

KNAPP & ROBERTSON.

Wagon Seat Lock.

No. 112,469.

Patented March 7, 1871.

Fig. 1.

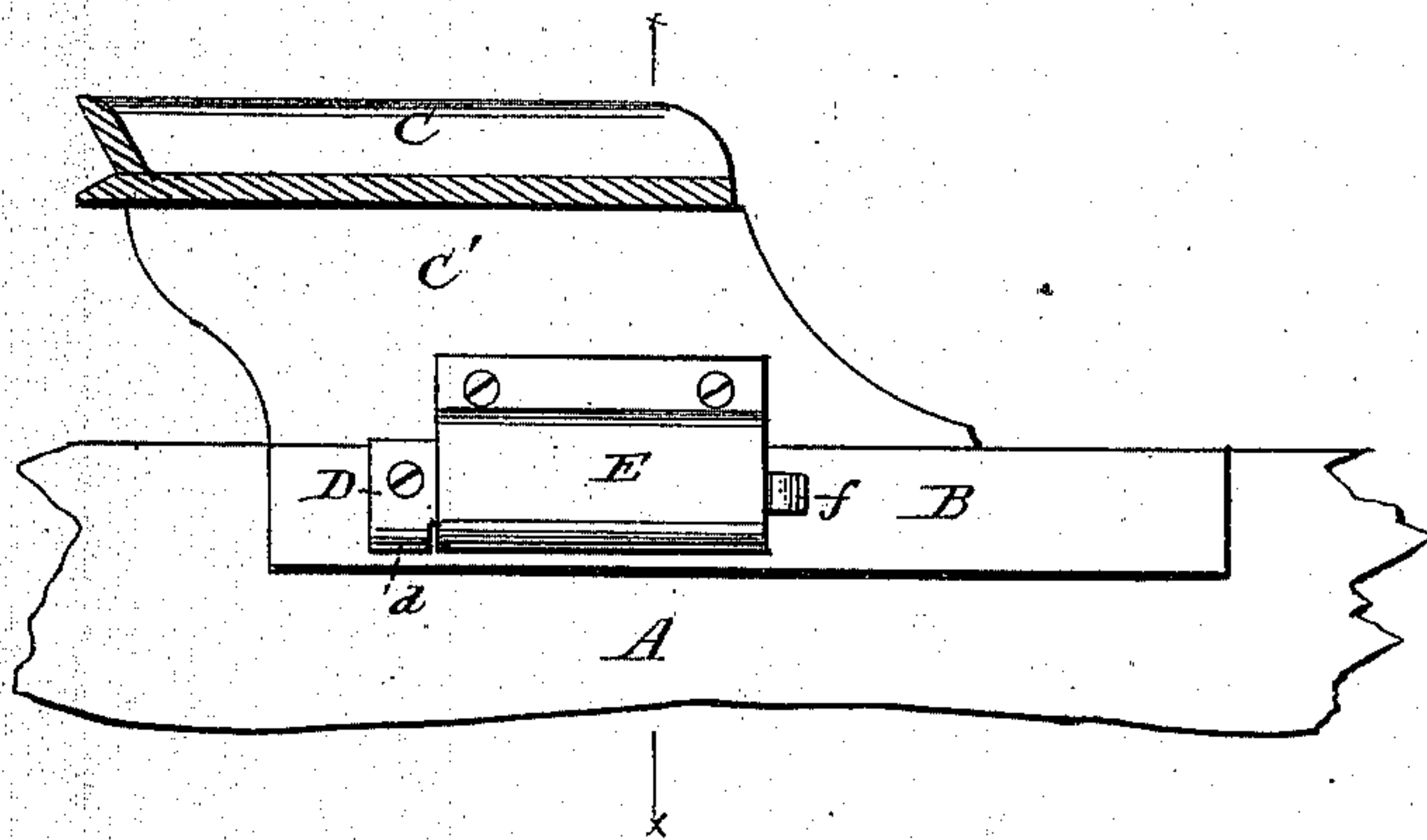


Fig. 2.

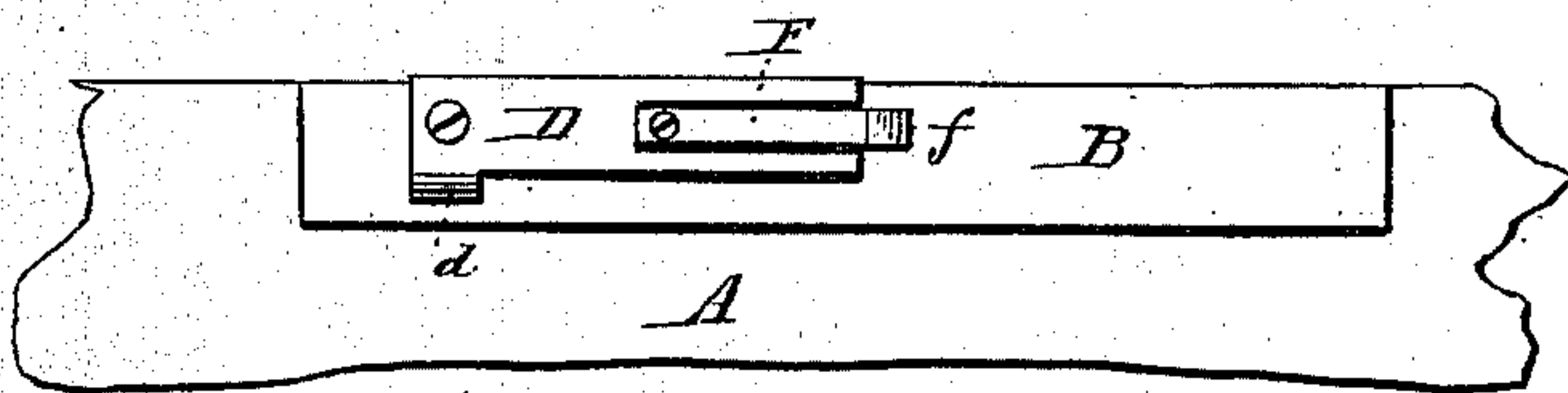
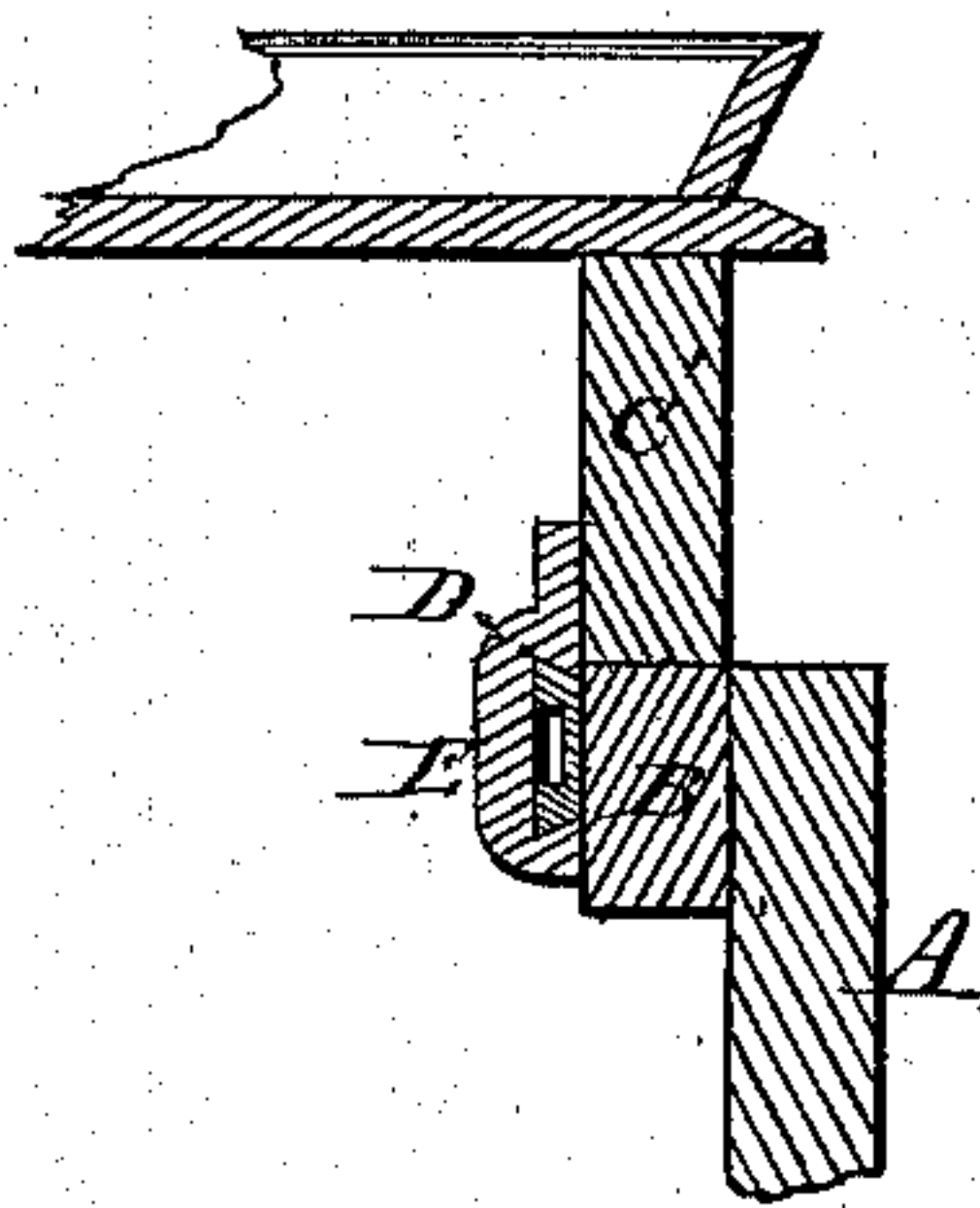


Fig. 3.



Witnesses.

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by Prindle and Byer,
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United States Patent Office.

JOHN G. KNAPP AND JOHN F. ROBERTSON, OF WARWICK, NEW YORK, ASSIGNORS OF ONE-THIRD OF THEIR RIGHT TO JAMES H. HOLLY, OF SAME PLACE.

Letters Patent No. 112,469, dated March 7, 1871.

IMPROVEMENT IN FASTENINGS FOR SEATS FOR WAGONS OR SLEIGHS.

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

To all whom it may concern:

Be it known that we, JOHN G. KNAPP and JOHN F. ROBERTSON, of Warwick, in the county of Orange and in the State of New York, have invented certain new and useful Improvements in Fastenings for Carriage or Sleigh-Seats; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is an elevation of the end of a seat and of the side rail of the body as attached together;

Figure 2 is a like view of said side rail with the seat removed; and

Figure 3 is a vertical cross-section on the line xx of fig. 1.

Letters of like name and kind refer to like parts in each of the figures.

The object of our invention is to provide a fastening for the back or adjustable seat of a carriage or sleigh, that shall be efficient and durable, while at the same time simple in construction and comparatively inexpensive; and

It consists in the employment of a dovetail bar, secured to or upon the inner face of the body-side, and engaging with a lug provided with a suitable corresponding groove, and secured to the inner face of the end of the seat, and in combination therewith of a spring placed within a groove in the face of said dovetail bar, so as to engage with and lock thereon said lug, substantially as is hereinafter shown and described.

In the annexed drawing—

A represents the side of the body, secured to the inner face of which, near its upper edge, is a rail, B, for the support of the seat C.

Attached to or upon the inner face of the rail B is a metal bar, D, having parallel edges, which, as shown in fig. 3, are beveled inward from the inner face to the outer face of said bar, so as to give to the same a dovetail form, transversely.

A metal lug, E, provided upon its outer face with a groove corresponding in size and shape to the bar D, is secured upon and projects downward from the

end piece C' of the seat, so that, when the latter is in position upon the rail B, said lug shall embrace said bar and hold said seat firmly in vertical and lateral position.

In order that the seat may be locked in place in a line with the draft, a shoulder, d , is provided upon the lower edge of the bar D, at or near its rear end, and, engaging with the lug E, prevents the same from passing further to the rear, while forward motion is prevented by means of a spring, F, provided with a hooked end, f , and secured within a groove cut in the inner face of said bar D, so that said hooked end shall engage with the front end of said lug.

To place the seat in position it is only necessary to rest it upon the rail B, in front of the bars D, and then slide it to the rear, by which means the front end of the springs (which are beveled inward and rearward) are pressed within their grooves by the lugs, so as to permit the latter to pass over said bars until they reach the shoulders d , when said springs will be released, and, pressing outward, lock said lugs in place.

To remove the seat the springs are pressed outward until the lugs are released, when said seat may be drawn forward.

The especial advantages possessed by this device are that it affords perfect security of position to the seat, is durable, simple in construction, and can be furnished at a comparatively small cost.

Having thus fully set forth the nature and merits of our invention,

What we claim as new is—

The bar D, provided with the shoulder d , the lug E, and the spring F, when constructed as described, and combined with the seat C and rail B, in the manner and for the purpose substantially as specified.

In testimony that we claim the foregoing we have hereunto set our hands this 11th day of January, 1871.

JOHN G. KNAPP.

JOHN F. ROBERTSON.

Witnesses:

MAHLON COOPER,
ABE. FRANCISCE.