C. K. MELLINGER.

Jump-Seat for Carriages.

No. 207,539. Patented Aug. 27, 1878.

Fig 1

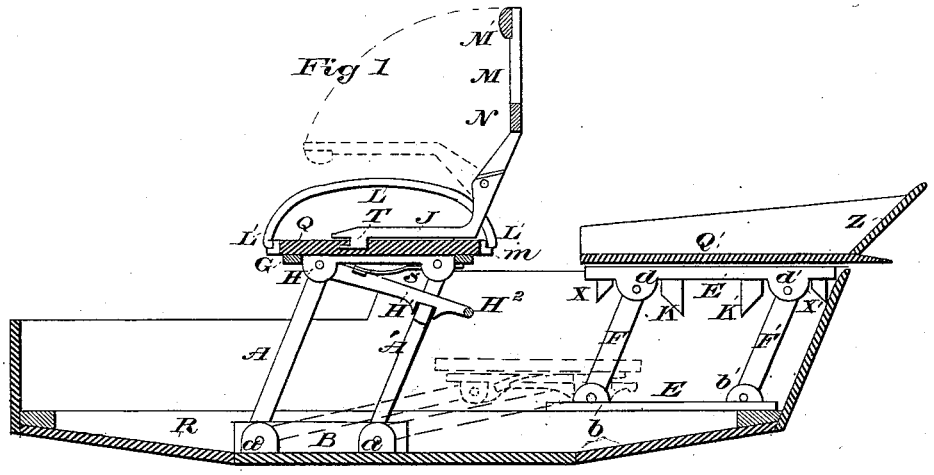


Fig 5 Fig 6

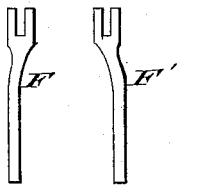


Fig 3

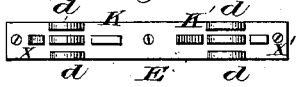


Fig 4

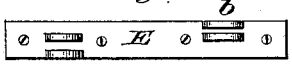


Fig 10

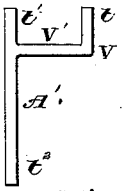


Fig 2

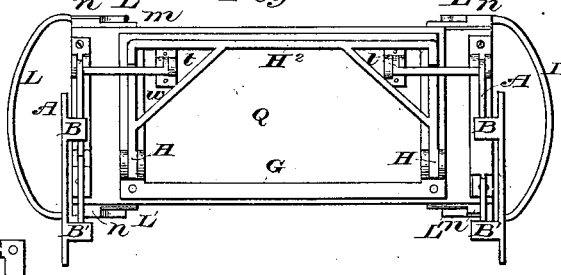


Fig 11

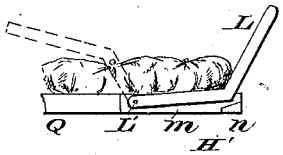


Fig 9

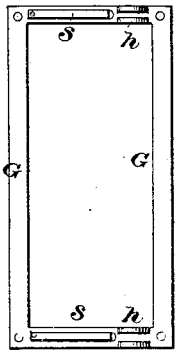


Fig 7

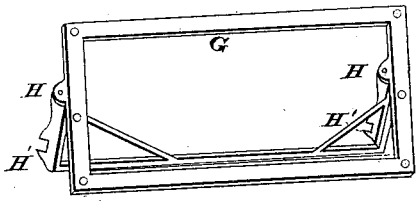
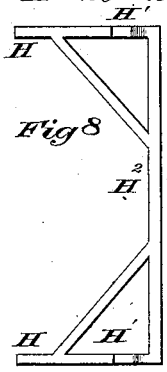


Fig 8



Witnesses:

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Inventor:

Christian K. Mellinger

By Theophilus Weaver, his Atty.

UNITED STATES PATENT OFFICE.

CHRISTIAN K. MELLINGER, OF PHILADELPHIA, ASSIGNOR OF ONE-HALF HIS RIGHT TO JOHN WESLEY ANDERSON, OF FAIRFIELD, PENNSYLVANIA.

IMPROVEMENT IN JUMP-SEATS FOR CARRIAGES.

Specification forming part of Letters Patent No. **207,539**, dated August 27, 1878; application filed April 30, 1877.

To all whom it may concern:

Be it known that I, CHRISTIAN K. MELLINGER, of the city and county of Philadelphia, and State of Pennsylvania, have invented an Improvement in Jump-Seats for Carriages; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 represents a vertical longitudinal section of a carriage-body and jump-seats mounted therein. Fig. 2 represents a plan of the shifting devices and supports of the front seat. Fig. 3 represents a plan of the upper sill of the hind-seat irons. Fig. 4 represents a plan of the lower sill of the hind-seat irons. Figs. 5 and 6 represent views of the supports or legs of the rear seat. Fig. 7 represents an end view of the front-seat support and spring stop device. Figs. 8 and 9 represent the hinged stop-latch and its base-plate, respectively, detached from each other. Fig. 10 represents one of the front-seat bracketed legs, and Fig. 11 represents the front-seat folding fender and its stop-plates.

In the following description similar letters of reference refer to like parts in all the views.

The nature and objects of my invention are comprehended in certain novel and useful features, which are as follows: first, a set of front jump-seat irons, adapted in themselves, by devices on the under side of the seat, to set the seat firmly braced in one or more positions, so as to readily adjust the front seat for occupancy, or for removal when the carriage is to be used as a single-seated vehicle; second, folding front-seat fenders or end rails and bearings, peculiarly applied and adapted to pass clear of the rear seat without removal of the front-seat cushions.

I construct the supports or irons of the front seat, Q, and of the rear seat, Q′, to operate independently of all parts of the carriage-body except the frames R, to which the lower sill-irons, B and E, of the front and rear seats are secured in the usual manner. The front-seat legs, A′, and the sill-irons B are made in the usual manner, and are simply pivoted together; but the branched front-seat legs A′, besides being pivoted at the ends of the direct part t^1 t^2 to said sill-irons, are also pivoted at the ends t of the branches to small sill-pieces w, as shown in Fig. 2. The branched leg r, being solidly formed and pivoted, as shown, stays the seat firmly against lateral vibration. The arm V′ of the branch is arranged horizontally or parallel to the seat, so that the catch H^1 of the stop-latch may act thereon at various points of its length, accordingly as the seat Q is longer or shorter, or as the sill-irons B are located more or less remote from each corresponding set of sill-irons at the opposite end of said seat, different styles of carriage-bodies and different samples of the same style being made to vary somewhat in this respect; and this compensating feature in the irons requires less scrupulous care by the workmen.

The stop-latch is made in double or branched form, as shown in Fig. 8, and has its ends H H pivoted to the frame G, which is secured to the under side of the seat Q, as shown in Figs. 1 and 2. The front rail, H^2, of said latch is thus in position to be easily reached and handled when it is to be adjusted; and the parts adjacent to the notches H^1 are provided with inclines, so that the parts V′ of the legs A′ may easily find their places in said notches, the stop-latch frame being pressed down by springs S, located as shown in Fig. 1. It is evident several notches, H^1, may be made in the part H, and employed in the same manner as heretofore described, to let said seat Q be placed in position in front near the carriage-dash, to form a seat suitable for children.

The sill-irons E, which support the rear seat, (see Fig. 4,) are provided with the paired lugs b and b', to which the legs F F′ are pivoted; but the sockets or joints thus formed are placed at opposite sides of the sill, causing the front joints to be set out laterally, and the rear joints to be set in, on each sill-iron; and the lower extremities of the legs F F′ are correspondingly crooked, so that while said legs at their tops are pivoted by double hinge-joints to the seat-sill irons E (see Fig. 3) in the same line, they stand out from said vertical line, both right and left, on the lower sill-iron. The object of this staggered arrangement is twofold: first, to stiffly establish the rear seat, Q′, upon its legs

to resist lateral displacement; secondly, to set the front legs, F, apart as widely as possible, to pass as long a front seat, Q, between them as possible, thus avoiding the objection often urged against the short seat on jump-seated wagons.

The upper or seat-sill irons, E, (see Fig. 3) are similarly formed, and each has its two ends alike. On each of said irons there is cast a set of hinge-lugs, *d*, and a similar set, *d'*, at the opposite end, by which the cleft butts of the legs F F' are hinged to it; and adjacent to said hinge-lugs, in front and rear, are formed the beveled stop-lugs X K and K' X', against which the legs F F' rest when the seat Q' is adjusted to its different positions.

The front seat, Q, has in connection with it the end rails or seat-fenders, L, each pivoted at points L' through plates *m*, and stopped by lugs *n* on said plates, being so applied to the seat and so curved that when folded inward from the ends of the seat they freely pass the end of cushion and lie snugly down thereon.

Moreover, the folding lazy-back M' on branched arm M is hinged to the stock N, which is made with bent foot J, having at its end the hooked part T, by which it is removably connected with seat Q. Said lazy-back is not only removable, but by being revolved a quarter-turn inward the hinged back M may be laid down forward over the seat-rail L, previously compactly folded, as already described, and the front seat may be shifted rearward and the rear seat brought forward over it, forming a one-seated carriage.

It should be stated that the front seat has two such lazy-backs when fully mounted, but may be without them at times when desired, as they are detachable.

Having thus fully and clearly described my invention, what I desire to secure by Letters Patent of the United States is embraced in the following claims:

1. The squarely-branched legs A', pivoted to sill-irons B B' jointly with legs A, in combination with the pivoted spring-latch H, when these parts are adapted to operate and hold the jump-seat Q, substantially as and for the purpose set forth.

2. The seat-fenders L, pivoted to stay-plates *m*, and provided with horizontal parts to rest on stops *n* on said stay-plates, in combination with front seat, Q, and operating to clear the legs F of the rear seat, in the manner as and for the purpose set forth.

In testimony that I claim the foregoing as my invention I have hereunto set my hand and seal this 27th day of April, 1877.

CHRISTIAN K. MELLINGER. [L. S.]

Witnesses:
CHAS. F. BURGER,
CHAS. W. MILLER.