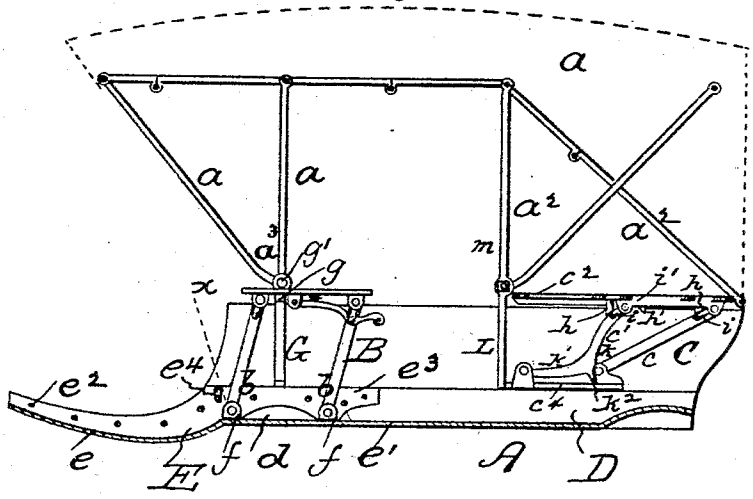
(No Model.) 2 Sheets—Sheet 1.

C. K. MELLINGER.

SHIFTING SEAT FOR VEHICLES.

No. 321,625. Patented July 7, 1885.

Fig. 1



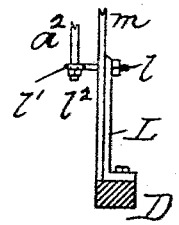


Fig. 2

Fig. 3

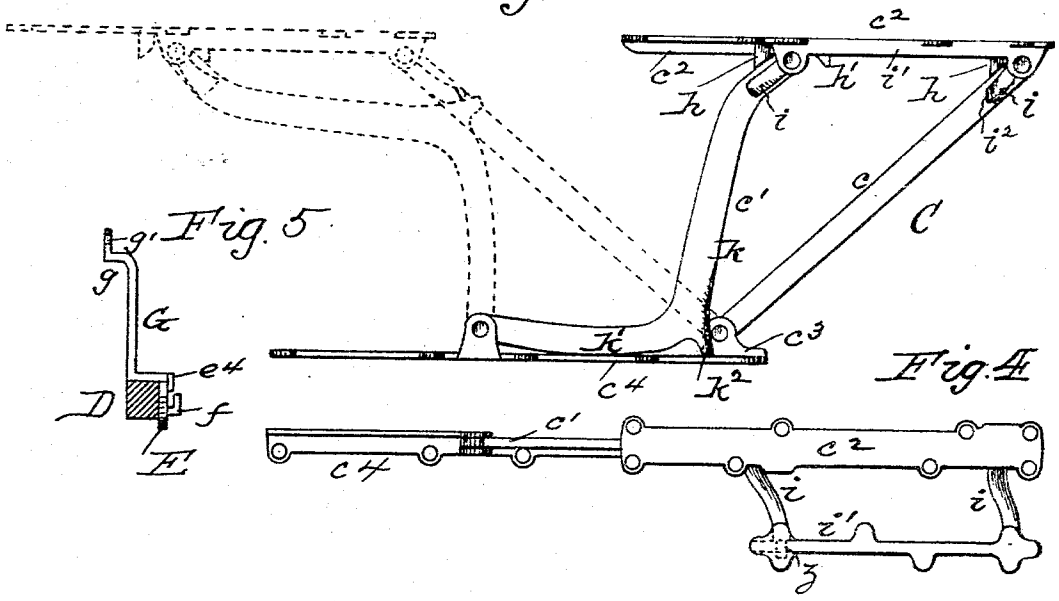


Fig. 5

Fig. 4

WITNESSES:

A. P. Burchell

Robert M. Neely

INVENTOR

C. K. Mellinger

By J. Vanstavoren

Attorney.

(No Model.) 2 Sheets—Sheet 2.

C. K. MELLINGER.

SHIFTING SEAT FOR VEHICLES.

No. 321,625. Patented July 7, 1885.

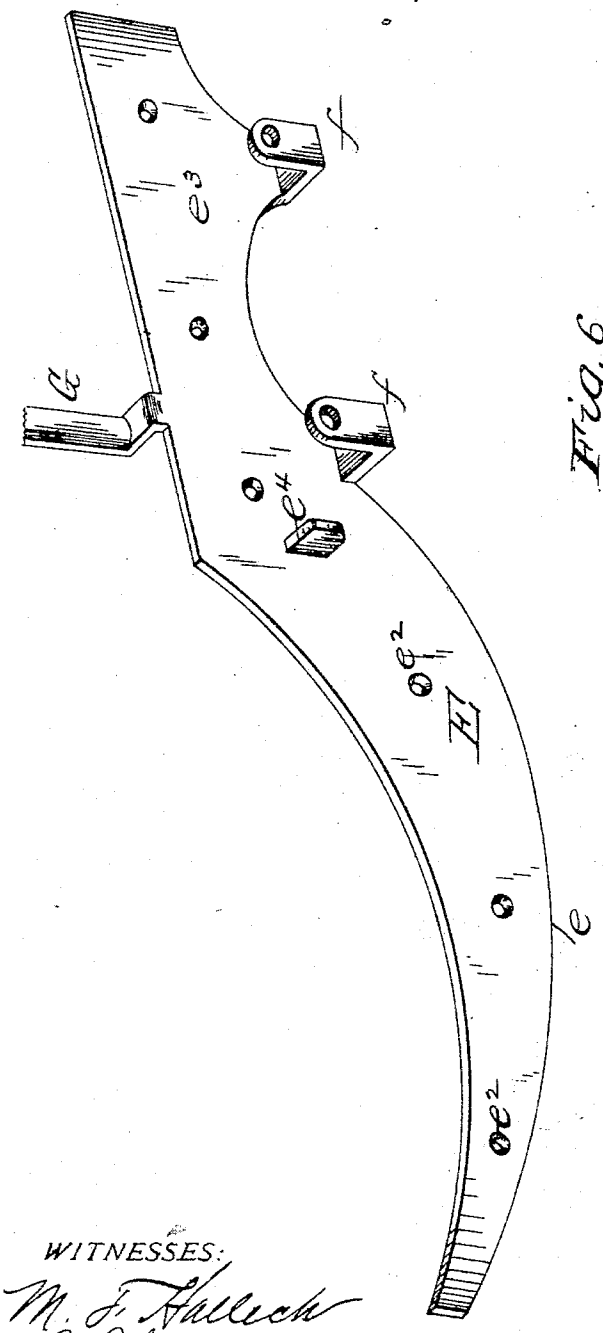


Fig. 6

WITNESSES:
M. F. Hallock
T. F. Holden.

INVENTOR,
C. K. Mellinger
By L. J. Van Staveren
ATTORNEY

BELL BROS., PHOTO-LITHOGRAPHERS, WASHINGTON, D.C.

UNITED STATES PATENT OFFICE.

CHRISTIAN K. MELLINGER, OF PHILADELPHIA, PENNSYLVANIA.

SHIFTING SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 321,625, dated July 7, 1885.

Application filed September 4, 1884. (No model.)

To all whom it may concern:

Be it known that I, CHRISTIAN K. MELLINGER, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Carriages, of which the following is a specification, reference being had therein to the accompanying drawings, wherein—

Figure 1 is a longitudinal section of a phaeton or carriage body embodying my improvements. Fig. 2 is a detail cross-section partly in elevation. Fig. 3 is an elevation of the rear jump-seat irons. Fig. 4 is a plan of same. Fig. 5 is an edge view of the metal sill-plate; and Fig. 6 is a perspective of the metal sill-plate, showing the integral door-post partly broken away.

My invention has relation to carriage-bodies, particularly to the phaeton form of same having jump-seat irons and an extension falling top; and it has for its object to provide an improved construction of sill-plates for supporting the forward part of the carriage floor or bottom, and to which is attached or pivoted the forward top irons or side bars, and the front jump-seat irons, to provide an improved construction of rear jump-seat irons, and a metal bracket for strengthening the rear door-posts, and for supporting the rear side bars or irons of the carriage-top.

My invention accordingly consists of the combination, construction, and arrangement of parts, as hereinafter described and claimed, having reference particularly to the provision, first, of metal sill-plates having a standard provided with a bearing for the pivotal connection of the forward top irons or side bars; second, of a standard for the rear door-post, and having an eye-bolt; and, third, of rear jump-seat irons having a secondary supporting-bar for the seat, and one or more stops for limiting the motion and supporting the irons in their different positions.

In the drawings, A represents a phaeton form of carriage-body having an extension falling top, *a*, and front and rear jump-seat irons, B and C, respectively. The top *a* may be of any suitable construction; but it is shown composed of forward side bars, *a'*, and rear bars, a^2.

To the forward ends, *d*, of the sill-rocker bars D are secured in any suitable manner metal sill plates E, suitably curved at *e*, or otherwise configured to conform to the shape designed for the forward part of the carriage floor or bottom *c'*. The curved parts *e* of the sill-plates E are provided with suitable screw-openings, e^2, for securing the forward parts of the body sides thereto. The rear or straight parts, e^3, of sill-plates E are provided with brackets or bearings *f*, to which are pivoted, as shown, the ends *b* of the front jump-seat irons, B. Said plates E also have stops e^4 for limiting the forward movement of the front jump-seat irons, as indicated by dotted lines *x*, Fig. 1. The provision of the stops e^4 enables the driver or other occupant of the front seat, while sitting thereon, to move it forward out of the line of the doorway to permit entrance to the rear part of the carriage.

The front jump-seat irons may be of any suitable construction; but I have illustrated that form of same shown and described in Letters Patent of the United States granted to me on the 27th day of August, A. D. 1878, No. 207,539.

To the upper edges of the sill-plates E are secured standards G, having bent upper ends, *g*, with eyes *g'* for pivotal or hinge connection with the top side bars, *a'*, as shown at a^3, Fig. 1. Each sill-plate E, and its lugs or brackets *f*, stop e^4, and standards G, are preferably all formed or cast in one piece, as shown; but they may be otherwise secured together, as desired; and these sill-plates E are provided to cheapen the cost of construction of the carriage-body, and also to make its forward end stronger and more durable than has been done by the form of sill-plates heretofore used.

The rear jump-seat irons, C, are each composed of a straight bar, *c*, a reverse or double curve, *c'*, a top plate, c^2, and a bottom plate, c^3, having horizontal flange c^4, with screw-openings for securing the irons C to the rockers D, and said plates and bars are joined together or pivoted to one another, as shown. The top plates c^2 have stops or limiting-studs *h* and *h'*, and the bars *c* and *c'* are, near their upper ends, provided with inside projecting curved arms *i*, the outer ends of which are pivoted or journaled, as indicated at *z*, Fig. 4, in con-

necting-rails i', which form secondary or additional supporting-rails for the rear seat. The rear curved arms, i, are made angular, as shown at i^2, at their junction with the straight bars c. At the outside junctions of the curved sides k k', composing the bars c', are studs k^2, which rest upon the flanges c^4 of bottom plates c^3 when the jump seat irons are in their normal or raised position, as shown in full lines, Fig. 3. In such position the upper parts of bars c' and c' bear against the stops h h, and the lower or curved sides of bars c' rest upon the flanges c^4 of bottom plates, c^3, as fully shown in said last-named figure. When, however, the irons C are moved beneath the front jump-seat, or to the position indicated by dotted lines in Fig. 3, the stops h' then bear against the upper part of the bars c', and studs k^2 of the latter impinge against one of the angular sides i^2 of the rear curved arms i on bars c, as indicated. In both of said described positions it will be noted, therefore, that the curved bars c' form the main supports for rear jump-seat.

L represents standards screwed to the rockers D and rear door-posts, m, having in their upper ends bolts l, with eyes l', for attachment of the ends of the top rear side bars, a^2, as shown more plainly at l^2, in Fig. 2.

What I claim is—

1. A metal sill-plate, E, for phaetons, composed of a front curved part, e, a rear straight part, e^3, and having door-post G and lugs f, substantially as and for the purpose set forth.

2. The metal sill-plate E, composed of forward curved part, e, and rear straight part, e^3, having door-post G, all formed integral, in combination with post L, having eye bolt l, substantially as and for the purpose set forth.

3. The combination, with sill-plates E, having curved ends e, integral posts G, lugs f, and stops e^4, of a jump-seat, B, substantially as shown and described.

4. The jump-seat iron C, composed of double-curved bar c', with stud k^2, arms i, having angle-stops i^2, plates c^2, having stops h h', and plates i' and c^4, as and for the purpose set forth.

5. In a jump-seat iron, C, the double or reversed curved bar c', and limiting-stops k^2, h, h', and i^2, substantially as shown and described.

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

CHRISTIAN K. MELLINGER.

Witnesses:
S. J. VAN STAVOREN,
CHAS. F. VAN HORN.