

L. W. BLESSING.
Jump-Seats for Carriages.

No. 151,349.

Patented May 26, 1874.

Fig. 1

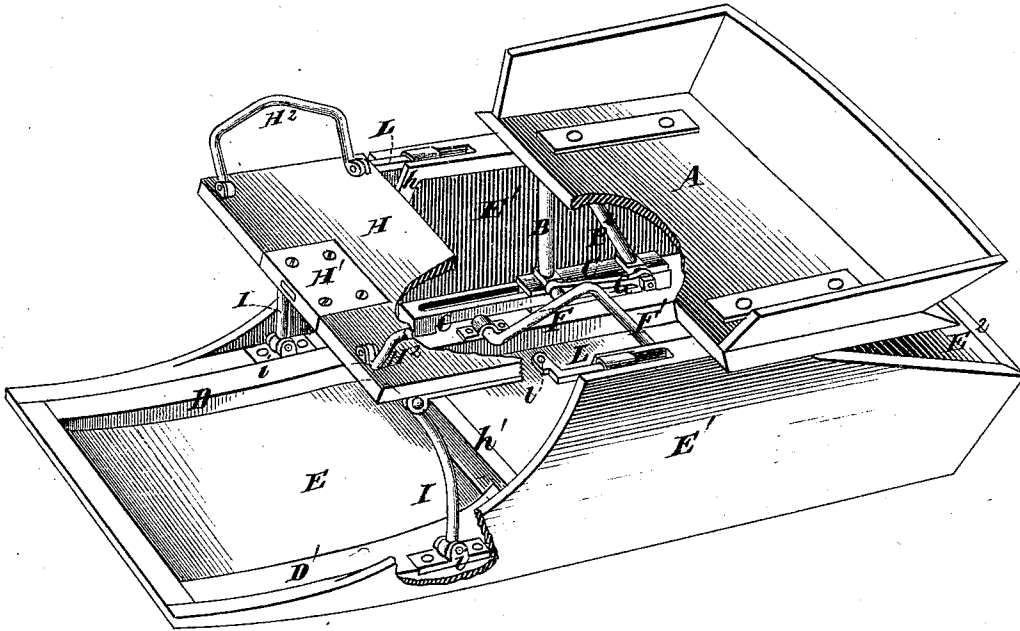
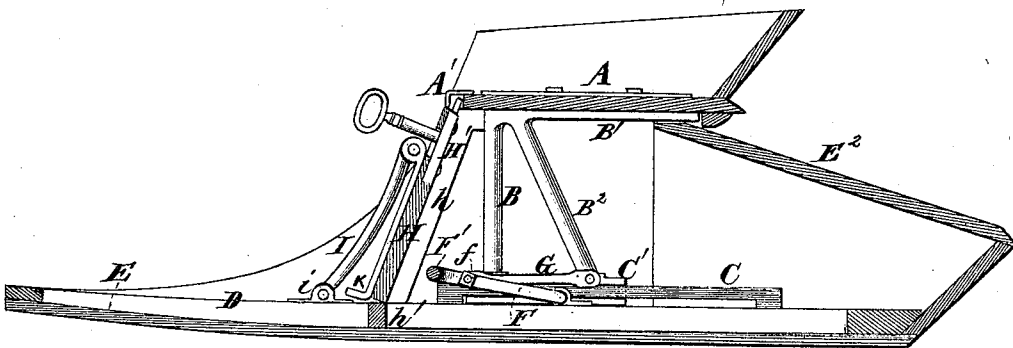


Fig. 2.



Witnesses.
A. Ruppert,
Wm. E. Schaffner.

Lewis W. Blessing
Inventor.
by P. Edw. C. Bils
His Att'y

UNITED STATES PATENT OFFICE.

LEWIS W. BLESSING, OF WILMINGTON, DELAWARE.

IMPROVEMENT IN JUMP-SEATS FOR CARRIAGES.

Specification forming part of Letters Patent No. 151,349, dated May 26, 1874; application filed April 27, 1874.

To all whom it may concern:

Be it known that I, LEWIS W. BLESSING, of Wilmington, in the county of New Castle and State of Delaware, have invented a certain Improvement in Jump-Seats for Vehicles, of which the following is a specification:

This invention relates to that class of wheeled vehicles the body of which is provided with a sliding and folding seat, so arranged that it may be converted from a single-seat to a double-seat vehicle, and vice versa.

My improvement consists, first, in carrying the sliding seat upon horizontal rearwardly-projecting arms of standards connected by slides to guides or ways upon the side sills of the body; second, in a mechanism for operating the sliding seat, consisting of two connected crank-arms pivoted to the sills, and two pitmen connecting the cranks to the respective sliding standards, the arrangement being such that the cranks and pitmen will be about in line horizontally, and thus lock the standards when the seat is arranged in either its extreme forward or extreme rearward position; third, in so constructing and arranging the folding seat that when folded it will form a panel or leaf, closing the front of the box portion of the body directly in front of the sliding seat, to which it can be locked; fourth, in the use, in connection with fixed hooks on the rear corners of the folding seat, of sliding bars on the side panels of the body, to which the folding seat can be hooked to sustain it properly in a horizontal position, and which may be projected more or less, to regulate the distance between the seats according to circumstances.

In the annexed drawings, Figure 1 is a perspective of a buggy provided with my improved sliding and folding seats, both in position, portions of both seats being broken away to better expose the mechanism for moving the sliding one. Fig. 2 is a vertical longitudinal section thereof, showing the arrangement of the parts when the body is used with only one seat.

The same letters of reference are used in both figures in the designation of identical parts.

The sliding seat A is firmly secured near either end upon the horizontal rearwardly-

projecting arms B¹ of two standards, B, which rise from ways or guides C, secured upon the respective side sills D and D' of the body E. The standards are fixed to slides C', suitably fitted to the guides C, and are strengthened by braces B², as shown. The seat A slides in contact with the top of the side panels E' of the body, but is not otherwise connected to them; and in sliding it back to its extreme rearward position the arms B¹ of its supporting-standards are projected and overhang the top panel E² of the body. The sliding seat is moved into either position by cranks F, pivoted to either sill of the body, and rigidly united by a connecting-rod, F', extending across from one to the other, and forming a suitable bail by which to turn the cranks, each of which has a wrist-pin, f, connected by a pitman, G, to another wrist-pin on the slide C'. The shifting of the sliding seat from one position into the other is accomplished by about a half-turn of the cranks, which stand in either position nearly horizontally, and about in line with the pitman, thus locking the seat, as it were. The folding seat H is permanently pivoted by links I to suitable bearings i on side sills of the body, and is also provided with hooks K, projecting from its rear corners, and adapted to hook into eyes l on bars L, which are arranged in suitable recesses or seat in the top of the side panels of the body, as shown in Fig. 1. These bars can be projected more or less, and the folding seat thus thrown forward more or less. The links permit the folding seat to be folded down against the bottom of the forward open-sided end of the body, so that ready access can be had to the rear seat. In converting the vehicle from a double-seated to a single-seated one, the folding seat is first unhooked and its supporting-bars L pushed into their seats; then the sliding seat is moved forward, and, finally, the other seat folded against the cleat h on the side panels, as shown in Fig. 2. The then upper edge of the folding seat will be directly under the forward edge of the sliding seat, and its lower edge rest on the cross-sill h' of the body.

By means of a lock, H', on the folding seat, and a corresponding keeper, A', on the sliding seat, the two can be locked together, the fold-

ing seat performing the office of a leaf, closing the box portion of the body. This construction and disposition admit of making the folding seat of the same, or very nearly the same, length as the sliding seat. Its end rails H² are made to fold as usual.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of the sliding seat A, standards B, having horizontal arms B¹, slides C', and guides C, substantially as specified.

2. The sliding standards of the seat A, in combination with the pitman G and crank F, substantially as and for the purpose specified.

3. The folding-seat H, hinged to links I, and provided with a lock, H', in combination with the sliding seat A, having a keeper, A', substantially as and for the purpose specified.

4. The folding seat H, carrying fixed hooks K, in combination with the adjustable sliding bars L, having eyes l, substantially as and for the purpose specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

Witnesses: LEWIS W. BLESSING.
EDMUND B. FRAZER,
CHAS. F. SMITH.