G. J. & C. L. TUCKER.

JUMP-SEAT CARRIAGES.

No. 193,677. Patented July 31, 1877.

Fig. 1.

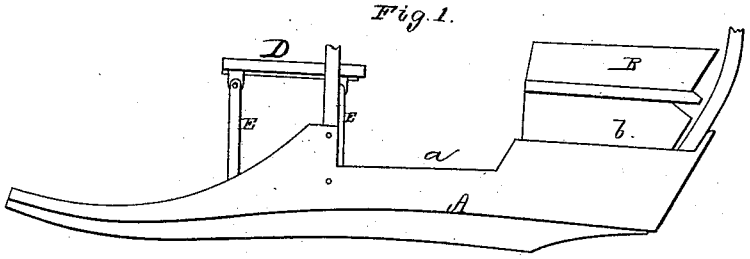


Fig. 2.

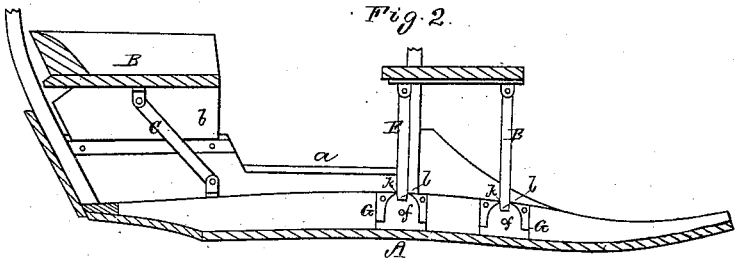


Fig. 3.

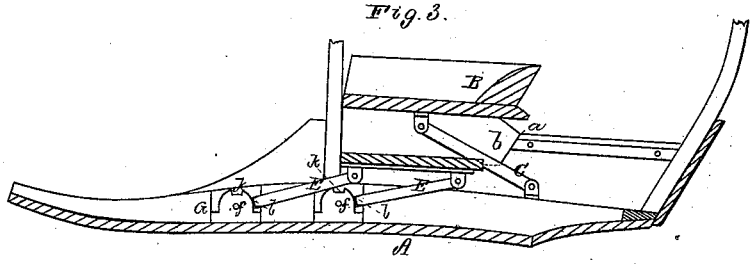
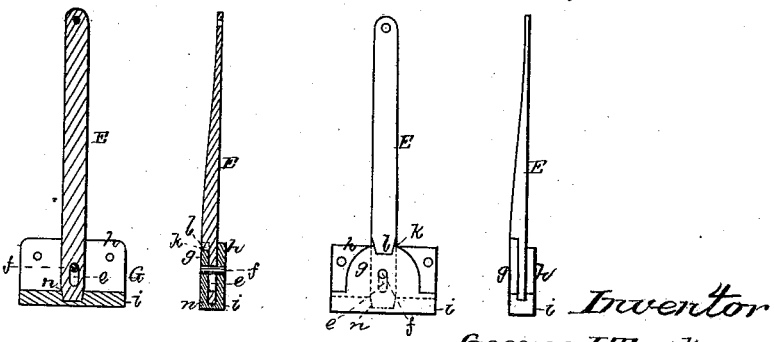


Fig. 4 Fig 5. Fig. 6. Fig. 7.



Witnesses.

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UNITED STATES PATENT OFFICE.

GEORGE J. TUCKER AND CHARLES L. TUCKER, OF AMESBURY, MASS.

IMPROVEMENT IN JUMP-SEAT CARRIAGES.

Specification forming part of Letters Patent No. **193,677**, dated July 31, 1877; application filed February 27, 1877.

To all whom it may concern:

Be it known that we, GEORGE J. TUCKER and CHARLES L. TUCKER, of Amesbury, of the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Jump-Seat Carriages; and do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a side view, and Fig. 2 a longitudinal section, of a jump-seat carriage-body provided with our invention, such figures showing the front seat as raised and the rear seat as turned back. Fig. 3 is a longitudinal section, in which the back seat is represented as thrown forward into the recesses of the sides of the body, and the front seat as turned down and backward underneath the back seat.

In the said carriage the body A is exhibited as formed with two recesses, *a a*, in its opposite sides, such being to receive the lower portions *b b* of the ends of the back seat B, when such seat is in its forward position. They support the seat and prevent it from being accidentally turned back, and when such seat is back they render it easier for a person to get into or out of the carriage than would be the case were the sides without any such recesses.

When the rear seat is back its parts *b b* rest on the side of the body.

The seat B near each of its ends is connected with the body by a bar, C, hinged both to the seat and the body, and arranged as shown. The front seat D has four bars or legs, E, hinged to it, two of such being near each of its ends, they being also hinged to the body.

Fig. 4 is a longitudinal section; Fig. 5, a transverse section; Fig. 6, an inner side view; and Fig. 7 an edge view, of the attachment of each leg E with the body of the carriage.

In Figs. 4 and 5 of the drawings it will be seen that the leg E has in its lower part a vertical slot, *e*, to receive the pivot-pin *f* that goes through such slot, and two vertical parallel plates, *g h*, projecting upward from a base, *i*, and constituting, with the base, a leg-supporter, G. The inner of the said plates is curved semicircularly or thereabout, and has at its crown a tapering notch, *k*, to receive a corresponding projection, *l*, extending from the leg. Within the base *i* at its middle is a notch, *n*, to receive the foot of the leg. On lifting the leg so as to draw it out of such notch, and its projection *l* out of the notch *k*, the leg may be turned either forward or backward; but while the projection *l* is in its notch the leg will be retained in its vertical position.

Therefore, it will be seen that, preparatory to moving the front seat either way out of the position it occupies when in use, it has first to be raised a little, so as to draw the projections *l* out of the notches *k*, such projections and notches when in engagement holding the legs upright, and consequently the seat in a position for use.

We claim—

1. The carriage-body provided with the side notches or recesses *a a*, in combination with the back seat applied to the body, as described, so as to be moved forward into such recesses and be supported by them, as set forth.

2. The front-seat leg E, pivoted to the seat and provided with the projection *l* and the pivot-receiving slot *e*, in combination with the leg-supporter G, furnished with the notch *k* or notches *k n*, arranged in it, as set forth, to aid in supporting the leg, as specified.

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Witnesses:
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