

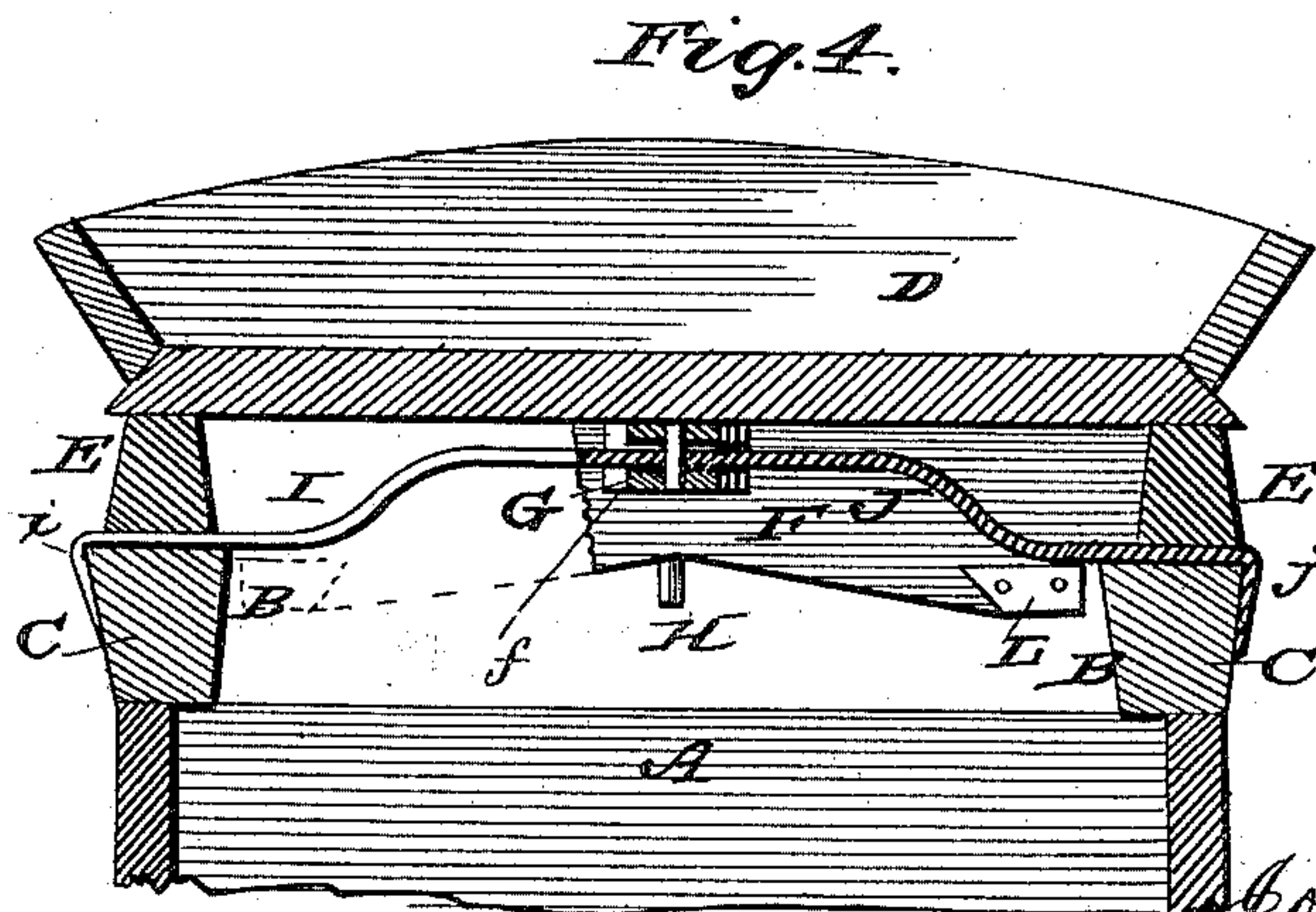
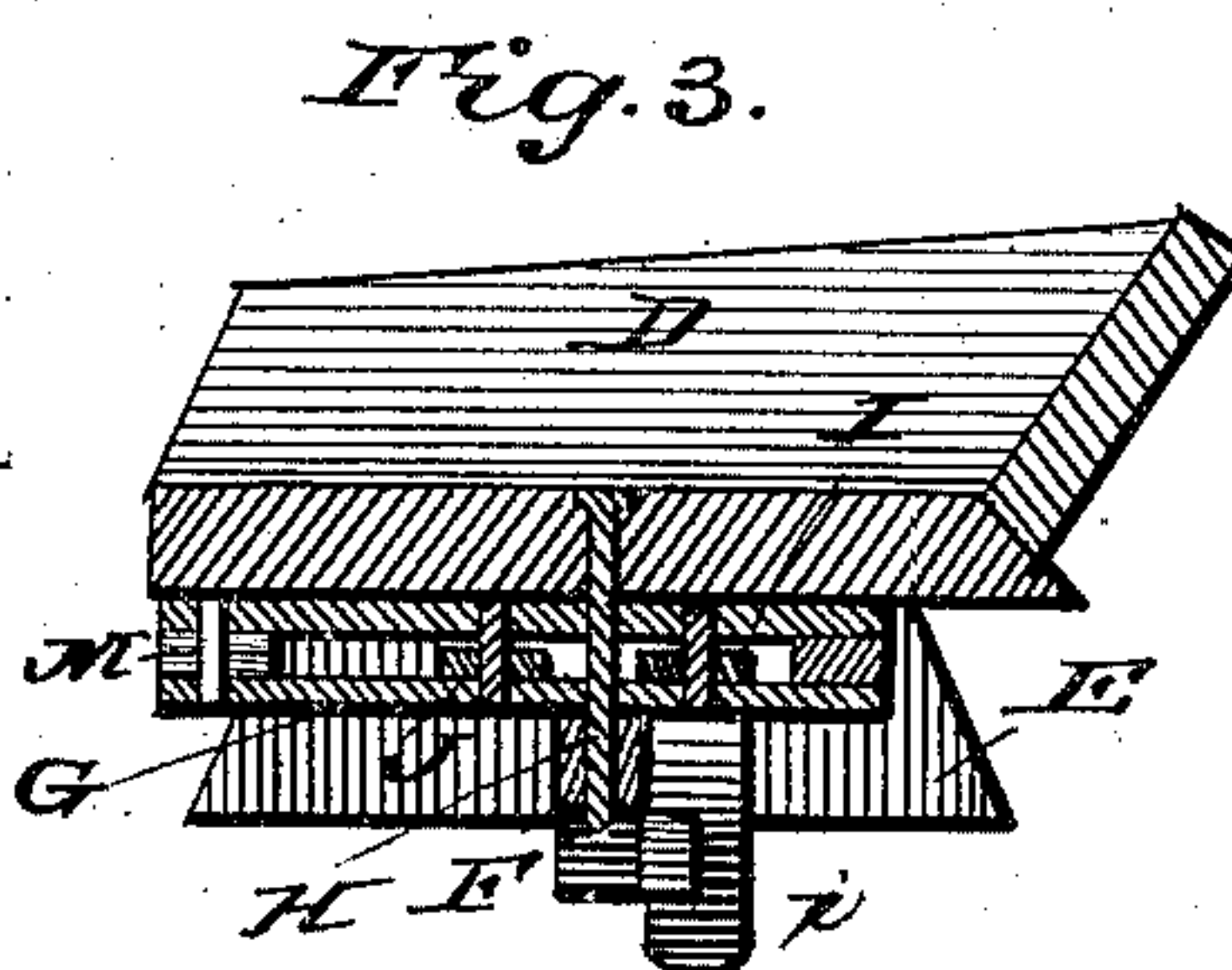
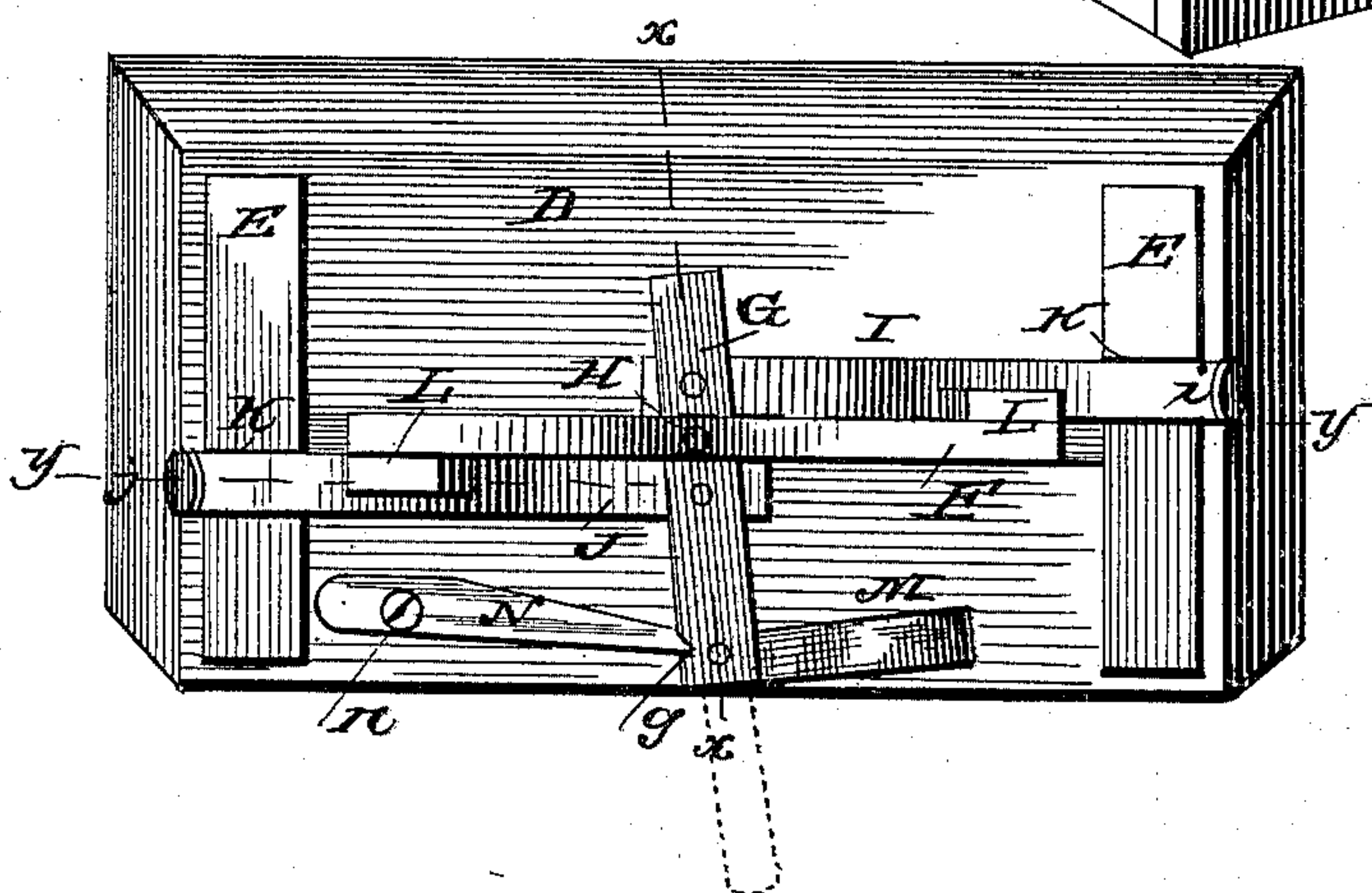
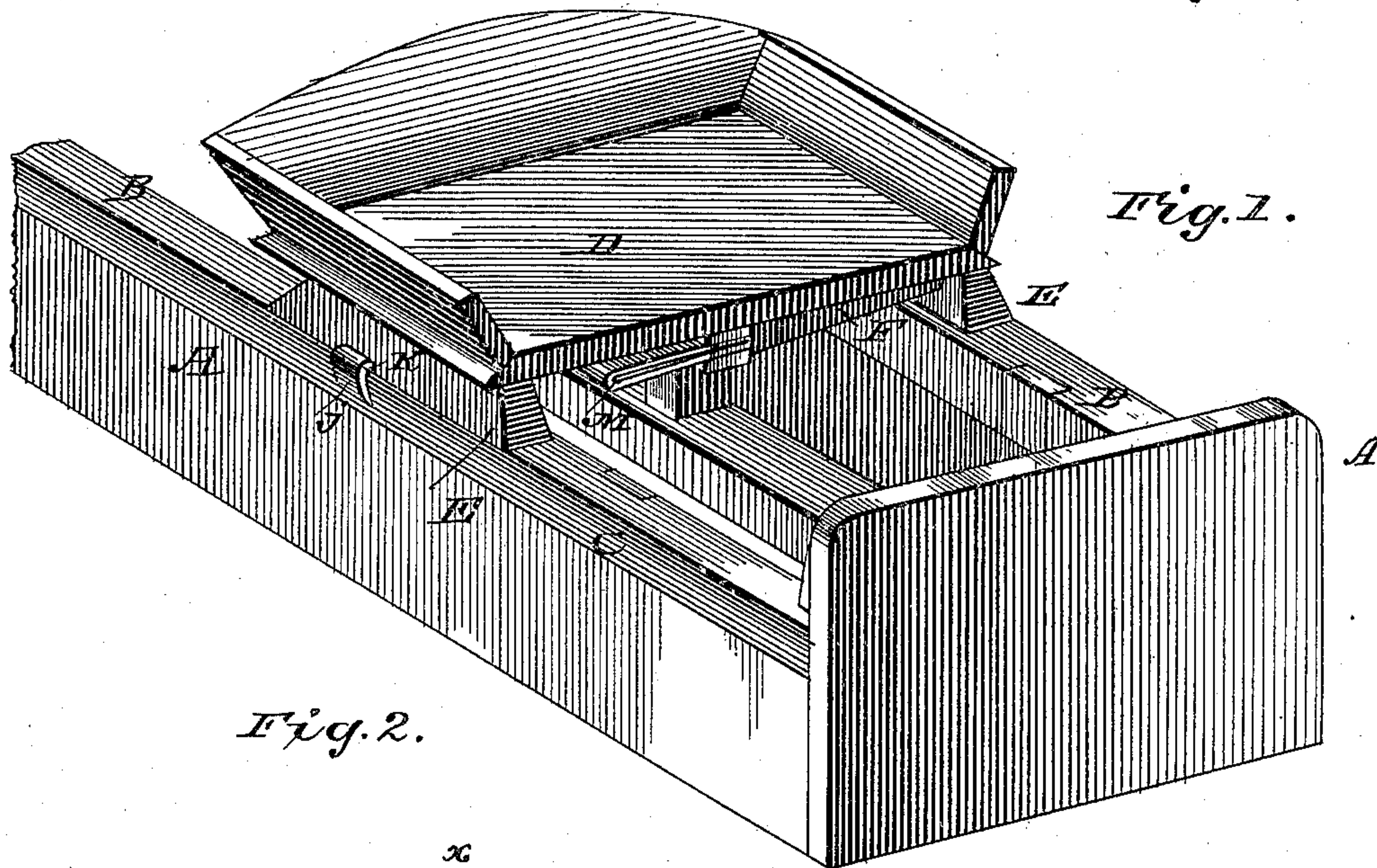
(No Model.)

J. K. GRAY.

SEAT LOCK FOR VEHICLES.

No. 302,839.

Patented July 29, 1884.



WITNESSES:

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JOHN K. GRAY, OF MONTEZUMA, NEW YORK.

SEAT-LOCK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 302,839, dated July 29, 1884.

Application filed April 29, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN K. GRAY, a citizen of the United States, and a resident of Montezuma, in the county of Cayuga and State of New York, have invented certain new and useful Improvements in Wagon Boxes and Seats; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of a portion of a wagon-box having my improved seat attachment. Fig. 2 is a plan of the under side of the seat and attachment. Fig. 3 is a cross-section through line *x x*, Fig. 2; and Fig. 4 is a longitudinal vertical section of the seat on line *y y*, Fig. 2, showing it in its position upon the side rails of the wagon-box.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to devices for fastening the seat or seats upon a wagon-box; and it consists in the improved construction of the seat attachment, which will be hereinafter more fully described and claimed.

In the accompanying drawings, A denotes a wagon-box, which may be of any desired construction, and which is provided with side rails, B B, which are slightly inclined or flaring on the outside, as will be seen more clearly at C by reference to Fig. 4 of the drawings. The seat (shown at D) is supported upon the flat top of the side rails, B, by the seat-bearings E, which may be of any suitable height. The bearings E E are braced by a cross-piece, F, on the under side of the seat, which said brace has an opening, *f*, midway for the insertion of a lever, G, which has its fulcrum upon a bolt, H. Fastened with their inner ends in this lever G, on opposite sides of its fulcrum, are the two arms I and J, the outer ends of which are bent to form hooks *i j*, adapted to grasp or engage the inclined sides C of the flaring side rails, B B. The arms I and J slide in recesses K in the seat-bearings E, and are guided by lugs L, fastened to the cross-brace F. The lever G may be operated either

from the seat or by a person standing on the ground by means of a strap, M, fastened to its forward end, which may be bent or folded out of the way in under the seat when not in use. When the arms I and J are in their holding position for locking the seat upon the wagon-box, lever G is locked in its appropriate position by means of the latch N, hinged upon a bolt or screw, *n*, on the under side of the seat, the free end of which is adapted to engage a notch, *g*, in the lever. It will be seen that the seat may be removed in a moment simply by disengaging the latch from the lever and pulling lever G in the direction of the latch by means of its strap or handle M. By moving the lever in the opposite direction, after the seat has been placed upon the box, with its sliding arms I and J overlapping the side rails, B, the seat will be locked firmly in its position upon the wagon-box.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination, with the wagon-seat having recessed supports or bearings E E and cross-brace F, of the lever G, having handle M, adapted to be folded in under the seat, arms I and J, having hooks *i* and *j* at their outer ends, guides L, and latch N, substantially as and for the purpose shown and set forth.

2. The combination of the wagon-box having flaring side rails, B B, seat D, having recessed supports or bearings E E and cross-brace F, lever G, having handle M, adapted to be folded in under the seat, sliding arms I and J, having hooks *i* and *j* at their outer ends, adapted to engage or clamp the side rails, B, guides L, and latch N, the whole constructed and combined to operate substantially in the manner and for the purpose herein shown and set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

JOHN K. GRAY.

Witnesses:

GEORGE B. HURD,
CHAS. C. JONES.