

C. KREBS.
Carriage-Seat Lock.

2 Sheets—Sheet 1.

No. 97,524.

Patented Dec. 7, 1869.

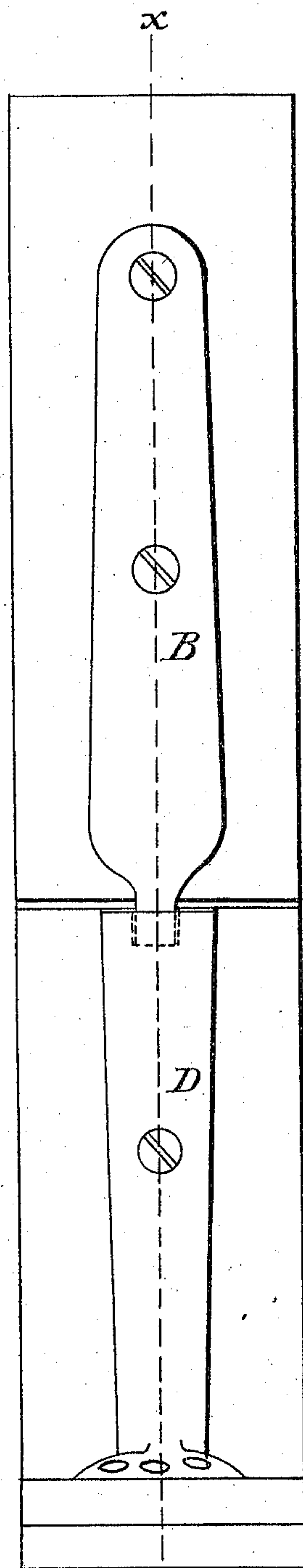


Fig. 1

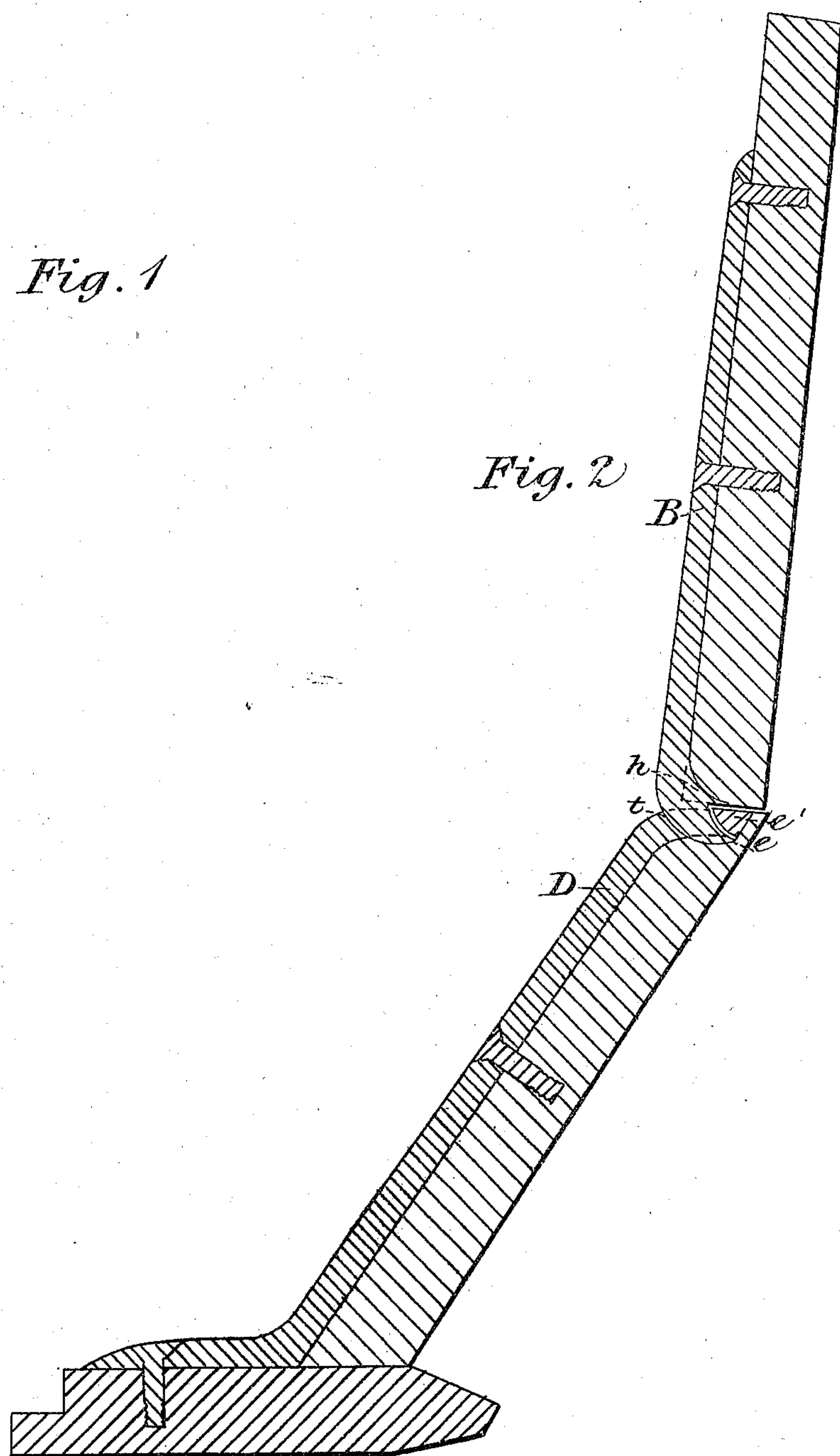


Fig. 2

Witnesses:
J. H. Curtis.
J. E. Rice

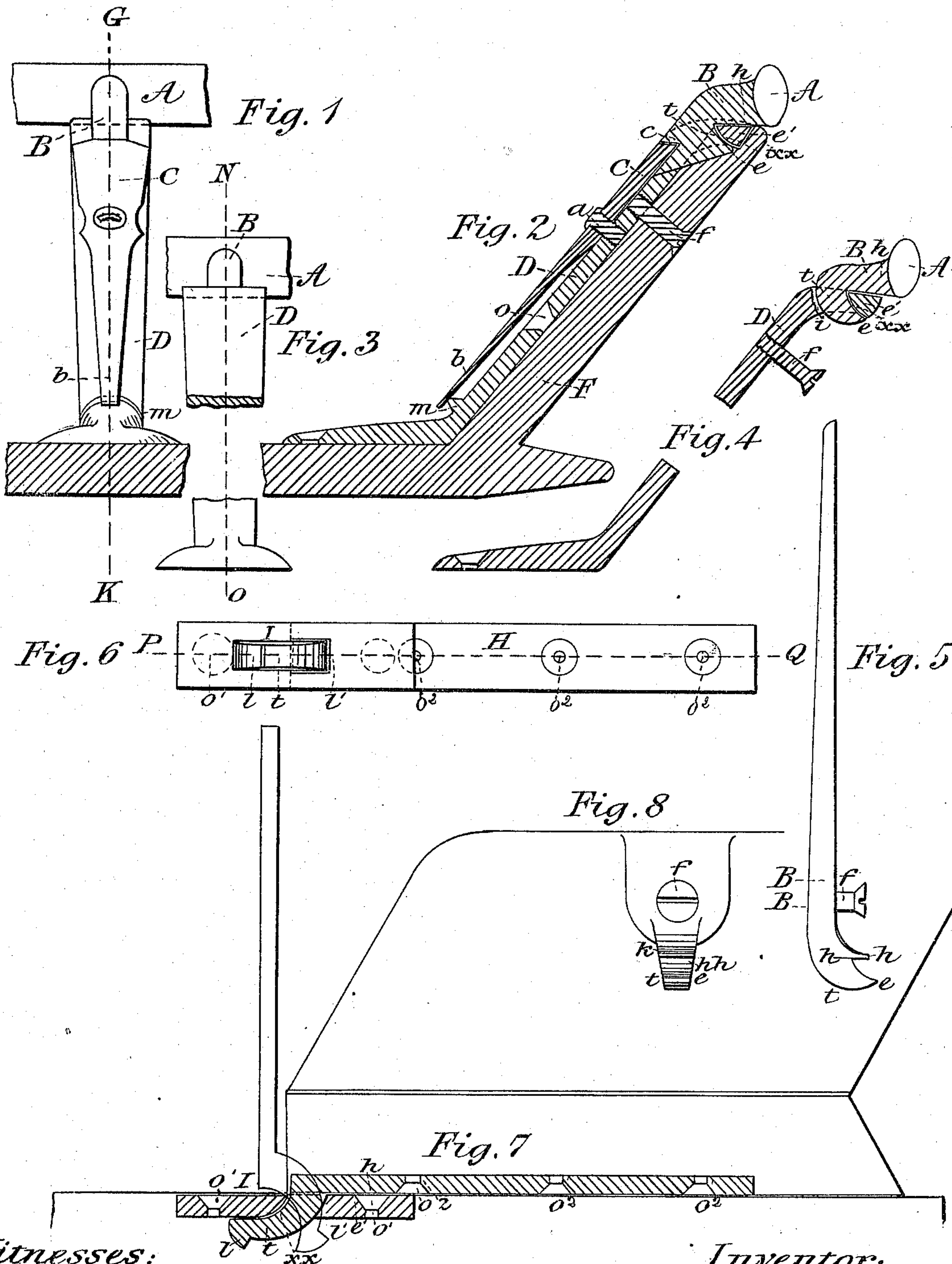
Inventor:
Charles Krebs

C. KREBS.
Carriage-Seat Lock.

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No. 97,524.

Patented Dec. 7, 1869.



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J. E. Kiehl

Inventor:
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United States Patent Office.

CHARLES KREBS, OF WEST SPRINGFIELD, MASSACHUSETTS.

Letters Patent No. 97,524, dated December 7, 1869.

IMPROVEMENT IN THE MODE OF ATTACHING SEATS TO CARRIAGES.

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, CHARLES KREBS, of West Springfield, in the county of Hampden, and State of Massachusetts, have invented a new and improved Lock for Adjustable Shifting-Rails and Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, in which—

Figure 1, plate 1, is a front view of a spring or catch-lock;

Figure 2 is a vertical longitudinal section, through line G K. of fig. 1;

Figure 3 is a front view of a simple jaw-lock;

Figure 4 is a vertical longitudinal section, through line N O of fig. 3;

Figure 5 is a side view of a catch for an extension or high back;

Figure 6 is a plan view of the lower side of a seat-lock and its socket;

Figure 7 is a longitudinal vertical section, through line P Q of fig. 6;

Figure 8 is a front view of a catch for an extension or high back;

Figure 1, plate 2, is a front view of a jaw-lock, showing a section of the extension or high back, with the catch attached; and

Figure 2, plate 2, is a vertical section, through line X Y of fig. 1.

My invention relates to a device or devices for securing an adjustable shifting-rail to a carriage-seat, a modification of it being adapted for securing the seat to the body of the carriage, and is an improvement upon the device for which Letters Patent of the United States were granted me, bearing date September 24, A. D. 1867, and numbered 69,224, said improvement consisting in the construction and arrangement of parts of the device, whereby a greater bearing is obtained for the carriage-top to rest upon, and in the adaptation of said locking-device for securing seats in place upon a wagon, and for securing an extension or high back to the seat.

That others skilled in the art may be able to make and use my invention, I will proceed to describe its construction and mode of operation.

The general features of the spring-lock or fastening shown in figs. 1 and 2, are similar to those shown in the above-mentioned Letters Patent granted to me.

The catch or upper portion of said lock or fastening is constructed as follows:

Upon the inner side of the rail A, figs. 1 and 2, plate 1, is the projecting-piece B, upon the end of which is the piece *t*, having the point or edge *e*, extending partially under the part *e'* when locked, and the lower

side *h* being nearly straight, and resting upon the part *e'*, and the point or edge *e* is held under the part *e'* by means of the upper end of the lever or catch C bearing against the part *c*.

The shank D may be secured to the seat F (represented in section in red lines) by means of screws passing through holes *o* and into the seat, or by means of screws *f* passing through the seat, first from behind and into the threaded holes in the shank D.

In the device shown in figs. 3 and 4, the projecting-piece B is straight upon its lower side *h*, and rests upon the top of the part *e'*, the point *e* of the projection extending partially under the part *e'*, the front side *i* of the hole in the upper part of the shank D being straight or of any other desired form, as its particular shape is immaterial.

In fitting a carriage-seat with these catches, I prefer to attach two of the kind shown in figs. 3 and 4 to the back part of the seat, inside, one near each end, and one each of the kind shown in figs. 1 and 2 at each end of the seat inside; and, in attaching the rail A to the seat, the hooked projections *t* are inserted in their sockets *i*, which are attached to the back of the seat, and, the spring C being moved to one side upon its pivot *a*, the projections *t* (which are upon that part of the rail A immediately above the ends of the seat) are inserted in their sockets, in the upper ends of each shank D, at each end of the seat, and are pressed down into said sockets, and the spring C is moved into place again, so that its upper end presses against the projection *t*, and the rail is then firmly secured to the seat.

By means of this locking-device, the extension-back to a seat or the rail is secured or locked to the top of the seat-back, in such manner that when the extension-back or rail is attached, the back side of the seat and its extension presents a smooth and plane surface, with no iron projections to mar the appearance of the seat, and this is an important matter, which it is the purpose of my invention to overcome.

Fig. 2, plate 2, shows a section of the extension-back in place, the projection *t* being slightly withdrawn from its socket in order to show the parts more distinctly.

In practice, the bearing *h* bears or rests upon the top of the part *e'*, making a close joint between the seat and its extension-back.

In attaching a high or extension-back to a seat the rail is removed, and the device shown in figs. 5 and 8 is attached to the inside of the extension-back, by screws or rivets, and the hooked projection *t* is inserted in the socket *i*, the shoulder or bearing *h* resting upon the part *e'*, and the extension-back has a rail at each end, with the hooked projections B *t*, shown in fig. 2, plate 1, which are secured to the seat, as before described.

The rail upon each end of the extension-back may have the necessary projections thereon, so that, instead of using a rail all around the seat, the carriage-top may be attached directly to the extension-back, and they both may be attached to the seat at one and the same time.

Figs. 6 and 7 represent a modification of the same device, which is adapted for securing a seat to the body of the wagon, in which B is a flat piece of metal, which may be cast or forged with the curved projection *t*, thereon, similar to that shown in figs. 4 and 5, at the end of which curved part is a smaller projection, *l*, the wider and flat portion having the holes *o*² *o*² therein, by which to secure it with screws to the lower edge of each end of the seat or riser.

The portion I has a mortise or socket therein, one end of which is curved, as at *x*, to more perfectly correspond with the curve *x'* upon the projection *t*, and the other end, *l*, may be straight or vertical.

(The inner surfaces *x'* of the projections *t*, upon all the modifications of this locking-device herein shown correspond with the ends *x* of their sockets, into which they fit.)

The piece I is secured to the top rail of a carriage-body, a small mortise being made in said rail, immediately under the mortise or socket in the piece I, and the piece B is secured to the forward part of the lower edge of the seat or its riser.

The seat is then tilted forward, and the projections *t* inserted in their sockets in the piece I, and the seat being then tilted or dropped back to its proper place upon the body of the carriage, is firmly held in place, and prevented from moving in either direction by the said projection *t* in its socket.

It will be seen that all the devices herein shown and described operate as a locking-device, to prevent the extension-back, seat, or rail, when attached, from moving either horizontally or vertically out of place.

When the seat is tilted forward, the projection *t* is prevented from being entirely withdrawn from the socket by the smaller projection *l*, although it is not essential to the successful operation of the lock, as a fastening-device, that the small projection *l* should be upon the part *t*, as shown in figs. 6 and 7, yet I prefer to have it so made, to more effectually prevent the seat from being accidentally detached from its place, or from the wagon, when tilted up for any purpose; and when the seat is at its proper place in the wagon, the lower side *h* of the piece B bears or rests upon the upper side *e'* of the piece I.

These socket-pieces I being cheap, any desirable number of pairs of them may be attached to a wagon, and, by this means, the seat may be placed at any desirable position upon the body of the carriage.

It will be seen, by this construction of these fastening-devices, that I obtain a much greater and more equally distributed bearing for the projection B, upon the top *e'* of the socket, or of the shank D, and, as the whole weight of the carriage-top, when attached to the carriage in this manner, rests upon these bearings *e'*, said carriage-top is made much firmer in its position.

I do not claim the several parts of these devices when separately considered; but

I do claim, as an improvement upon the device shown in Letters Patent numbered 69,224, before mentioned—

The piece B, its lower side *h* fitting and bearing upon the base *e'*, said piece B having thereon the hooked projection *t*, the whole forming a lock or fastening-device for carriage-rails, seats, and extension or high backs to seats, all constructed and operating substantially as herein described, and for the purposes specified.

CHARLES KREBS.

Witnesses:

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