D. ARGERBRIGHT.

Vehicle Seat Lock.

No. 163,436. Patented May 18, 1875.

Fig 1

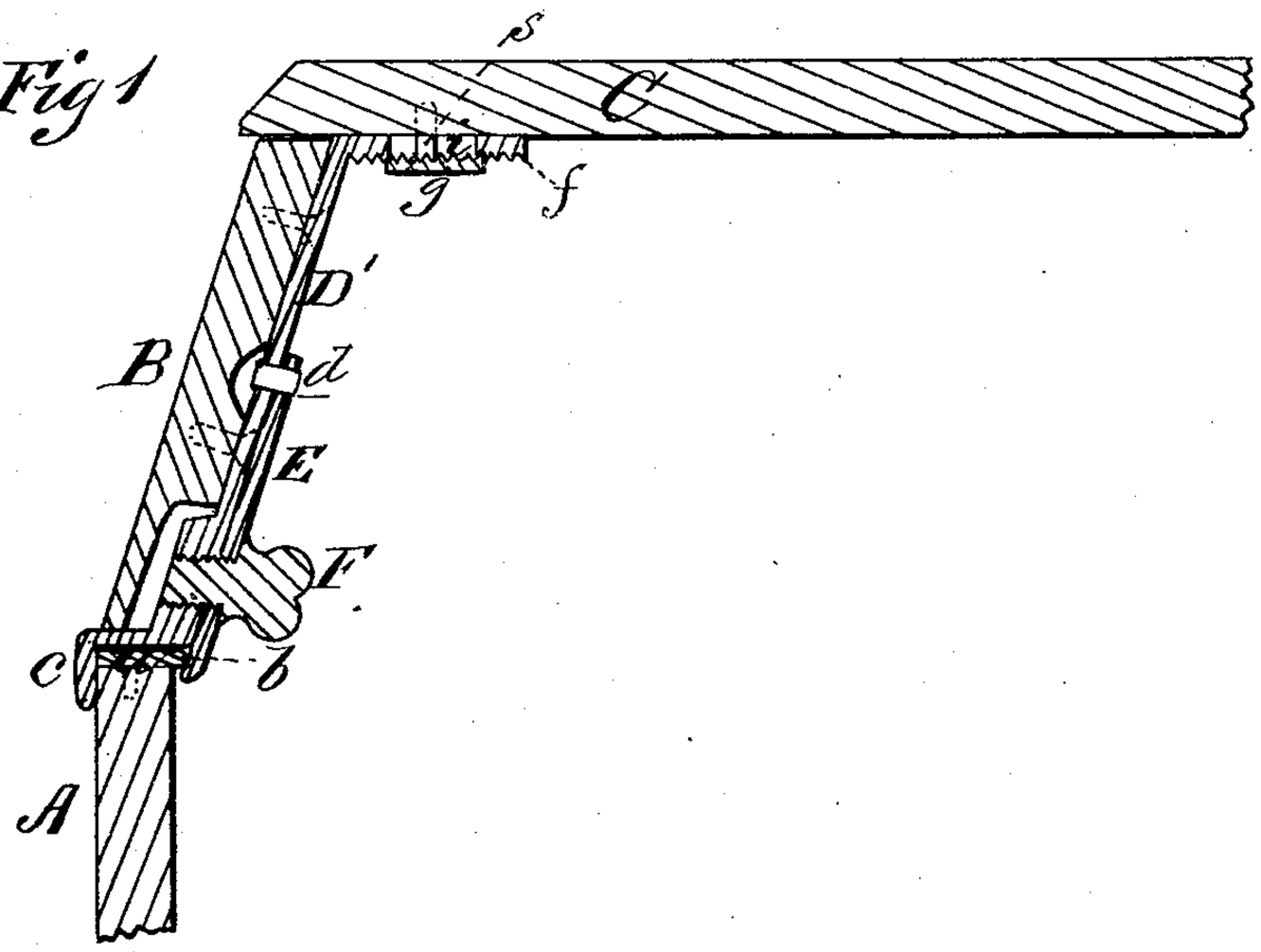
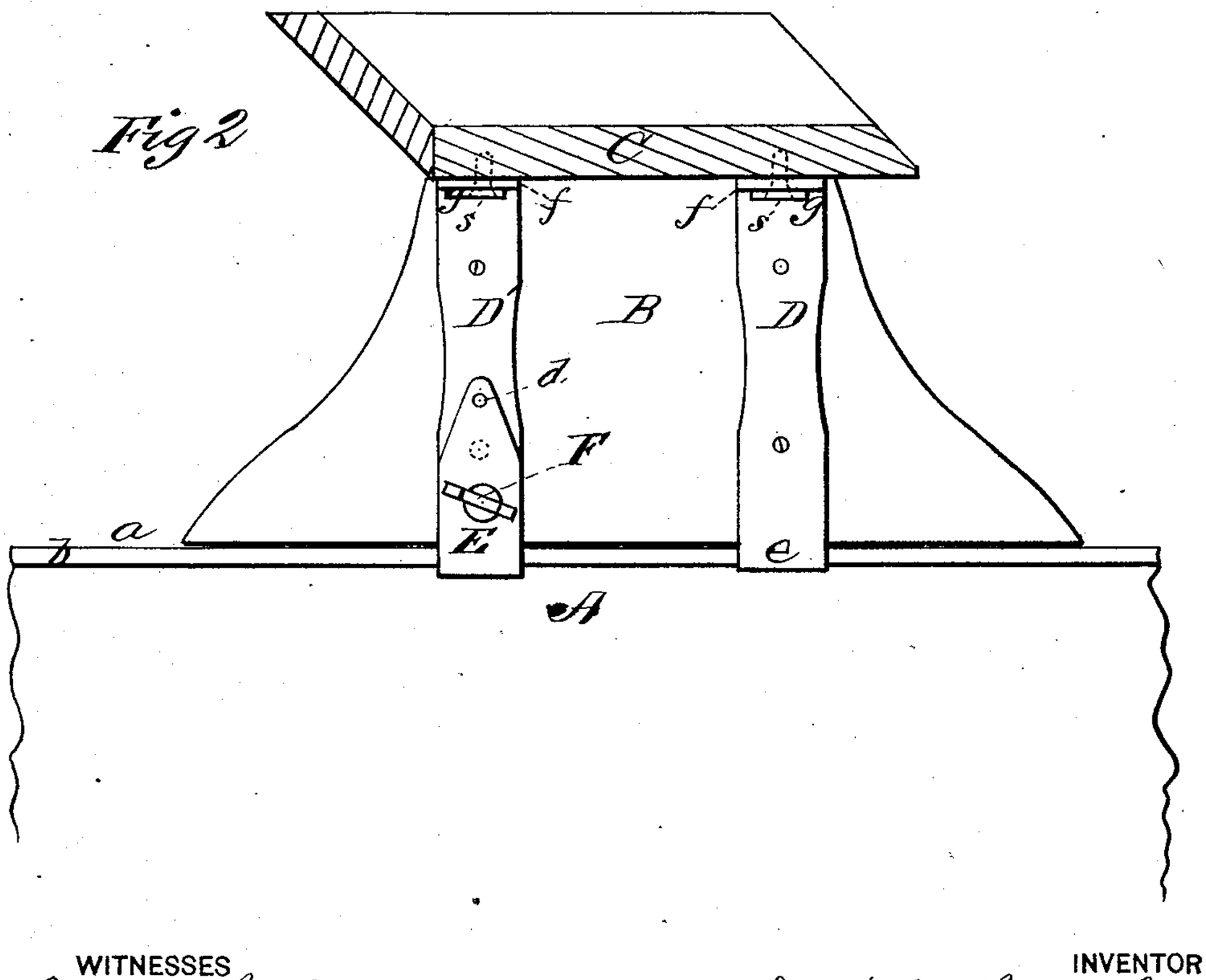


Fig 2



WITNESSES

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UNITED STATES PATENT OFFICE.

DANIEL ARGERBRIGHT, OF TROY, OHIO.

IMPROVEMENT IN VEHICLE-SEAT LOCKS.

Specification forming part of Letters Patent No. **163,436,** dated May 18, 1875; application filed April 3, 1875.

To all whom it may concern:

Be it known that I, DANIEL ARGERBRIGHT, of Troy, in the county of Miami and State of Ohio, have invented a new and valuable Improvement in Carriage-Seat Lock; 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, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a sectional view of my device, and Fig. 2 is a side view of the same.

This invention has relation to improvements in sliding seats for wagons.

The object of the invention is to devise means whereby the seat in a road-wagon may be moved to any desired point of the body and be there secured, and to provide a means of adjusting the seat-supports to the edges of the said body when its sides have been spread laterally from long use.

To this end, the nature of the invention consists in seat-brackets rigidly secured to the seat-supporters and sustaining the seat-bottom, which brackets are adjustably secured to the said bottom, whereby the said seat-supporters are capable of being extended laterally and are adapted to be secured upon the edges of the box sides when the latter have been spread by long use. It also consists in a clamping device for adjustably securing the seat to the wagon-body, formed by bending the lower end of the metallic seat-bracket under and across the seat-support and then downward to form a jaw, and by a hooked clamping-plate pivoted to the inside of the said bracket and adapted to be actuated by a suitable set-screw, whereby a means is provided for adjustably securing the detachable seat to the wagon-box, as will be hereinafter more fully explained.

In the annexed drawings, A represents a section of the side of the wagon body or box. B and C are, respectively, the support or "rise" and the bottom of a detachable and sliding seat. The upper edge of side A has a strong metallic strip, *a*, secured thereon, with its outer edge flush with the outer vertical side thereof, and its inner edge projecting inward, forming a lip, *b*, for a purpose hereinafter more fully explained. D D′ represent metallic brackets or standards screwed or otherwise suitably secured upon the inside of support B, the former of which extends down below the edge of rise or support B and strip *a*, as shown in Fig. 2. The lower end of bracket D′ is bent across and under support B, and is then bent down to form a clamping-jaw, *c*, which, like the end of bracket, D, also extends downward below strip *a*. E represents a clamp-plate, pivoted at *d* to the inner side of bracket D′, and provided with a thumb-screw, F, which passes through registering perforations in the body of the plate, and in the re-enforced lower end of bracket D′, as shown in Fig. 1. When the seat is placed in position on the body, jaw *c* will be on the outside thereof, clamping-plate E being directly opposite it, on the inside of the wagon-body. Hence, when screw F is forcibly set up, the sides of the box will be rigidly griped between jaw *c* and plate E, thus holding the seat firmly in position. By loosening the screw the seat may be slid to any desired position, and there secured by again setting up the clamp-screw. The lower projecting end *e* of bracket D will prevent the seat from twisting and racking the clamp. The upper arms *f* of brackets D D′ are each provided with a slot, *i*, which is vertical to the body of the bracket, and the lower sides thereof are corrugated transversely, as shown in Fig. 1. *g* represents washers, the upper surfaces of which are likewise corrugated, and are adapted to be received and fit snugly into the corrugations of arms *f*, so that when a suitable screw, *s*, is passed through the washer, and slots *i* of the said arms into the seat-bottom and suitably set up, the washers will clamp the brackets to the seat-bottom and will be rigidly held against rotation.

When from use the wagon-sides become spread, the side supports may be spread out laterally by loosening the screws, thereby adapting the seat to be fitted to the box sides in their changed position. By again setting up the screws the seat-bottom will be held in the changed position.

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

1. In a sliding seat, the combination, with

the angular bracket D′, having jaw *c*, the pivoted hooked clamping-plate E, having set-screw F, and the metallic strip *a*, substantially as and for the purpose specified.

2. The bracket D′, adapted to be applied to the side of a wagon-box, in combination with the bracket D, having a projecting end, *e*, and support B, whereby the seat will be prevented from twisting and rocking, substantially as specified.

3. The arm *f* of the bracket D′, having slot *i* and corrugated under side, in combination with the corrugated washers *g*, screw *s*, and seat *c*, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

DANIEL ARGERBRIGHT.

Witnesses:

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