

N. HAYWARD & P. C. HAYS.

CARRIAGE SEAT LOCK.

No. 189,215.

Patented April 3, 1877.

Fig. 1.

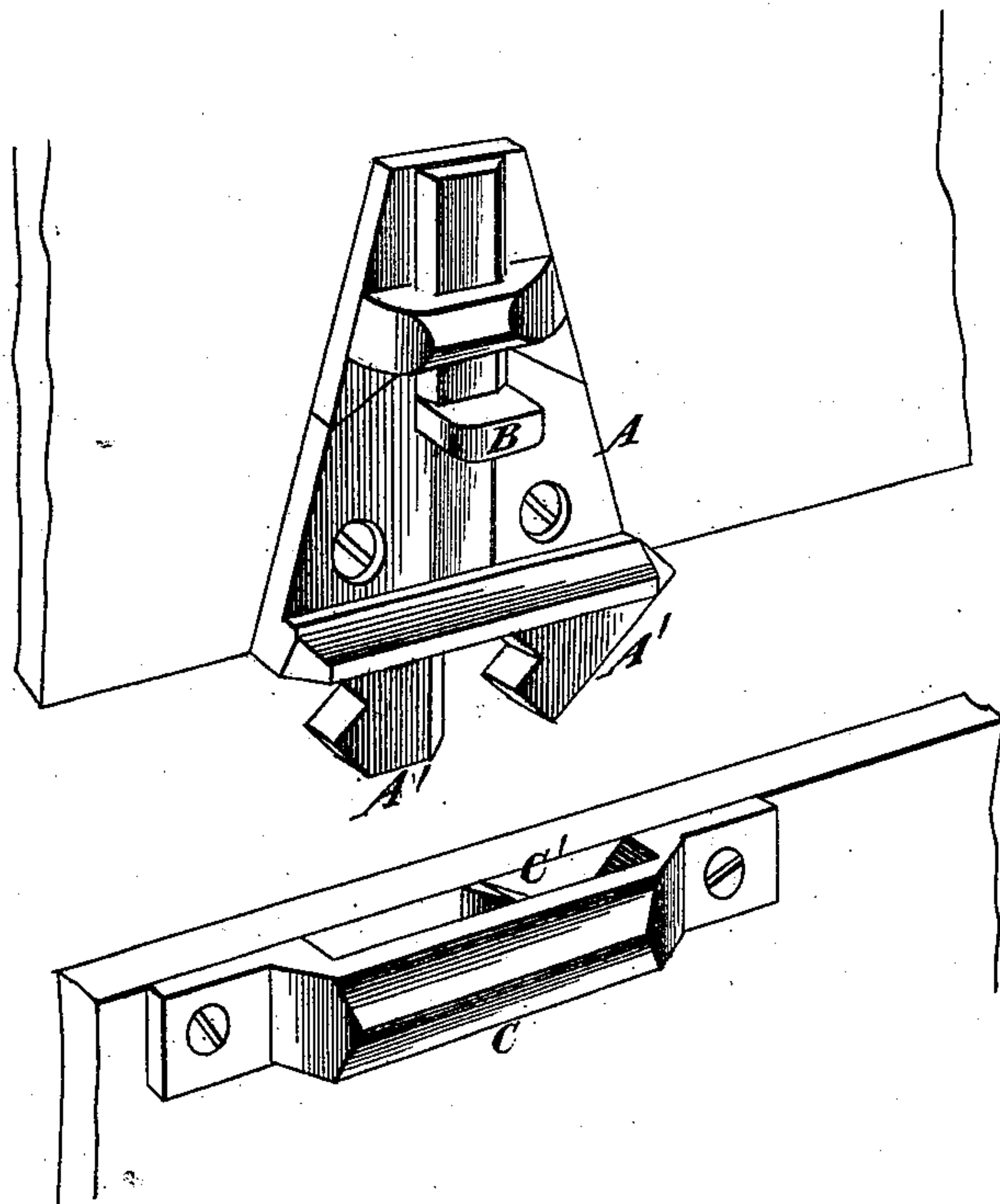


Fig. 4.

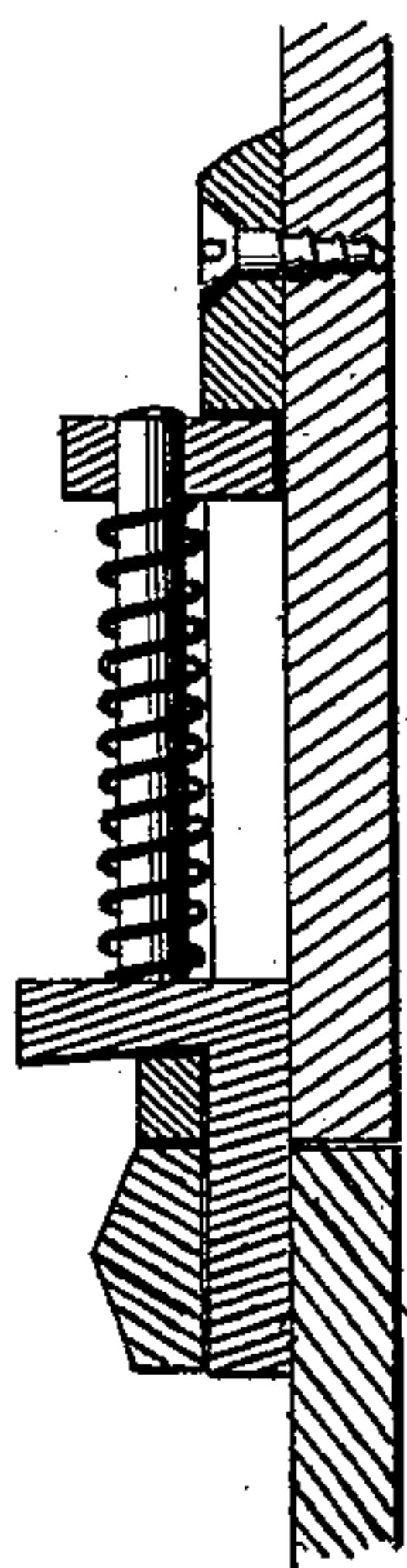


Fig. 2.

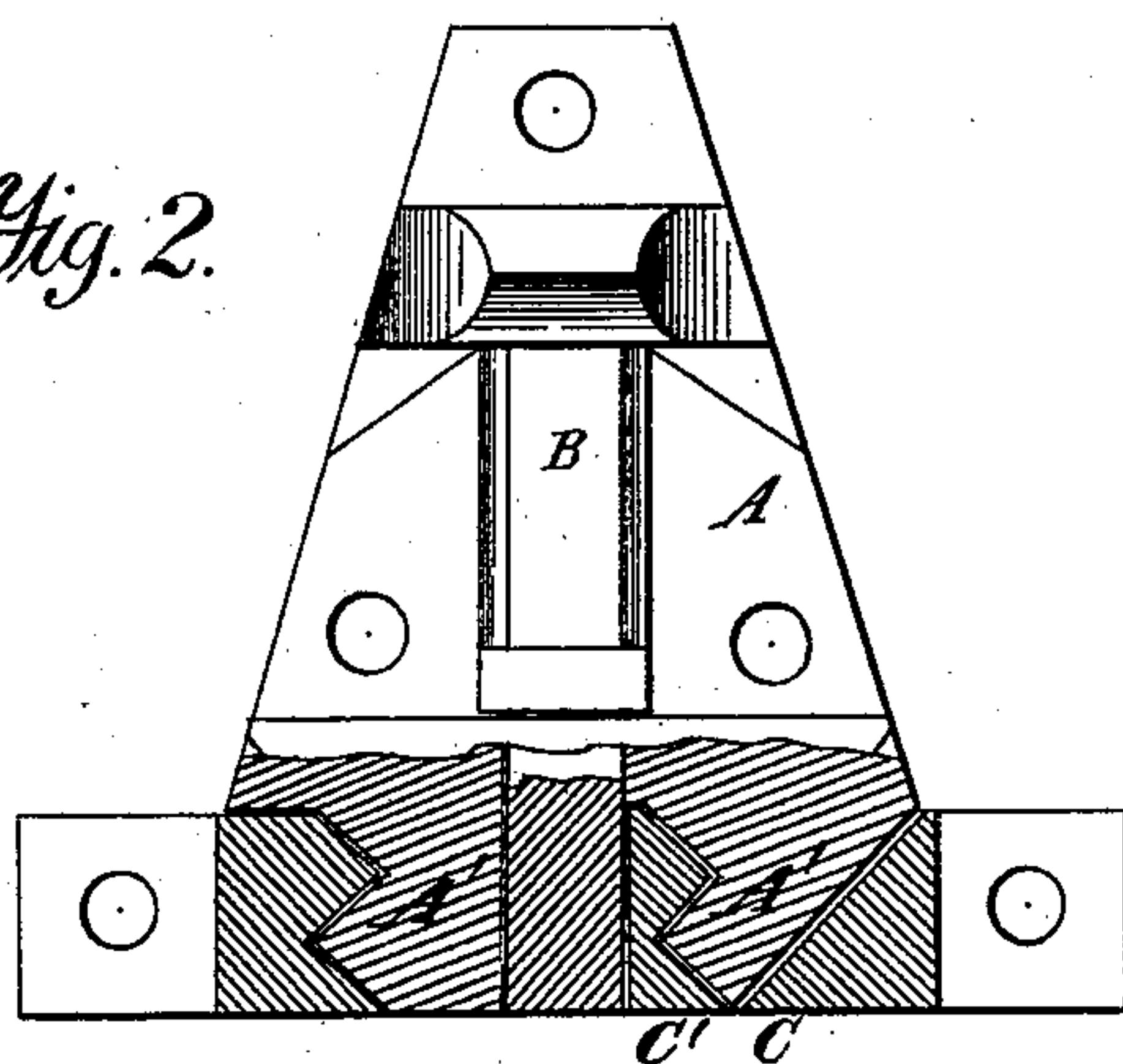
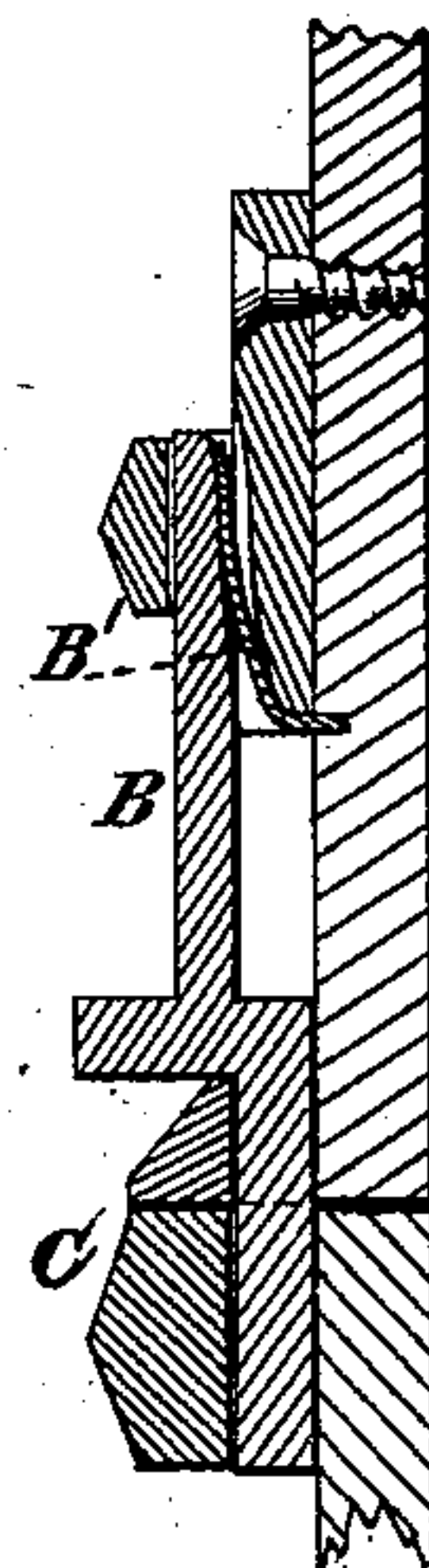


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE

NAHUM HAYWARD AND PINNEY C. HAYS, OF ROANOKE, INDIANA.

IMPROVEMENT IN CARRIAGE-SEAT LOCKS.

Specification forming part of Letters Patent No. 189,215, dated April 3, 1877; application filed February 6, 1877.

To all whom it may concern:

Be it known that we, NAHUM HAYWARD and P. C. HAYS, of Roanoke, in the county of Huntingdon and State of Indiana, have invented a new and useful Improvement in Seat-Locks for Carriages, of which the following is a specification:

The object of this invention is to securely fasten the seats to the body of a carriage of any description; and it consists in so forming the adjacent faces of the catch and hasp that the seat can only be removed by raising it diagonally, and, to prevent such diagonal movement, employing a sliding bolt, which engages the hasp in such a manner that the seat cannot be moved in the direction of the length of the bed, and therefore the bevel-faced jaws cannot be detached.

In the annexed drawings, making a part of this specification, Figure 1 is a perspective view of the lock attached to the seat, and of the hasp attached to the bed of the carriage. Fig. 2 is a partly sectional elevation of the lock and hasp. Fig. 3 is a vertical section of the same. Fig. 4 is a vertical section, showing the bolt projected by a spiral spring.

The same letters are employed in all the figures in the designation of identical parts.

A is the lock, which is fastened to the seat. It is formed at the lower end with hooked jaws A', formed, substantially as represented, with inclined or beveled faces. It is cast in two pieces, so as to permit the attachment of the bolt B, which has inclined faces to hold it in place, in conjunction with similar faces of the recess which receives it. It is formed with a thumb-piece, as shown. C is the hasp, which is formed with recesses corresponding in form to the beveled faces of the jaws A', and a central partition, C', against the side of which the bolt B, when thrown, rests.

As the seat-lock can only be fixed in the hasp by inserting it transversely, so that the jaws shall engage the similarly-inclined recesses in the hasp, it follows that when the bolt B is thrown down, its side bearing against the partition C', the seat cannot be moved in

the direction of the length of the hasp as long as the bolt remains thrown, and as the interlocking jaws make it impossible to lift the seat vertically, it follows that while the bolt remains thrown the seat cannot be moved.

To prevent the bolt from jolting loose, the spring B', placed behind it, holds it in place.

Instead of the spring B', as shown in Fig. 3, a spiral spring may be coiled around the stem of the bolt B to project it, as shown in Fig. 4.

We are aware that a hook-headed lock-bolt has been employed for securing seats to bodies of carriages, in connection with a sliding bolt which secured the seat; but our invention differs from that in the use of the inclined faces A', by means of which the weight of the seat makes the lock, by forcing the points into the recesses, the bolt preventing the displacement, which would not readily occur, even if the bolt was not thrown, as the tendency of the weight of the seat and passengers is to force the points into their sockets.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. The combination of the lock A and hasp C, the interlocking jaws of which have inclined faces, so as to prevent the lock from being lifted vertically out of the hasp, and a bolt, B, which, when thrown, prevents any lateral movement of the lock, substantially as set forth.

2. The lock A, formed in two pieces, and with beveled faces, in combination with the bolt B, with similarly-inclined faces, and spring B', for creating friction between such beveled and opposed faces, substantially as set forth.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

NAHUM HAYWARD.
PINNEY C. HAYS.

Witnesses:

J. B. BRYSON,
JOHN HACKETT.