

(No Model.)

J. L. DOLSON.
Seat Lock.

No. 229,977.

Patented July 13, 1880.

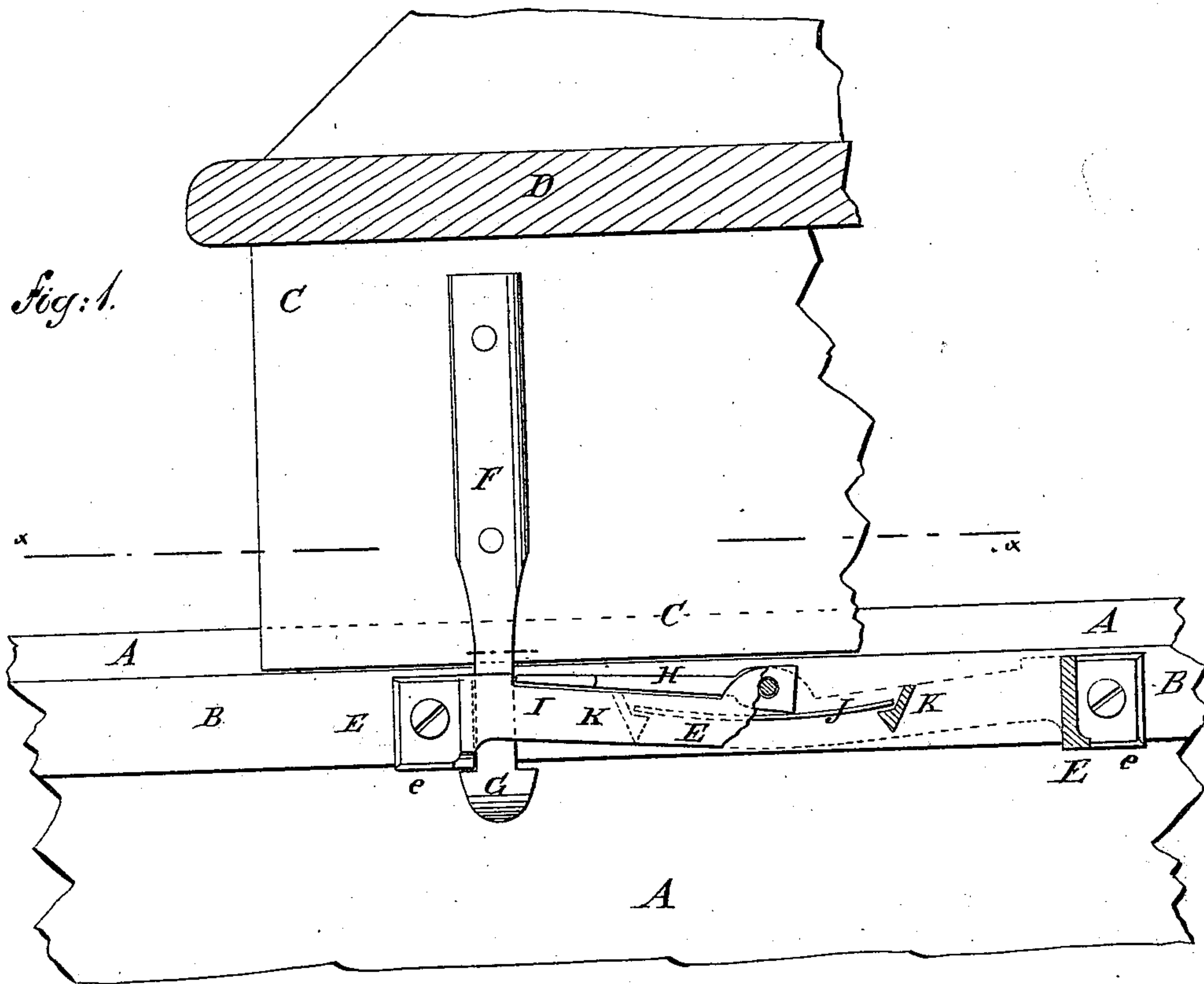
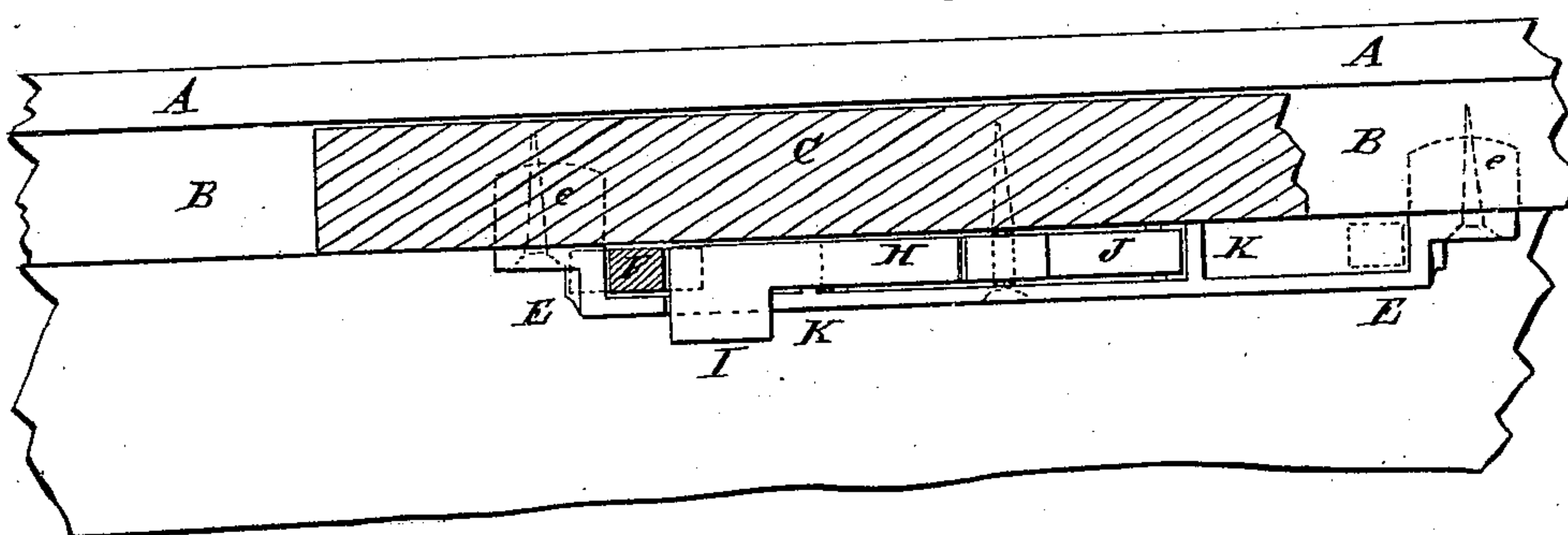


Fig: 2.



WITNESSES:

Chas. Nida
C. Bidgwick

INVENTOR:

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UNITED STATES PATENT OFFICE.

JOHN L. DOLSON, OF CHARLOTTE, MICHIGAN.

SEAT-LOCK.

SPECIFICATION forming part of Letters Patent No. 229,977, dated July 13, 1880.

Application filed April 17, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOHN L. DOLSON, of Charlotte, in the county of Eaton and State of Michigan, have invented a new and useful
5 Improvement in Seat-Fasteners for Vehicles, of which the following is a specification.

Figure 1 is a side elevation, partly in section, of the improvement. Fig. 2 is a sectional plan view, taken through the line *x x*,
10 Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish fasteners for the seats of spring-wagons and other
15 vehicles, so constructed as to hold the seats securely and allow them to be readily removed and adjusted.

A represents the side of the vehicle-body, to the inner side of which, at a little distance
20 from its upper edge, is attached a cleat, B, for the riser C of the seat D to rest upon. To the side of the cleat B is attached the ends of the bar E, which has an offset formed in it near
25 such a distance from the cleat B as will form a space to receive the lower end of the catch-bar F. Upon the lower edges of the ends of the bar E are formed flanges *e*, which project
30 beneath the cleats B and strengthen the said bar E against an upward strain. The upper part of the bar F is firmly attached to the riser C of the seat D, and upon the lower end of the said bar F are formed shoulders G, to engage
35 with the offsets of the bar or keeper E, to hold the seat D in place. The catch-bar F G is held against the offset of the bar E by the lock-lever H, the end of which rests against the inner edge of the said catch-bar F G. The lock-lever H has a thumb-piece, I, upon the
40 side of its free end, for convenience in operating it. The other end of the lock-lever H is made square, is pivoted to the middle part of

the bar E, and rests upon the middle part of a spring, J. The ends of the spring J rest upon flanges K or other supports formed upon
45 or attached to the bar E, upon the opposite sides of and equally distant from the center of the said bar E.

With this construction the seat can be adjusted forward or back by placing the catch-
50 bar F G at either end of bar E and turning the lock-lever H against the inner edge of the said bar F G.

With this construction also the spring J will hold the lock-lever H securely in place when
55 turned down in either direction, and when turned up into a vertical position, to allow the seat to be removed, inserted, or adjusted.

The seat is released for removal or adjustment by raising the lock-lever H into a vertical
60 position and sliding it forward or back to remove the shoulder G of the catch-bar F from the offset of the bar E, and then lifting the said seat to withdraw the catch-bars F G from the
65 bar E.

I am aware that it is not new to use hooks projecting downwardly from the seat-supports through slots in plates attached to the seat-
70 rails and held engaged by spring-actuated catches; but

What I claim is—

A seat-fastener consisting of the double-shouldered catch-bar F G, the bar E, having an offset at each end and flanges K, the spring J, resting on said flanges, and the lock-lever
75 H I, pivoted to the middle of bar E and supported by the middle of spring, as shown and described, whereby the seat may be held at different points of adjustment, as specified.

JOHN L. DOLSON.

Witnesses:

EDWARD C. RILEY,
FRANK H. NEWLON.