

S. B. Bowles,

Car-Seat Lock.

N^o 62,311.

Patented Feb. 26, 1867.

Fig. 1.

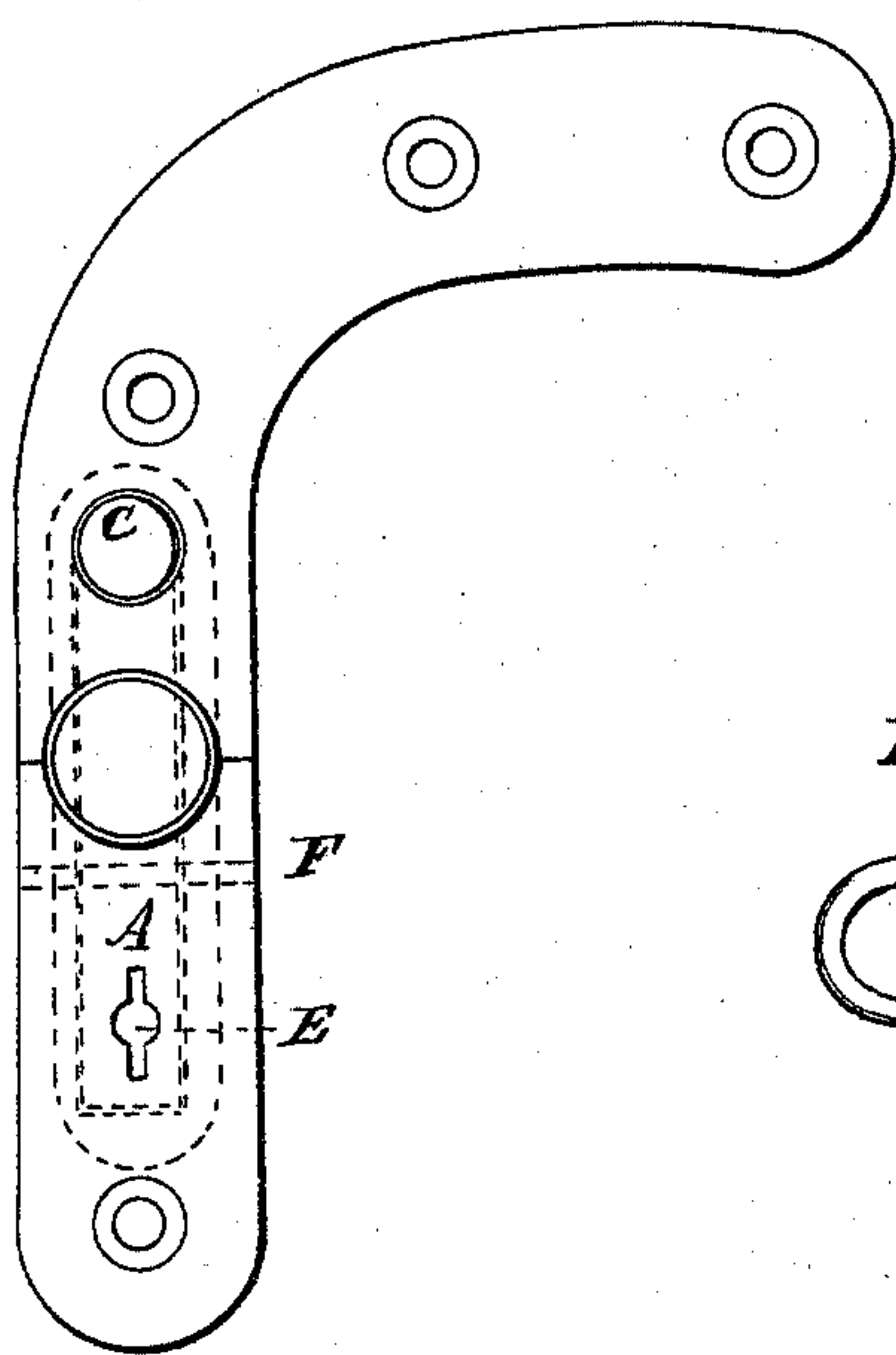


Fig. 3

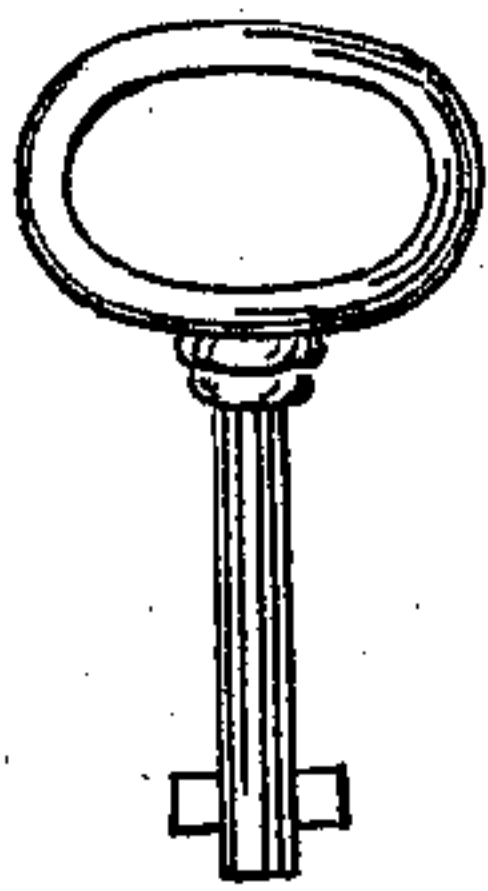
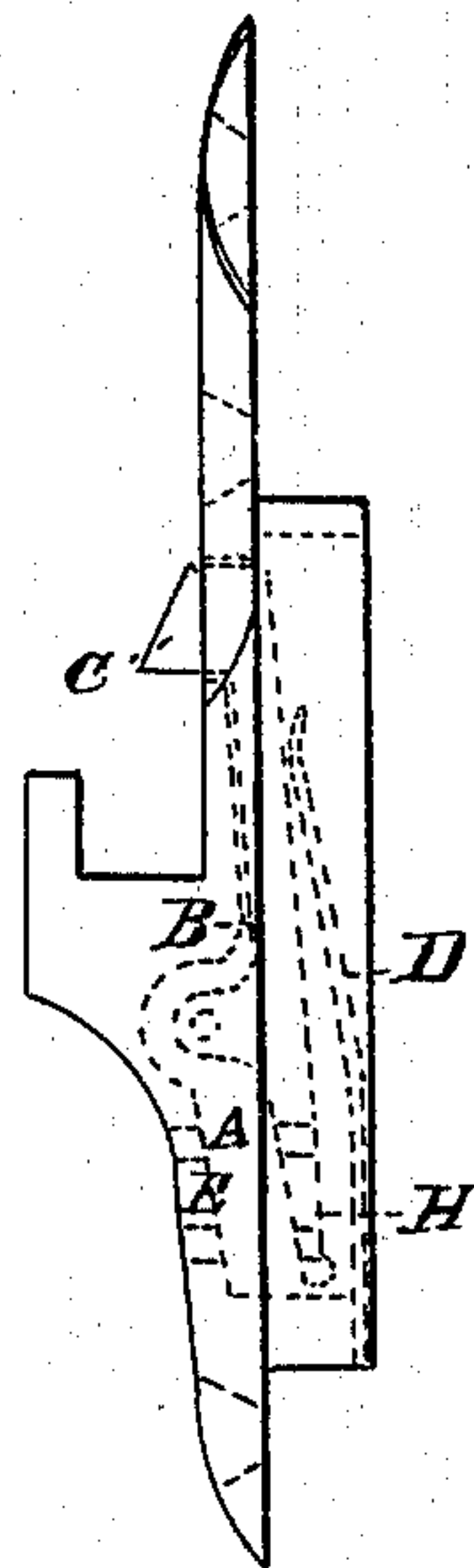


Fig. 2.



Witnesses.

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STEPHEN B. BOWLES, OF BROOKLYN, NEW YORK, ASSIGNOR TO W. G. CREAMER.

Letters Patent No. 62,311, dated February 26, 1867.

IMPROVED CAR-SEAT LOCK.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, STEPHEN B. BOWLES, of the city of Brooklyn, county of Kings, State of New York, have invented a new and improved Method of Locking the Backs of the Seats of Railroad Cars to prevent their being turned over; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in combining with the stop or rest for the backs of the seats of railroad cars a lock, by means of which the back of the seat may be retained in its place.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

On the back of the seat hook or stop I cast a recess, shown in fig. 1, letter A. In this recess I fit a lever bolt, B, fig. 2, with a tongue, C, projecting through the plate. On the tongue is a spring, D, which keeps the bolt in its place. At the lower end of the bolt B is a key-hole, H, similar to that in the stop at A, fig. 1, into which the key, fig. 3, is inserted and then turned a quarter way round and pulled outward. This movement draws the bottom of the bolt forward and the top C backward, thus releasing the arm so the seat can be reversed when desired. The seat arm, or seat iron, as it is sometimes called, is provided with a hole or recess that comes opposite the tongue or bolt C when it (the arm) is in its place. To release the seat and allow it to be reversed, insert the key in the key-hole E, turn it one-quarter way round, and then pull it outward, at the same time lifting the back of the seat.

The advantages of this plan are, first, its extreme simplicity of construction; second, the small amount of space required to be cut out of the framework of the seat, and by this arrangement not weakening the wood-work; third, the small and peculiar kind of key required, being such as is not ordinarily found in the pockets of the passengers, and is thus not liable to be opened by a false key; fourth, the V-groove at the top of the bolt or tongue C effectually prevents the bolt being thrown backward by the insertion of a knife blade or thin strip of metal between the arm and stop; and, lastly, this peculiar arrangement of the bolt C, bearing on the small pivot F, reduces the friction to the smallest possible amount.

The above-described arrangement may be easily varied from the precise plan described, and yet come within the range of my invention.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination of a railroad-car seat lock and stop, all constructed substantially as described and for the purposes mentioned.

STEPHEN B. BOWLES.

Witnesses:

E. O. HOTCHKISS,

H. M. CREAMER.