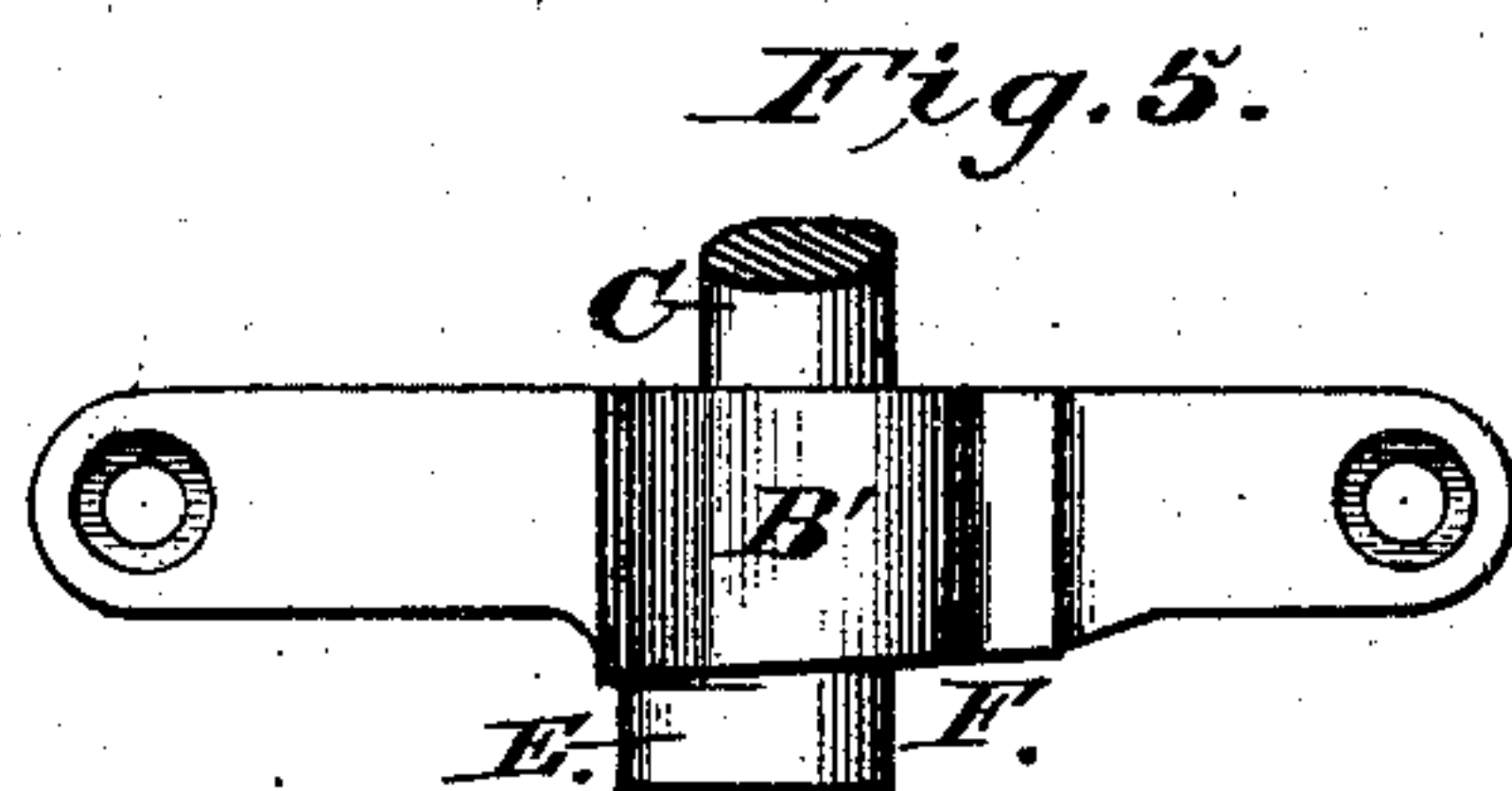
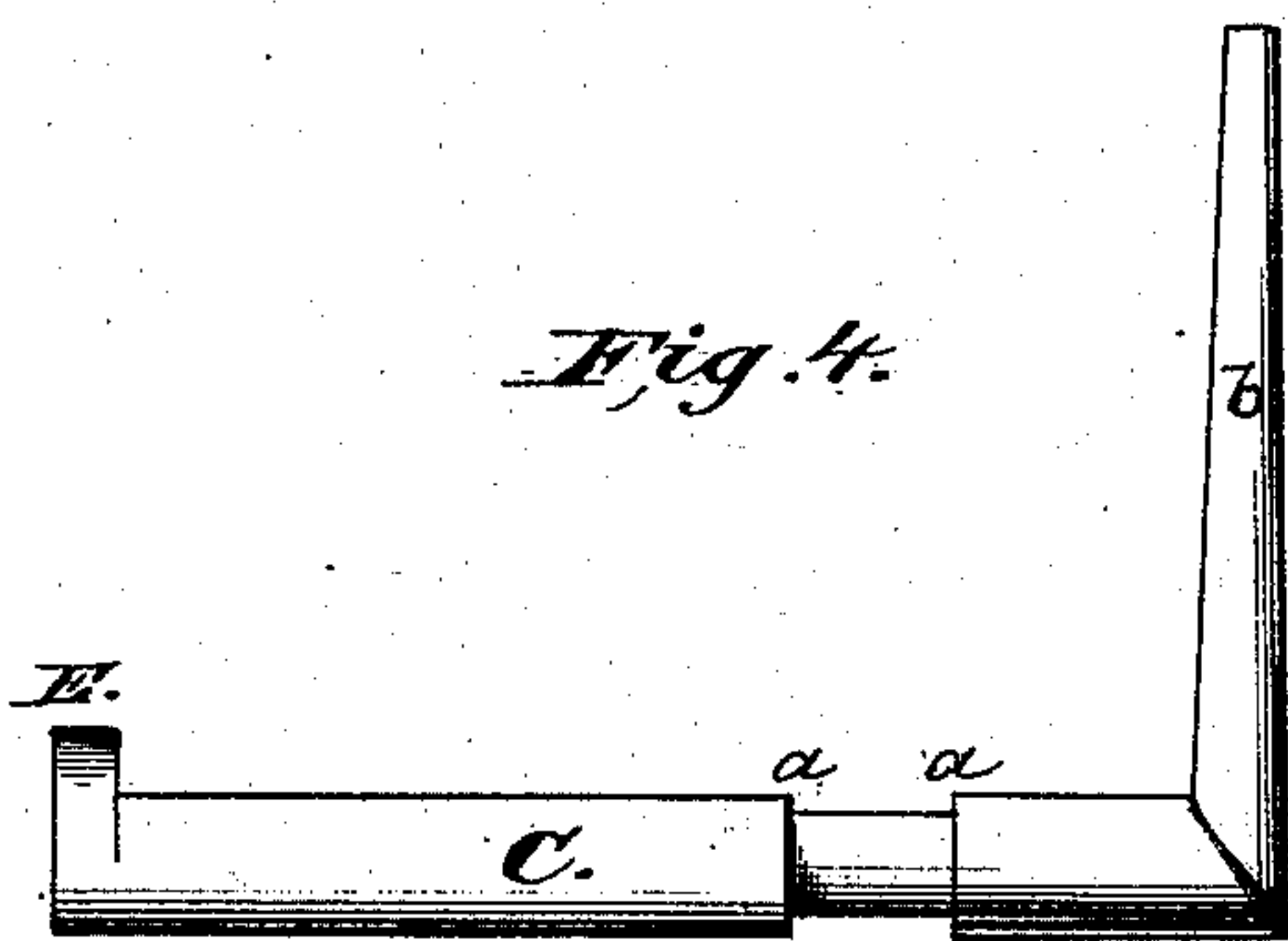
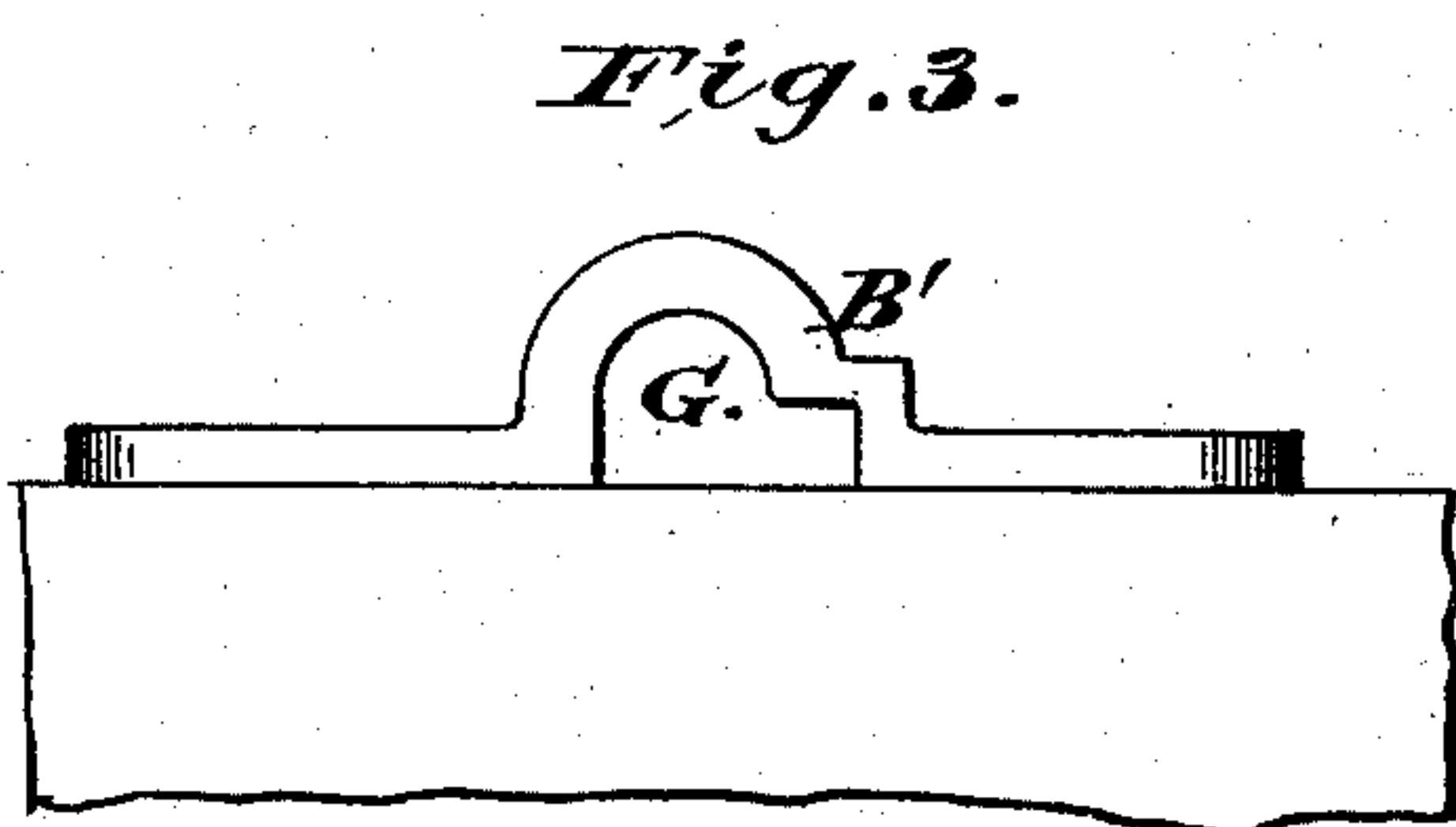
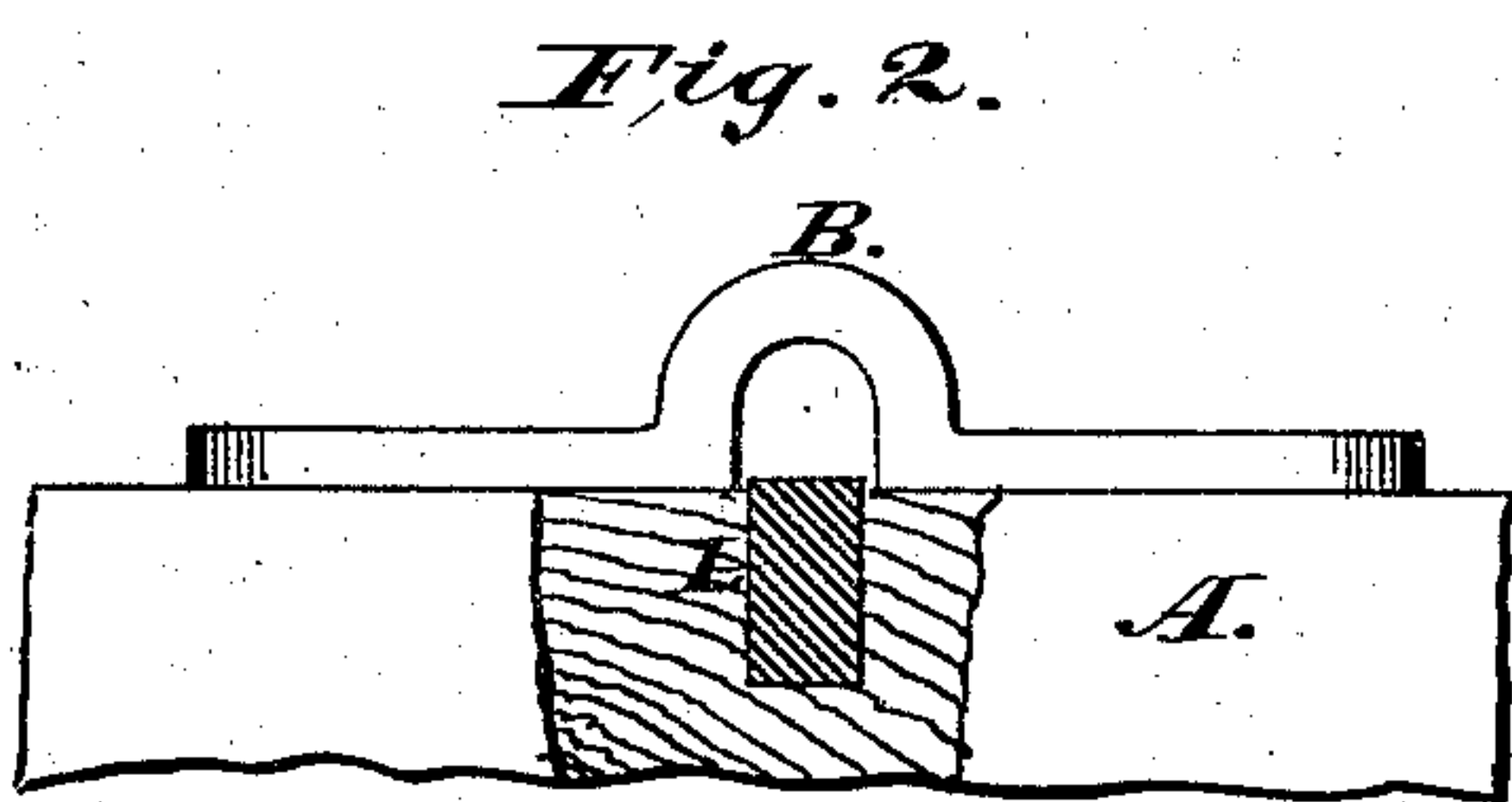
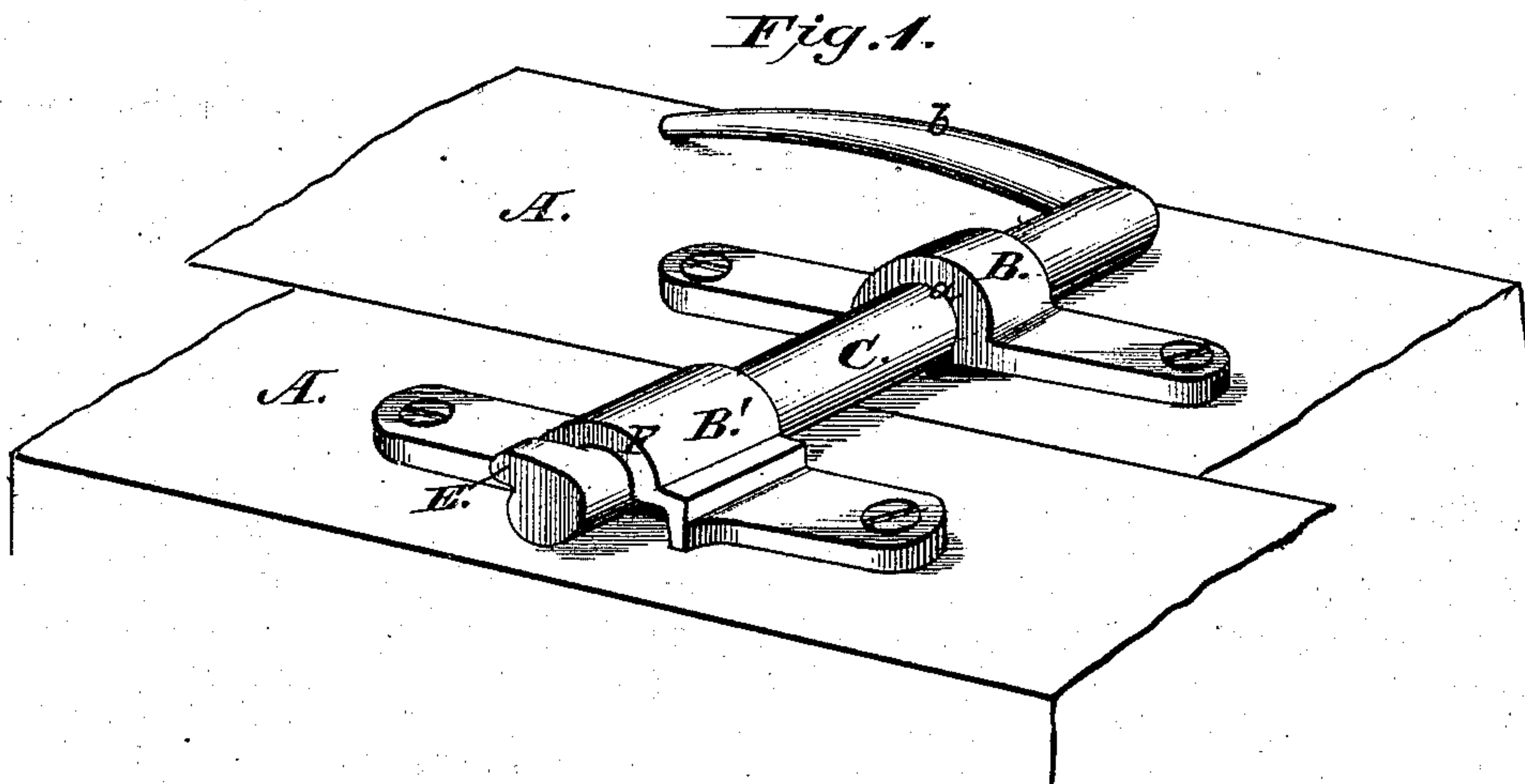


W. A. LAMB.
Wagon-Seats.

No. 152,848.

Patented July 7, 1874.



Witnesses.
Geo. L. Puel.
E. D. Aldrich.

Inventor:
Wm. A. Lamb.

UNITED STATES PATENT OFFICE.

WILLIAM A. LAMB, OF ORLEANS, NEW YORK.

IMPROVEMENT IN WAGON-SEATS.

Specification forming part of Letters Patent No. **152,848**, dated July 7, 1874; application filed December 4, 1873.

To all whom it may concern:

Be it known that I, WILLIAM A. LAMB, of Orleans, in the county of Ontario and State of New York, have invented a new and useful Improvement in Seat-Fasteners for Vehicles, of which the following is a specification:

My invention relates to devices for locking seats to vehicles, to allow the seats to be removed and replaced upon the body at pleasure; and the improvement herein consists of a cylindrical bolt provided with a projection at one end and a handle at the other, in combination with bearing-boxes secured respectively to the seat and the body of the vehicle, and within one of which the bolt is secured between shoulders, while the other forms an inclined plane against which the bolt-projection acts when turned to lock and draw the seat close and secure to the vehicle body, the bolt being locked and unlocked by rotating it partially within its bearing-boxes, and which movement either brings the bolt-projection within the range of an opening to allow of its withdrawal from the body bearing-box, or against its inclined acting surface to make the lock; also, in the combination with the cylindrical bolt arranged to be partially rotated to lock it against an inclined bearing-box, with a rubber bearing or binder arranged to form the inner side of the seat bearing-box, to bear upon and hold the bolt in position when locked, and prevent it from turning by the jarring of the vehicle.

In the accompanying drawings, Figure 1 represents a view, in perspective, of the locking device, and so much of the seat and vehicle body as shows its application thereto; Fig. 2, a section of the seat bearing-box, showing the rubber binder for the bolt; Fig. 3, a view of the open bearing-box of the body; Fig. 4, a detached view of the bolt; and Fig. 5 a top view, showing the incline of the body bearing-box and the projection of the bolt locked therewith.

The seat-frame A and the body A' of the vehicle are shown locked together in Fig. 1 by means of a cylindrical bolt, C, fitted into bearing-boxes B B', properly secured to these parts. The bolt crosses the joint of the seat and body, and is secured by shoulders *a* within the seat bearing-box B, so that it can

have no axial movement, but may be partially rotated by a handle, *b*, on its inner end. The outer end of the bolt has a projection, E, standing out from one side, in line with the handle, and the body bearing-box B' has a side opening, G, to admit of the passage of the projection E with the bolt into, and its withdrawal from, the bearing-box, to secure the seat in place or effect its removal. The outer side of the bearing-box B' is made inclined at F, and this inclined surface is next to the projection E when the bolt is in place, so that turning the latter by its handle will bring the projection E against the incline F; and as the shoulders *a* of the bolt C prevent it from endwise movement, it must, when turned, draw the seat A firmly against the body A', and hold these parts together. The bolt is prevented from turning by the jostling of the vehicle by a rubber retainer, I, set in the seat, within the bearing-box B, so as to press against and bind the bolt in said box.

The device is simple, and only requires the bolt to be turned in its boxes to lock and unlock the seat attachment by bringing into and out of action the fixed incline and the turning-bolt projection.

I claim—

1. In a seat-fastener, the cylindrical bolt C, secured by shoulders *a* in the seat-box, in combination with its projection E, and the incline F of the body bearing-box B', whereby the partial turning of the bolt will draw and lock and hold the seat and body together, as set forth.

2. The combination, in a seat-lock, of the partially-rotating bolt with the rubber retainer I, and the bearing-box B, whereby the bolt-projection is retained in its locked position with the fixed incline, as set forth.

3. The combination of the cylindrical shouldered bolt C, and its projection E, with the bearing-boxes B B', the incline F, the side opening G in the fixed box, and the rubber retainer for locking and unlocking vehicle-seats, as set forth.

WILLIAM A. LAMB.

Witnesses:

GEO. L. PRICE,
E. D. ALDRICH.