

J. FINNEGAN.
Jump-Seat for Carriages.

No. 226,053

Patented Mar. 30, 1880.

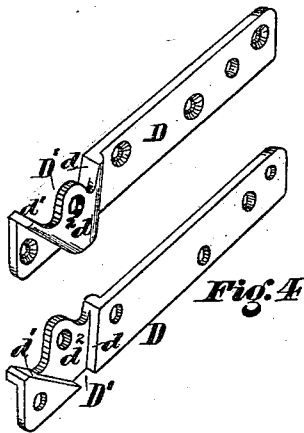


Fig. 4

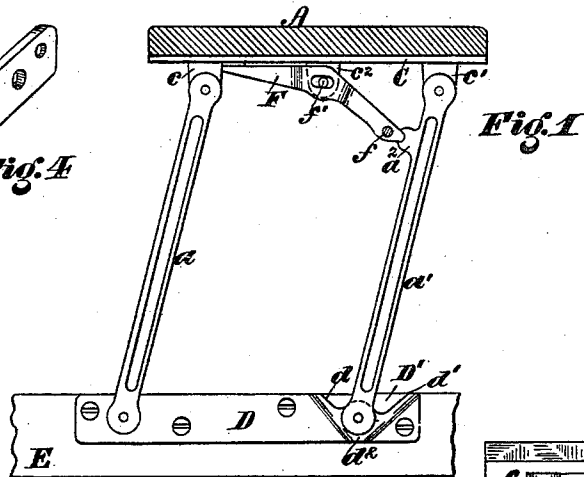


Fig. 1

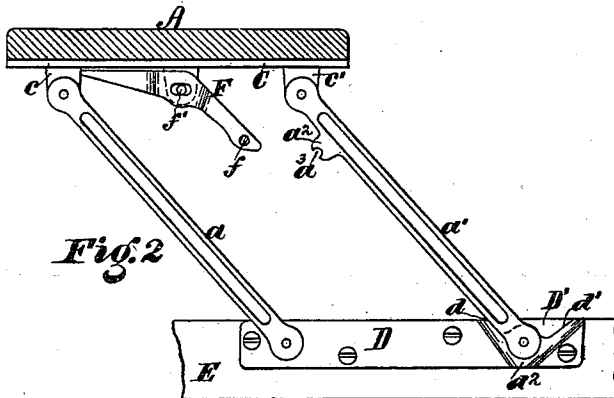


Fig. 2

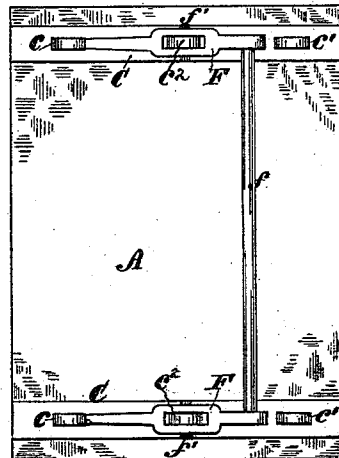


Fig. 5

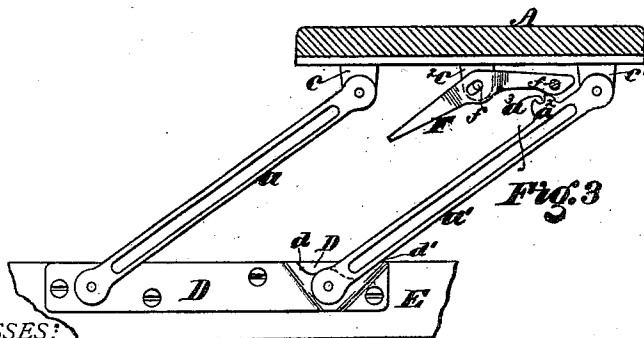


Fig. 3

WITNESSES:

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Jos. B. Connolly

INVENTOR,

John Finnegan,

By Connolly Bros. ATTORNEYS.

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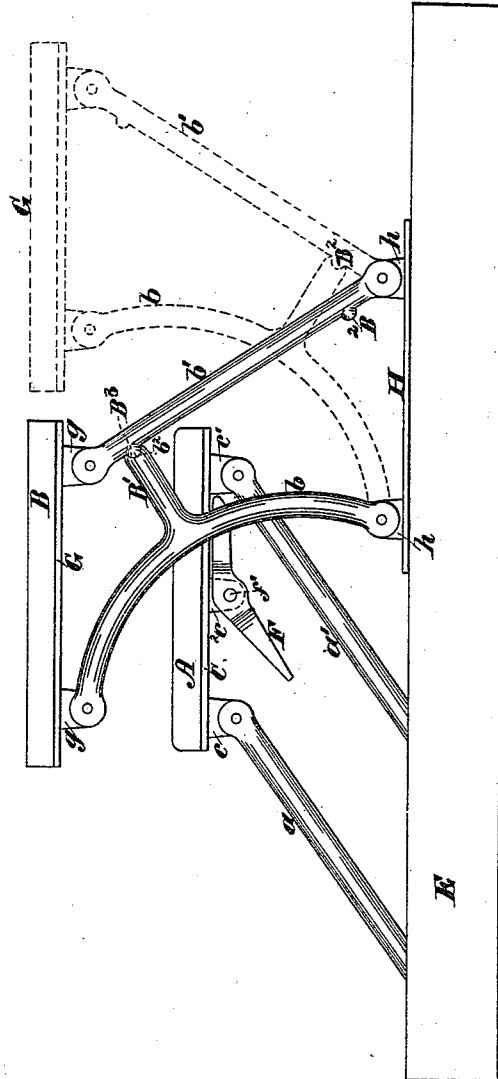


Fig. 6



Fig. 7

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UNITED STATES PATENT OFFICE.

JOHN FINNEGAN, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO
WILLIAM C. DICKEY, OF SAME PLACE.

JUMP-SEAT FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 226,053, dated March 30, 1880.

Application filed October 4, 1879.

To all whom it may concern:

Be it known that I, JOHN FINNEGAN, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Jump-
5 Seats for Carriages; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains
10 to make and use it, reference being had to the accompanying drawings, which form part of this specification, in which—

Figures 1, 2, and 3 are transverse vertical sections of the front seat, illustrating the different positions to which it may be adjusted;
15 Fig. 4, detail perspective. Fig. 5 is an inverted plan of the front seat. Fig. 6 is a side elevation of my improvements, and Fig. 7 is a detail section of one of the legs supporting the
20 seats.

My invention has for its object to provide a simple and effective construction and arrangement of the legs or supports of jump-seats, and also to maintain the necessary strength
25 required for the same while decreasing the weight.

My invention consists in the peculiar construction, arrangement, and combination of parts hereinafter set forth.

30 In the accompanying drawings, A designates the front and B the back seat. Said front seat is supported on two front legs, *a a*, and two rear legs, *a' a'*, while the back seat is supported on two front legs, *b b*, and two rear
35 legs, *b' b'*.

C C are plates fastened on the under side of the front seat parallel and close to the ends of said seat, and *D D* are plates fastened to the sills *E* of the carriage-body. The plates
40 *C* have each three depending lugs, *c c' c''*, the lugs *c c'* being at either end, and the lug *c''* being midway or about midway between them.

The legs *a a* are pivoted to the lugs *c c*, and the legs *a' a'* to the lugs *c' c'*, while weighted
45 or gravity levers *F F*, connected by a rod, *f*, are hung upon a pivot, *f'*, in each of the lugs *c''*.

Each of the plates *D D* is formed near its rear end with an offset, *D'*, the sides of which constitute inclined shoulders or stops *d d'*.

The lower extremities of the legs *a' a'* are pivoted to the cheeks *d''* of the offsets *D'*, while the lower extremities of the legs *a a* are pivoted to the plain forward end of the plates *D*. The legs *a' a'* are also formed with projections
55 *a''*, which constitute stops, said stops being notched, as shown at *a''*.

The ends or parts of the levers *F* adjacent to the rear legs, *a' a'*, are heavier than the forward sections of said levers, so that the latter will, by gravity, hang in the position shown
60 in Fig. 1, and thus automatically enter the notches *a''* in the stops *a''* when the front seat occupies the position illustrated in said figure, being that when intended to use two seats.

To throw the front seat against the dash-
65 board of the vehicle it is merely pushed forward until the front side of the legs *a' a'* meet the shoulders *d* of the offsets *D'*, this position being shown in Fig. 2, said shoulders operating
70 as stops and preventing the further inclination of said legs and the further forward movement of the seat *A*. To restore said seat to the position shown in Fig. 2 it is merely pushed back, the points of the levers *F* automatically entering the notches *a''* when the desired position has been attained and bracing
75 the seat in that position.

To throw the seat *A* into the position shown in Fig. 3, which is that it occupies when beneath the back seat, as shown in Fig. 6, the
80 levers *F* are lifted by taking hold of the rod *f* until the points of said levers clear the stops *a''*. The seat *A* is then pushed back until the back edges of the legs *a' a'* meet the shoulders
85 or stops *d'*.

It will be observed that the levers *F* are extended forward a sufficient distance to meet the lugs *c*, said lugs thus forming stops for said levers and relieving the strain on the pivots *f'*.
90

If desired, the openings in said levers for the passage of the rivets *f'* may be elongated slots, so as to wholly avoid any forward or backward strain on said pivots.

The back-seat legs *b b* are curved, as shown, each of said legs being provided with a rearwardly-projecting brace or stop, *B'*, notched at
95 *b''* to receive stops *B'' B'''* on the rear legs, *b'*.

When said back seat B occupies its rearmost position, or that in which it is fixed when the jump-seat is arranged to form two seats, the braces B' engage with the stops B². When
 5 the back seat is thrown forward and over the front seat the braces B' engage with the stops B³.

The extremities of the legs *b b'* are pivoted, as shown, to plates G and H, having depending lugs *g h*, and fastened to the seat B and
 10 sills E, respectively.

The legs *a a' b b'* have bifurcated ends to straddle the plates C D G H, and between their ends are grooved longitudinally or formed
 15 with ribs *x* on their inner sides, their outer sides being rounded. Said legs thus have the appearance externally and nearly or quite the strength of full round iron legs, while weighing considerably less than the latter.

20 What I claim as my invention is—

1. In combination with the plates C C, having depending lugs *c c'*, the gravity-levers F F, hung on the latter and extending forward to meet the lugs *c*, which act as stops to said
 25 levers, substantially as shown and described.

2. The combination of plates C C, having depending lugs *c c'*, and plates D D, with offsets D', with pivoted or swinging legs *a a'*, and gravity-levers F F, the several parts being constructed and arranged for operation, 30 substantially as shown and set forth.

3. In combination with the legs *b'*, the curved legs *b b*, having braces B' abutting against legs *b'* at different points, according to the position of the seat, substantially as shown and de- 35 scribed.

4. In combination with the curved legs *b b*, having projections or braces B', the legs *b' b'*, having stops B² B³, substantially as shown and described. 40

In testimony that I claim the foregoing I have hereunto set my hand this 14th day of May, 1878.

JOHN FINNEGAN.

Witnesses:

M. D. CONNOLLY,
 W. C. DICKEY,
 JNO. P. HARLAN.