(No Model.) 2 Sheets—Sheet 1.

G. H. HUTTON, Jr., & M. B. HUTTON.

JUMP SEAT.

No. 340,948. Patented Apr. 27, 1886.

Fig. 1.

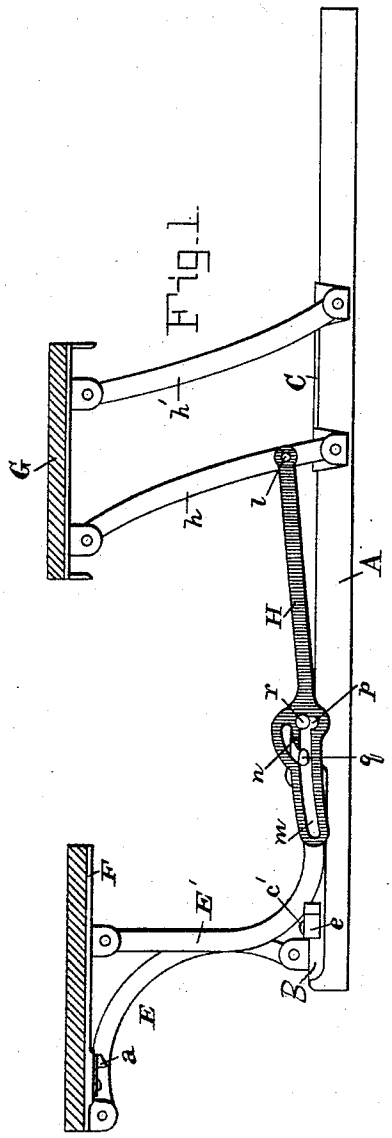
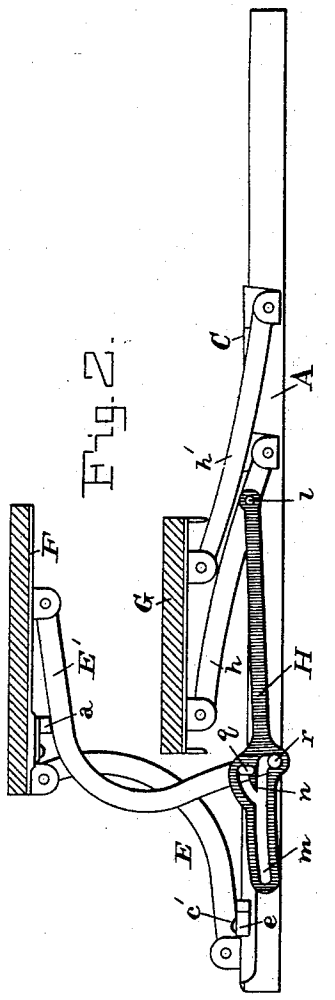


Fig. 2.



Witnesses:

A. C. Eader

John E. Morris

Inventors

Geo H. Hutton Jr

M. B. Hutton

By Chas B. Mann Attorney

N. PETERS. Photo-Lithographer, Washington, D. C.

(No Model.) 2 Sheets—Sheet 2.

G. H. HUTTON, Jr., & M. B. HUTTON.

JUMP SEAT.

No. 340,948. Patented Apr. 27, 1886.

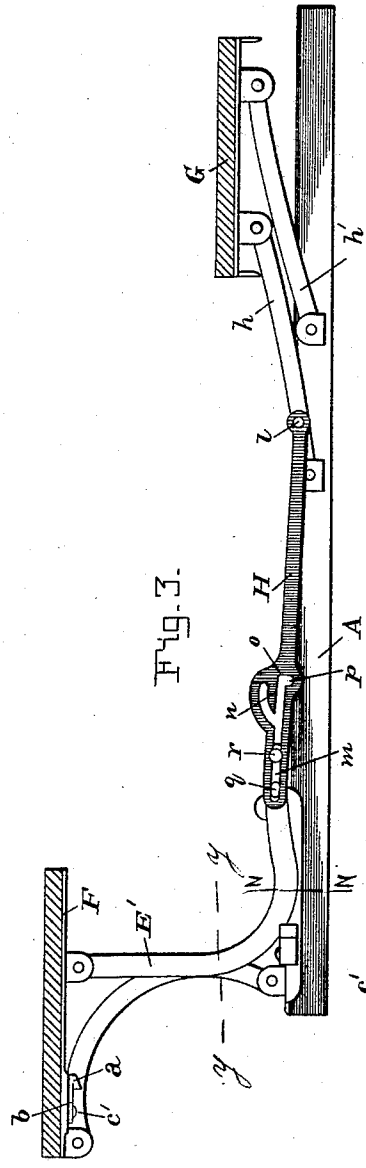


Fig. 3.

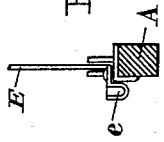


Fig. 5.

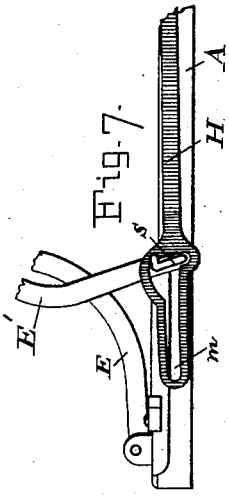


Fig. 7.

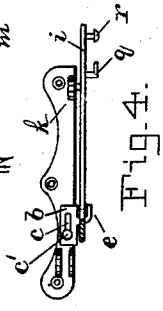


Fig. 4.

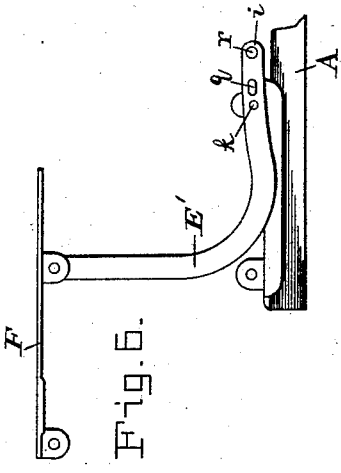


Fig. 6.

Witnesses:

A. C. Eader

John E. Morris

Inventors

Geo. H. Hutton Jr

M. B. Hutton

By Chas B. Mann

Attorney

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

GEORGE H. HUTTON, JR., AND MILLARD B. HUTTON, OF BALTIMORE, MD.

JUMP-SEAT.

SPECIFICATION forming part of Letters Patent No. 340,948, dated April 27, 1886.

Application filed February 24, 1886. Serial No. 192,984. (No model.)

To all whom it may concern:

Be it known that we, GEORGE H. HUTTON, Jr., and MILLARD B. HUTTON, citizens of the United States, 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.

Our invention relates to jump-seats for vehicles, and is illustrated in the accompanying drawings, in which—

Figure 1 is a side view of the two seats in the position they occupy when both are in use. Fig. 2 shows the position when only the rear seat is in use. Fig. 3 shows the position of the seats and the irons when the front seat is thrown forward. Fig. 4 is a plan view of the rear base-plate and one of its standards on the line *y y*, Fig. 3. Fig. 5 is a vertical section of the rear base-plate on the line *z z*, Fig. 3. Fig. 6 is a view of part of the rear-seat irons. Fig. 7 is a view of part of the rear-seat irons and connecting-bar, showing a modification in their construction.

The letter A designates the frame of a carriage-body, whereon set the sill-pieces B C, which support the seats. The top-plate, F, for the rear seat is supported on the two curved standards E E′. When the seat is in the back position, as seen in Fig. 1, the front standard, E′, is sustained on the supporting-rest *e*, which projects laterally from the sill-plate B. When the back seat is in the front position, as in Fig. 2, the front standard, E′, is sustained by the supporting-rest *a* on the top plate, F. Both of the supporting-rests *a* and *e* are cast separately, and consist of the base-plate which supports the standard, and has a shank, *b*, with a slot, *c*, in it. The shank has position on the sill-plate or top plate, as the case may be. Before the supporting-rest is finally secured it may be moved or adjusted toward or away from the front standard, E′, so as to bear on it at exactly the right point, and thereby give to the seat the position desired. A rivet, *c′*, is passed through the slot *c* in the shank and through a hole in the plate, and when the supporting-rest has been adjusted to suit, this rivet is hammered down and tightens the shank firmly to its position.

The front seat, G, is supported on pivoted standards *h h′* to the sill-plate C. These parts are described that the invention may be understood; but they form no part of the present invention, and may be of any suitable or well-known construction.

The front standard, E′, of the rear seat has its lower end projecting, as at *i*, beyond its pivot *k*. A bar, H, connects this projecting lower end, *i*, with the rear standard, *h*, of the front seat, and it is the special construction of this connecting-bar and its attaching-lugs on the said projecting lower end, *i*, that constitutes the present invention.

The connecting-bar H has at its front end only a pivot-hole, where the pivot *l* attaches it to the rear standard, *h*, of the front seat. At the rear end this bar has a slot, *m*, which extends in a direction lengthwise of the bar. The end of the slot nearest the front end of the bar has two branches, (see Figs. 1, 2, and 3,) which produce a rigid tongue, *n*, that separates the said branches. Thus the rear part of the slot is single, while the front part is branched. The lower branch forms a stop-shoulder, *o*, and an offsetting lock-notch, *p*. The projecting lower end, *i*, of the rear-seat standard has two lugs, (designated by *q* and *r*,) which are in substantially a straight line with the pivot *k* of the standard. These two lugs, as shown in the figures last named, and also in Figs. 4 and 6, have a space between them sufficient to receive the rigid tongue *n* on the connecting-bar. Thus arranged, the two lugs *q* and *r* may occupy the rear straight part of the slot, as in Fig. 3, or the two branches of the slot, as in Fig. 2.

The movements permissible and the effect of this construction are as follows: The two seats may take the position shown in Fig. 1, where the stop-shoulder *o* on the bar comes against one of the lugs, *r*, on the lower projecting end, and thereby the front seat is sustained up. The two seats may take the position shown in Fig. 2, where one of the lugs, *r*, occupies the lock-notch *p*, and thereby the rear seat is locked to its position and can be moved only by raising the front seat. The two seats may take the position shown in Fig. 3, where, the front seat being thrown forward, the two lugs occupy the rear straight part of the slot, thereby the rear seat is locked to its position.

The lug *q* has a lip, a side view of which is seen in Fig. 4. When the connecting-bar is placed on the lugs, the one with the lip is to be

partly turned, as in Fig. 2, so that the lip can take crosswise of the iron, and thereby the lip serves to hold the bar from coming off. The shape of the front end of the slot has been described as branched, or having two spread branches. Substantially the same effect of this provision may be produced by omitting the rigid tongue *n*, as shown in Fig. 7. Here a single lug, *s*, is shown; but it occupies a space on the projecting lower end, *i*, equal to the two lugs *q r*.

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

1. The combination of the standard *h* of the front seat, the standard E′ of the rear seat, having a projecting lower end, *i*, provided with two lugs, *q r*, and a connecting-bar, H, having at its front end a pivot-hole attached to the front-seat standard, and at its rear end a slot having two branches, each of which may be occupied by one of said two lugs, as set forth.

2. The combination of the standard *h* of the front seat, the standard E′ of the rear seat, having a projecting lower end, *i*, provided with two lugs, *q r*, and a connecting-bar, H, having at its front end a pivot-hole attached to the front-seat standard, and at its rear end a slot having two branches, and on the lower branch a stop-shoulder, *o*, and an offsetting lock-notch, *p*, as set forth.

3. The combination of the standard *h* of the front seat, the standard E′ of the rear seat, having a projecting lower end, *i*, provided with two lugs, *q r*, and a connecting-bar, H, having at its front end a pivot-hole attached to the front-seat standard, and at its rear end a slot having two branches, and a rigid tongue, *n*, separating the branches, as set forth.

In testimony whereof we affix our signatures in the presence of two witnesses.

GEO. H. HUTTON, JR.
MILLARD B. HUTTON.

Witnesses:
JOHN E. MORRIS,
JOHN T. MADDOX.