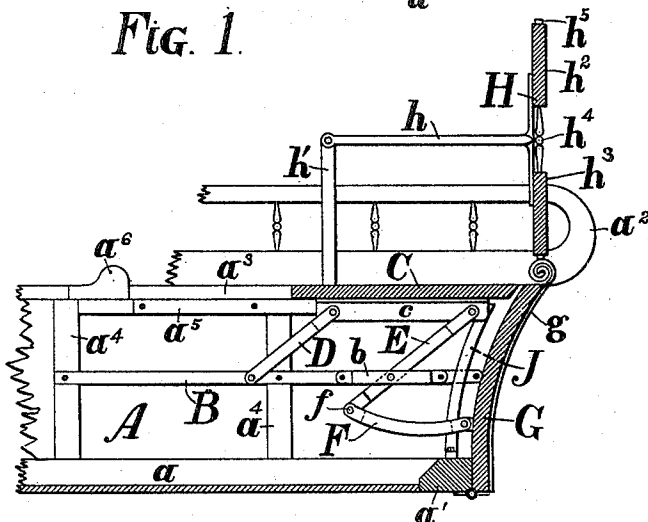
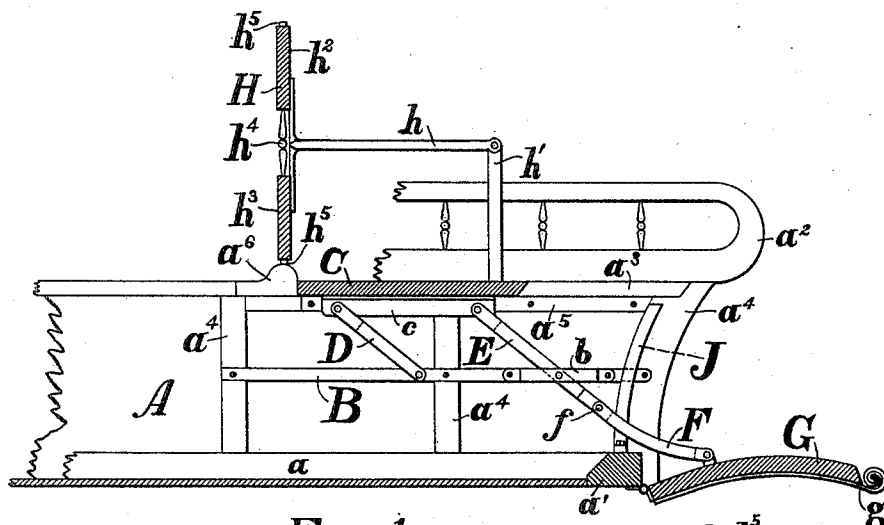


(No Model.)

A. L. & F. H. KNOBLAUGH.
JUMP SEAT FOR VEHICLES.

No. 581,739.

Patented May 4, 1897.



WITNESSES.

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UNITED STATES PATENT OFFICE.

AUGUSTUS L. KNOBLAUGH AND FRANKLYN H. KNOBLAUGH, OF CINCINNATI,
OHIO, ASSIGNORS OF ONE-THIRD TO JULIUS LANG, JR., OF SAME PLACE.

JUMP-SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 581,739, dated May 4, 1897.

Application filed November 18, 1895. Serial No. 569,282. (No model.)

To all whom it may concern:

Be it known that we, AUGUSTUS L. KNOBLAUGH and FRANKLYN H. KNOBLAUGH, citizens of the United States, and residents of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Jump-Seats for Vehicles, of which the following is a specification.

The object of our invention is to provide a movable rear seat for four-passenger vehicles which is easily operated by the tail-gate to bring it near the front seat when the occupants desire to ride back to back and to move it to the rear of the body when the tail-gate is closed to form an ordinary four-passenger vehicle.

The invention will be first fully described in connection with the accompanying drawings and then particularly referred to and pointed out in the claims.

Referring to the drawings, in which like parts are indicated by similar reference-letters wherever they occur throughout the various views, Figure 1 is a view in longitudinal vertical section of the rear part of the vehicle-body provided with our improvements, the tail-gate turned down and the rear seat and back in their forward position. Fig. 2 is a view similar to Fig. 1, but with the tail-gate closed and the rear seat and back changed to their rearward position. Fig. 3 is a detail view, in vertical transverse section, through the rear part of the body, with the seat at the highest point it assumes when passing from one position to the other.

The vehicle-body A may be of any approved construction. In the form shown it has concave sides and ends, the bottom being framed up of side sills a , end sills a' , top side rails a^2 , and angle-rails a^3 , the side sills a and angle-rails a^3 being framed together by vertical ribs a^4 .

The metal bars B are recessed into the ribs a^4 upon each side of the body and secured to the ribs by screws or any suitable means.

To the inner faces of the bars are secured metal straps or loops b . To the under side of the seat C are secured angle-bars c , the vertical webs of which bars pass between the bifurcated ends of the links D and levers E, and pivot-pins passing through the bifurcated

ends of the levers and the vertical webs of the angle-bars c couple the links, levers, and angle-bars together. The lower ends of the links D are pivoted to the metal bars B, and the levers E are passed between the bars and yokes b and fulcrumed upon pins which pass through the yokes, the levers, and the bars B.

F are yokes pivotally connected at their lower ends to the tail-gate G, their upper ends being bifurcated to receive the lower ends of the levers E, the links F and levers E being coupled by pins f .

To the inner edges of the sills a^3 are secured rub-irons a^5 , and the upper ends of the levers E contact with these bars so as to steady the movement of the levers E in whatever position the seat may be thrown by opening or closing the tail-gate. By this means the seat is guided in its movements from one position to the other and held rigidly in place against rattling.

The parts being in the position shown in Fig. 1, in which the body is arranged to form what is known as a "dos-à-dos trap," if it is desired to change the body to an ordinary four-passenger vehicle the tail-gate is closed. The operation of closing the tail-gate carries the seat to the position shown in Fig. 2, and the back H is then swung over on its pivot to the position shown in Fig. 2. The side arms h , which are secured to the back, are pivoted in the upper end of the uprights h' , which uprights are secured to the upper rails a^3 of the body. The back is preferably formed of two rails h^2 and h^3 , separated by a series of spindles h^4 . These rails may be upholstered in any suitable manner, and the edges of both rails h^2 and h^3 are provided with rubber buffers h^5 , those upon one rail resting upon metal projections a^6 , secured to the upper rail of the body when the back is thrown to the position shown in Fig. 1, and those upon the opposite rail resting upon the upper scroll ends of metal bars g , which serve as braces for the ends of the tail-gate G.

J is a metal U-shaped bar, the vertical arms of which are secured to the inside of the rear upright ribs a^4 , and the horizontal web extends across the bottom of the body.

What we claim as new, and desire to secure by Letters Patent, is—

1. The combination of the body, the seat-supports, the rail, B, secured to the sides of the body, the seat having secured to its under side angle-bars, the links, D, and levers, E, coupled to the said angle-bars at their upper ends and to the bar, B, and the links, F, coupled to the lower ends of the levers, E, and to the swinging tail-gate, whereby the seat is thrown from one position to the other
10 by the opening or closing of the tail-gate, substantially as shown and described.

2. The combination of the body, the seat adapted to be thrown and supported upon the upper rail thereof, rub-irons secured to the inner edges of said rails, longitudinal bars, B, having loops, b, secured to the vertical ribs of the body between the bottom sills and top

rails, the movable seat, the links, D, coupling the forward end of said seat to the bars, B, the levers, E, coupled at their upper ends to the rear of the seat, passing between the loops or straps, b, and fulcrumed in said loops, the lower end extending below the fulcrum-point, the swinging tail-gate, and the links, F, coupled to the lower ends of the levers, E, and the tail-gate, whereby the seat is jumped from one position to the other by the opening or closing of the tail-gate, substantially as shown and described.

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Witnesses:

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