 1.

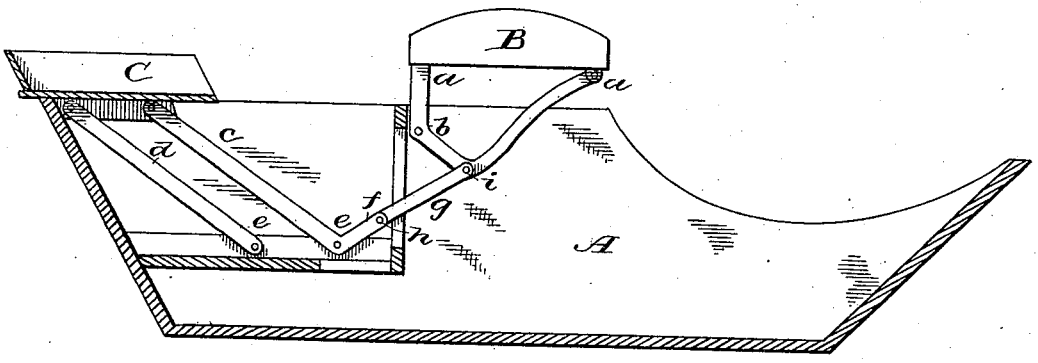
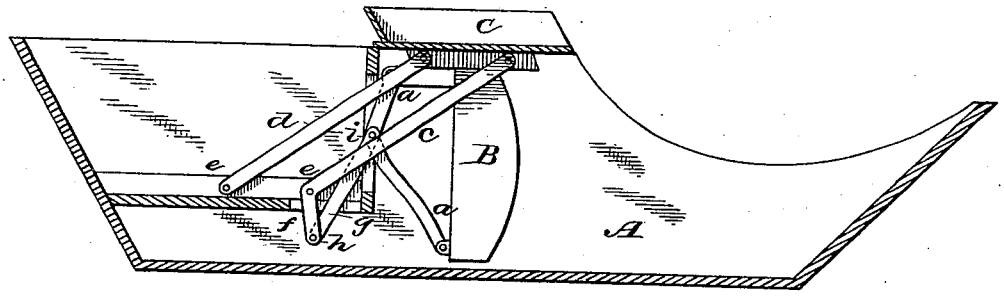


Fig. 2.



WITNESSES:

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Walter S. Dodge

INVENTOR:

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(No Model.) 2 Sheets—Sheet 2.

J. JACKSON.

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No. 265,606. Patented Oct. 10, 1882.

Fig. 3.

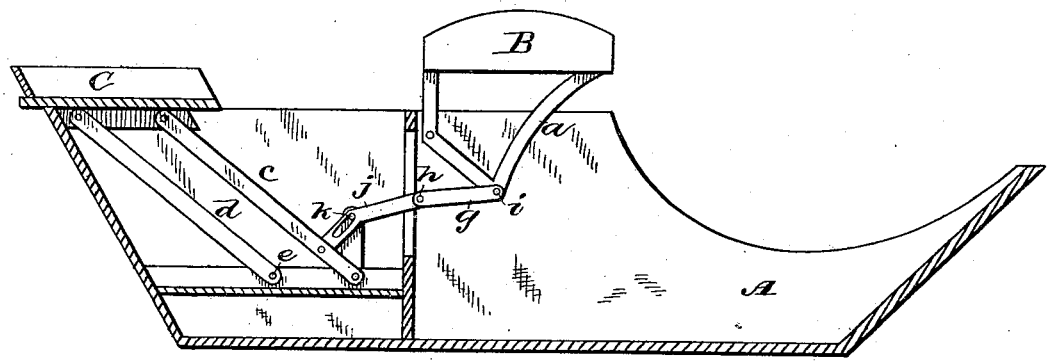
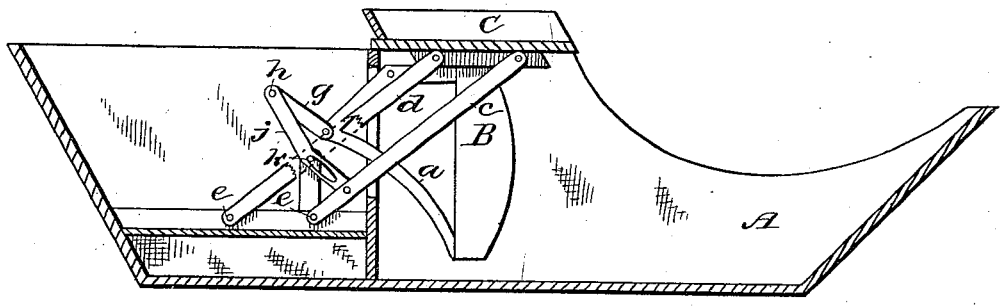


Fig. 4.



WITNESSES:

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INVENTOR:

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UNITED STATES PATENT OFFICE.

JOHIEL JACKSON, OF FORT ATKINSON, WISCONSIN, ASSIGNOR TO THE NORTHWESTERN MANUFACTURING COMPANY, OF SAME PLACE.

JUMP-SEAT CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 265,606, dated October 10, 1882.

Application filed August 17, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHIEL JACKSON, of Fort Atkinson, in the county of Jefferson and State of Wisconsin, have invented certain Improvements in Jump-Seat Carriages, of which the following is a specification.

My invention relates to shifting-seat or "jump-seat" vehicles; and the improvement consists in a novel construction and arrangement of parts, whereby the movement of one seat is caused to effect the simultaneous movement of the other, and whereby also the front seat is automatically locked in position without the use of special props or braces.

In the accompanying drawings, Figure 1 represents a longitudinal vertical section of a carriage provided with my improved shifting-seats, both seats being shown in position for use; Fig. 2, a similar view, but with the position of the seats changed; Figs. 3 and 4, like views of a slightly modified form of shifting device.

Hitherto many forms and constructions of shifting-seat irons or fittings have been produced or suggested, and in some instances the supports of the two seats have been so connected that the movement of one seat would cause the other seat to move in unison therewith.

My improvements relate to the latter class particularly, and are designed to obviate the necessity of special catches or fastenings to retain the seat in an elevated position, a result which I effect by a peculiar arrangement of the pivots of the intermediate connection between the front and back seat iron.

Referring again to the drawings, A represents a carriage-body, and B C, respectively, the front and back seats.

The forward seat, B, is provided with a frame or iron, *a*, at each end, pivoted at the rear side at *b*, so that it may fall forward and assume the position shown in Fig. 2, closing up the space beneath the rear seat, which at such time stands directly over it, as also shown in said figure, hiding the irons and presenting the appearance of a curtain or flap.

The rear seat, C, is supported by irons *c d*, both pivoted to the body A at their lower ends, as at *e*, and to the seat C at their upper ends, and arranged to swing back and forth about their pivots *e* in a vertical plane, to carry the seat forward or backward, as desired, the seat resting in either position upon the upper edges of the sides of the body A.

The iron *c*, at each end of the seat, is formed with an arm, *f*, projecting therefrom, which is connected with iron or frame *a* of the forward seat by a link, *g*, pivoted to arm *f* at *h* and to frame *a* at *i*. The angle at which arm *f* projects from bar or iron *c* is such that when the seats are in the position indicated in Fig. 1 the pivot *h* will be in line with or slightly above a plane passing through pivots *e* and *i*. Hence it will be seen that as the rear seat rests upon the body A, and consequently cannot move farther back, the seat B will be firmly supported by link *g*, which cannot press the arm *f* downward, because connected therewith above the line of pivots *e i*, and cannot raise the same, because bar *c* is held against further backward movement by the seat C.

It will thus be seen that when the seats are thrown to the position indicated in Fig. 1 the forward seat will be automatically and firmly locked in its elevated position without the aid of special or independent props or catches for that purpose.

When it is designed to shift the seats it is simply necessary to swing the rear seat upward and forward, whereupon the arm *f* will swing downward, drawing upon link *g* and turning down the seat B, as shown in Fig. 2, the rear seats resting upon the sides of the body directly over the seat B, as shown.

In Figs. 3 and 4 I have illustrated a slightly modified form of mechanism embodying the same principle; but I would here remark that the form above described is preferred. In this the seats B and C are respectively carried by irons *a* and bars or irons *c d*, as in the foregoing; but, instead of forming the arm *f* upon the bar or iron *c*, I make the same separate therefrom, in the form of a slotted link or bar, *j*, one end of which is jointed to iron *c* above its pivot and the other end connected to link *g* by pivot *h*, as in the preceding form. The bar or link *j* is bent or curved upward between its ends, as shown in Figs. 2 and 3, and slotted

to receive a stud or pin, *k*, which forms a pivot or fulcrum for the link, upon which said link both slides and turns. Under this construction and arrangement of parts the movements of the seats and their immediate supports are precisely the same as with the other form described, but the intermediate connections operate in a slightly different manner.

Assuming the seats to be in the position shown in Fig. 3 and the seat B to be raised and moved forward, it will be seen that link *j* first slides over the stud or pin *k*, its forward end swinging upward until the ends of its slot come to the stud or pin *k*, at which instant the lower end of said link is at its highest point, from which time the link, turning upon the pin or stud, swings backward, drawing with it the link *g* and throwing downward the forward seat, the slotted link *j* at the same time sliding upon the pin *k* to enable it to maintain its proper relation to the bar or iron *c*, with which, as above seen, it is connected.

In shifting back to the first position the action is simply reversed. In this, as in the preceding form, the former seat is sustained by reason of the rear seat being held against further backward movement, and the strain or pressure being applied at a point above the pivots or connections *e* and *i*, and the inability of the parts to move in that direction.

Other modifications of the same principle will readily suggest themselves to the skilled mechanic.

The length of arm *f* or link *j* and the relative movements of the parts is such that the front seat, when turned down, is caused to assume a vertical position, and thus to serve as a curtain or flap for the rear seat drawn forward. This feature is important, since it avoids the necessity of a curtain to the rear seat for this purpose, which curtain interferes with the convenient operation of the seats, and entirely conceals the mechanism from view from the front.

Having thus described my invention, what I claim is—

1. In combination with a front seat pivoted at its rear side to permit it to drop forward, a rear seat carried by pivoted supports arranged to swing in a vertical plane, and an intermediate link or connection between the supports of the front and rear seats, having a pivot above a line passing through the lower pivot of the rear-seat irons and the point of connection with the forward seat when the latter is raised, whereby the forward seat is automatically locked and held in its upright position without the aid of special locking devices.

2. In a jump-seat mechanism, the combination of a front-seat frame or iron pivoted at its rear, a rear-seat iron pivoted at its lower end, and a link or connection pivoted to the front-seat iron and connected with the rear-seat iron at a point in line with or slightly above a line passing through the pivot of the rear-seat iron and the point of connection with the forward seat.

3. In combination with the iron *c*, having bent or laterally-projecting arm *f*, the iron *a*, and link *g*, connecting iron *a* and arm *f*, as and for the purpose set forth.

4. The herein-described jump-seat mechanism, consisting of irons *c d*, the former having arm *f* pivoted at *e*, iron *a*, and link *g*, connected with iron *a* at point *i*, and with arm *f*, the latter point of connection being in line with or slightly above a line passing through pivots *e* and *i* when the front seat is elevated, whereby said front seat is held in an elevated position, substantially as shown and described.

5. In combination with seats B C, irons *a c d*, and link *g*, said parts being proportioned and arranged as shown and described, whereby the forward seat is caused to assume a vertical position beneath the rear seat when the latter is moved forward, and thereby to serve as a curtain or flap to said seat.

JOHIEL JACKSON.

Witnesses:
S. B. CORNELL,
D. BULLOCK.