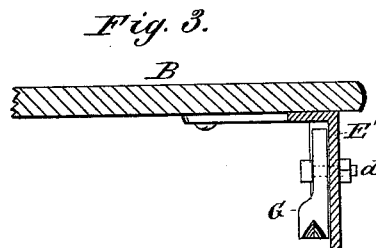
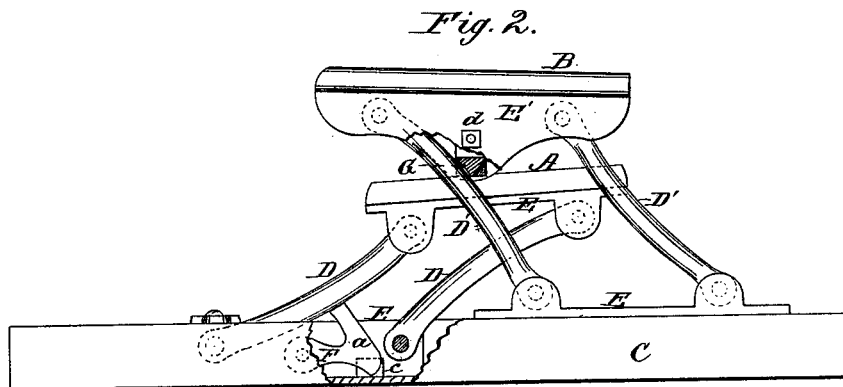
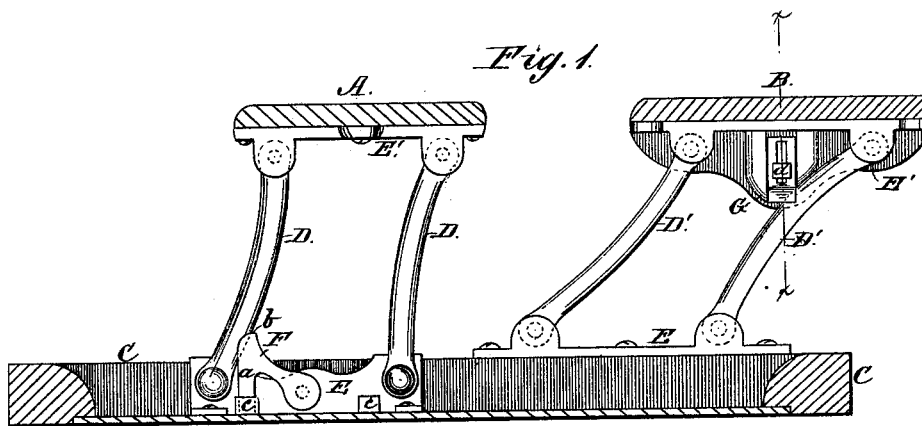


G. H. HUTTON.
Jump-Seat for Vehicles.

No. 218,272.

Patented Aug. 5, 1879.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE H. HUTTON, OF BOONSBOROUGH, MARYLAND.

IMPROVEMENT IN JUMP-SEATS FOR VEHICLES.

Specification forming part of Letters Patent No. **218,272**, dated August 5, 1879; application filed May 6, 1879.

To all whom it may concern:

Be it known that I, GEORGE H. HUTTON, of Boonsborough, in the county of Washington and State of Maryland, have invented a new and Improved Jump-Seat for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates, first, to an improved stop or locking device for supporting the pivoted or shifting seats of vehicles and holding them firmly when elevated, so that they shall have no swaying or lateral movement.

My invention relates, secondly, to an adjustable stop or locking device for supporting the seats at different heights.

In the accompanying drawings, forming part of this specification, Figure 1 is a longitudinal section of a jump-seat wagon-bed having my improved stops attached. Fig. 2 is a side view of the same, part of the bed being broken away, and the jump-seats being adjusted in position as required when but one seat is to be used. Fig. 3 is a detail section on line *x x*, Fig. 1.

A and B indicate, respectively, the front and rear shifting or jump seats of a vehicle. Each is attached to the frame C of the body of the vehicle by means of bars or legs D D', which are, by preference, slightly curved inward. These legs are pivoted at top and bottom to suitable metal plates or brackets E E', which are in turn screwed to the seats and frame, respectively.

To support the front seat, A, at the proper elevation I employ a pivoted stop or dog, F, which is approximately T-shaped, and pivoted to the lower plate or bracket, E, at a point midway between the legs D. One end of the head *a* of the stop is provided with a notch, *b*, and when the stop is adjusted as shown in Fig. 1, so that the head is in front of the pivot, the said notch receives the rear edge of the front leg, and supports the latter at the inclination required to hold the seat A at the desired height—that is to say, the head *a* of the pivoted stop is in a vertical position directly in rear of the seat-leg D, so that when the seat A is thrown back the beveled rear edge of said leg will enter the notch *b*, and the leg be thereby supported in a slightly inclined position.

The plates E have lateral projections *c*, which are recessed to receive the head of stop F, or else provided with a lip or flange for the same purpose. The head is thus prevented from moving laterally, and, since the stop is engaged with the leg D by means of the notch, it results that the leg can have no lateral movement, and the objectionable rocking or lateral swaying of the seat is thereby avoided.

By turning the stop F backward into the position shown in Fig. 2 the seat A may be lowered backward, so as to lie under the rear seat, B, when the latter is thrown forward, thus converting the carriage from a double to a single seat carriage. In such position of the front seat, A, the heads of stops F still support the legs D, so that as large a space as practicable is left beneath the seat for stowing baggage or other articles.

To support the legs D' of the rear seat, B, at the same inclination, or at any other inclination which may be desired, I employ sliding stops G, which are slotted bars, secured by screw-bolts *d* in grooves formed in the inner sides of the brackets E'. By loosening the nuts of the said bolts the stops G may be adjusted higher or lower, and by such adjustment their notched lower ends will be caused to come in contact with the legs D' at different points, so that the seat B will be supported at different heights correspondingly. The location of said stops G equidistant between the legs D enables them to engage the front legs when the seat B is thrown forward, as shown in Fig. 2.

I do not propose to restrict myself in all cases to the use of the projections *c* of plates E, since the strength of the pivot of the stops F and the contact of the latter with the side of plates E will frequently, or perhaps ordinarily, enable the stops alone to prevent lateral swaying of the seat—that is to say, the projections *c* supplement the stops F, and add to their strength and capacity for resisting the strain due to the tendency of the seat A to a rocking endwise movement corresponding to the oscillations of the body of the vehicle.

What I claim is—

1. The combination, with the pivoted legs of the shifting or jump seat of a vehicle, of the pivoted dogs or stops, having notched heads to engage with the beveled rear edges

of the legs, substantially as shown and described, whereby the seat A is prevented from swaying laterally, as specified.

2. The combination, with the pivoted stops F and the pivoted seat-legs D, of the recessed projections *c* of plates E, as shown and described.

3. The combination, with the rear seat, its grooved brackets or plates, and its pivoted supporting-legs, of the sliding stops, arranged substantially as specified.

4. The combination of the slotted sliding stops G and their clamp-bolts *d* with the grooved brackets E' and pivoted legs D', supporting seat B, substantially as described.

GEORGE H. HUTTON.

Witnesses:

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