C. K. MELLINGER.

Carriage-Seat.

No. 165,016. Patented June 29, 1875.

Fig. 1.

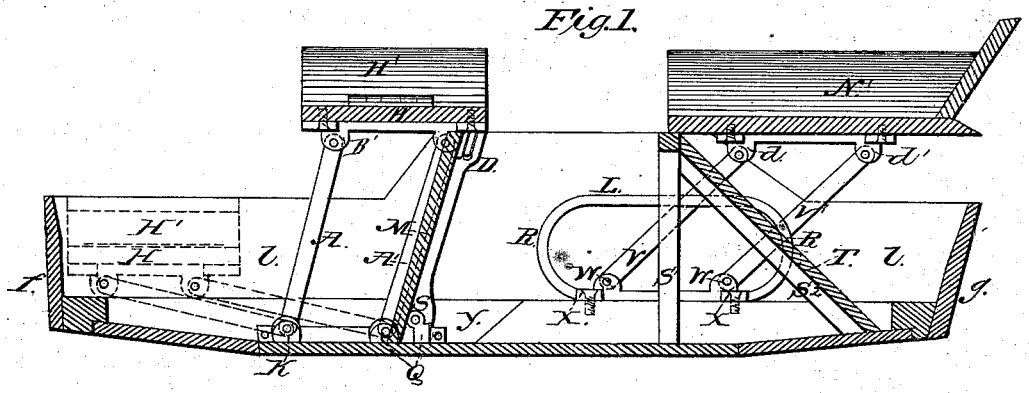


Fig. 2.

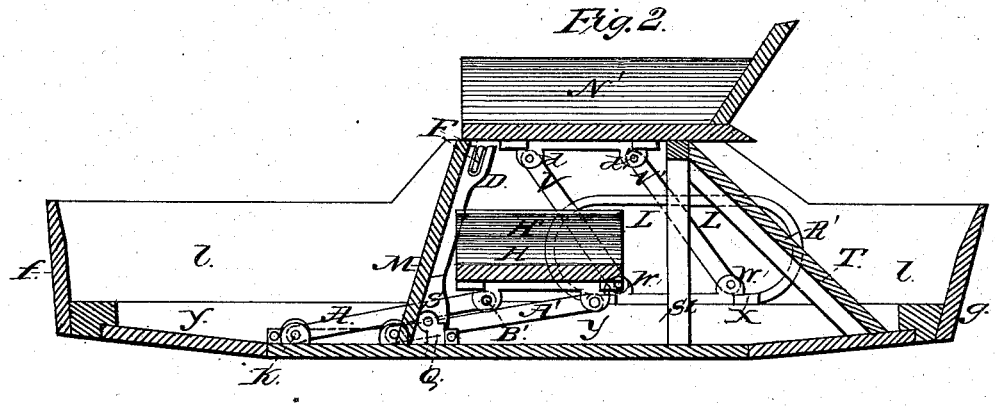
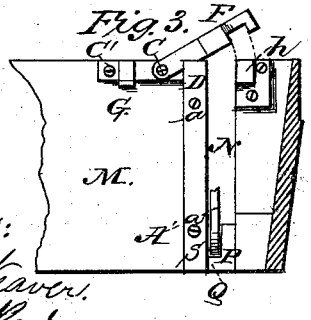


Fig. 3.



Witnesses:

Theophilus Weaver.

Peter Smeltzer.

Inventor:

Christian K. Mellinger.

UNITED STATES PATENT OFFICE.

CHRISTIAN K. MELLINGER, OF HARRISBURG, PENNSYLVANIA, ASSIGNOR OF TWO-THIRDS HIS RIGHT TO HENRY C. SHAFFNER AND LEHMAN & RIEGEL, OF SAME PLACE.

IMPROVEMENT IN CARRIAGE-SEATS.

Specification forming part of Letters Patent No. **165,016**, dated June 29, 1875; application filed January 28, 1875.

To all whom it may concern:

Be it known that I, CHRISTIAN K. MELLINGER, of the city of Harrisburg, county of Dauphin and State of Pennsylvania, have invented certain Improvements in Jump-Seats for Carriages, of which the following is a full, clear, and accurate description, reference being had to the accompanying drawing making a part of this specification, and the letters thereon referring to similar parts in the several figures, of which—

Figure 1 represents the seat-irons in position as a two-seated vehicle. Fig. 2 represents the same in position as a one-seated vehicle, and Fig. 3 is a rear side elevation of the front seat-irons, folding panel, and the stump-joint adjunct of the sill-iron.

The nature and objects of my invention are, first, to provide a good set of mountings for the front seat, and to close-panel it by a full-sweep panel thereunder; second, to provide a well-trussed sill-iron for the rear seat.

My invention, therefore, embraces particularly, first, a front sill-iron, provided with a panel-supporting stump-joint, as an adjunct thereto; second, a full-sweep panel, embraced and operated by the stump-joint on front sill-iron in a peculiar manner, to afford free access to and from the rear seat; third, certain latch devices formed on and as a part of the stump-joint structure, acting in combination with the full-sweep panel and carriage-frame, to stop the front seat midway as a seat, and to clear the way for its supports to the front and rear positions when released; fourth, a rear-seat sill-iron with a double-bow projection thereon to inclose, guide, and stop the pair of parallel supports on which the seat is upheld.

In the several views, *g f l* represent the ends and sides, or wainscoating, of carriage-body; Y, the sill next each side; H H′, the front jump-seat, provided with folding ends, and N′, the rear jump-seat. Both seats are directly mounted on flanged attaching-irons of the usual make, and they are upheld each by a pair of parallel straight supports, pivoted to the top irons in the usual manner. K Q represent my improved front sill-iron, which is attached to the inside of the sill Y, and is provided with the usual parallel walled sockets, in which the supports A A′ are guided about their pivots, in position as shown. The inner flanges of said sockets are, however, made short at their tops, and to align their heads with reference to the hinge at S, so that when the joint D S is thrown forward it may lie supported in a horizontal position on the heads of said inside flanges, as indicated in Fig. 1. The object of this provision is to support the panel M, when in the prone position or down in front, firmly enough to sustain the weight of one or two persons on it, that they may use it as a step in passing to or from the rear seat. The stump-joint D S or panel-support is hinged to the sill K Q in such manner that the panel is stopped by the knuckle of the hinge at S, in its rearward motion, in position as shown in Figs. 1 and 2. Moreover the stump Q, which is the mate of the butt-end S, is offsetted inward from the plane in which the supports A A′ vibrate, to allow them free passage to their several positions past the ends of the full-sweep panel M, when the stop-latches F are released from the keepers *h*, as shown in Fig. 3, thus clearing the passage N made for the supports A A′. The panel-support, as shown in Fig. 3, is an iron structure, in form of an inverted letter L, or a two-legged angle-iron, C′ D S, as shown, having a part, C′ D, extended inward from the end and along the upper edge of the panel M, thereby bracing the panel-boards. Its foot C′ D is also employed to support the latch F, which is pivoted thereto at C, stopped at detent G, when thrown back, and is held as a latch in the cleft heel at D, which is vertically open-slotted to admit it snugly, while its hooked bit engages keeper *h*. Wood-screws or rivets at C′ *a a a* are used to attach the panel-boards to said iron. The panel M extends vertically from a point nearly on the carriage-floor to a point near the upper line of the carriage-boxing, or in close proximity to the seat-board H, and swings from the pintles of the hinges at S, as a transverse axis of mo-

tion, and is therefore a full sweep-panel, and its main object is to make the vehicle close-paneled, both when the front is in use and when it is idle, or jumped to its retreat under seat N′, as shown in Fig. 2. The rear-seat sill-iron L R W X is in form as shown, being conformed to be attached on the sill Y, having the usual parallel walled flanges or ears W W′, in which are the pivots for the supports V V′. At the ends the sill structure is projected roundly upward in semicircular bow form, and having the bows united at L, above, which part is vertically slotted from R to R, to admit therein, guide and stop, both the supports V V′, in the several positions shown. The object of thus inclosing both the said supports is to provide a rear-seat sill-iron for open or close paneled vehicles in which the supports V V′ cannot miss their places of travel and rest.

I include in this application for patent the rear-seat sill-iron as a modification of and improvement on the rear-seat sill-iron set forth in my application granted me April 7, 1875.

Having thus fully and clearly described my invention, what I regard as new and useful, and what I desire to secure by Letters Patent of the United States, is—

1. The sill-iron K Q, in combination with the stump joint D S, as and for the purpose set forth.

2. The sill-iron K Q, in combination with the hinged stump-joint D S, and the full-sweep panel M, substantially as set forth.

3. The extended stump-joint D S C′, in combination with the latch F, keeper *h*, and the full-sweep panel M, substantially as and for the purpose set forth.

4. The rear-seat sill-iron L X, having the double-bow extension and slot R R′, in combination with the supports V V′, as and for the purpose set forth.

In testimony that I claim the foregoing as my invention I have hereunto set my hand.

CHRISTIAN K. MELLINGER.

Witnesses:

THEOPHILUS WEAVER,

PETER STUCKER.