

(No Model.)

E. H. BOOTH.

SEAT LOCK.

No. 324,643.

Patented Aug. 18, 1885.

Fig. 1.

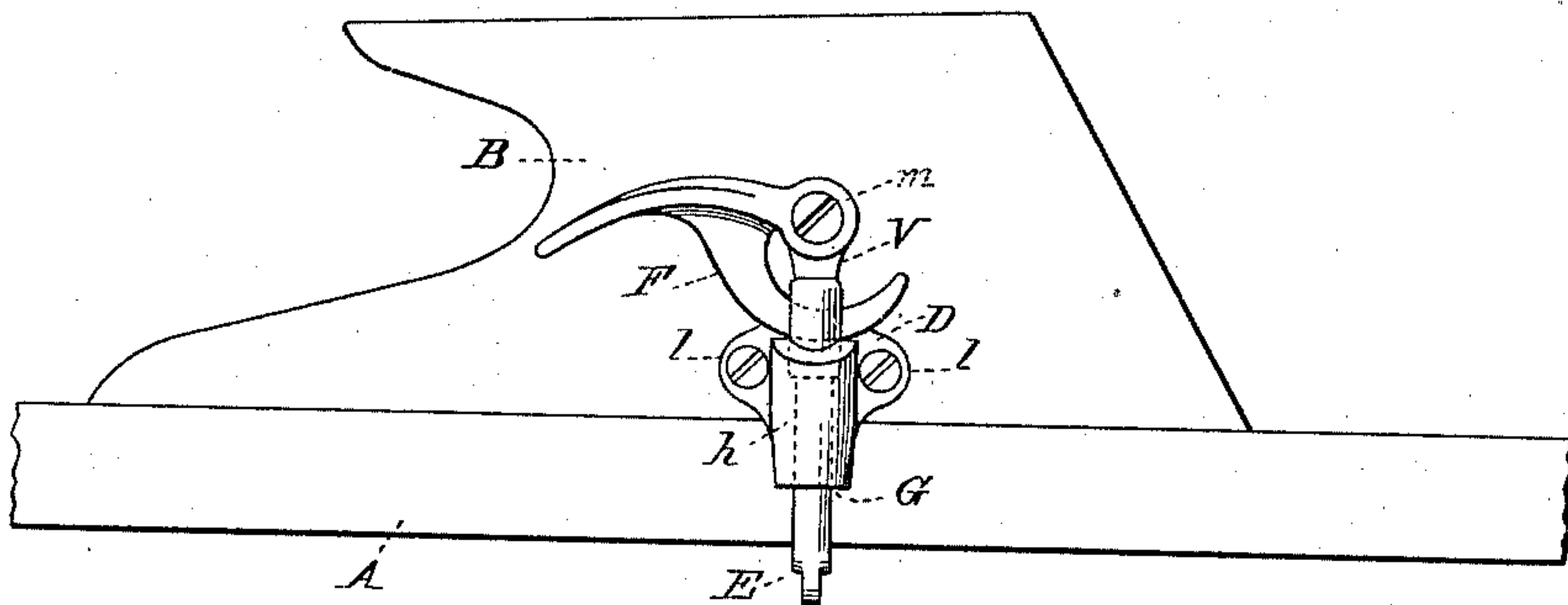


Fig. 2.

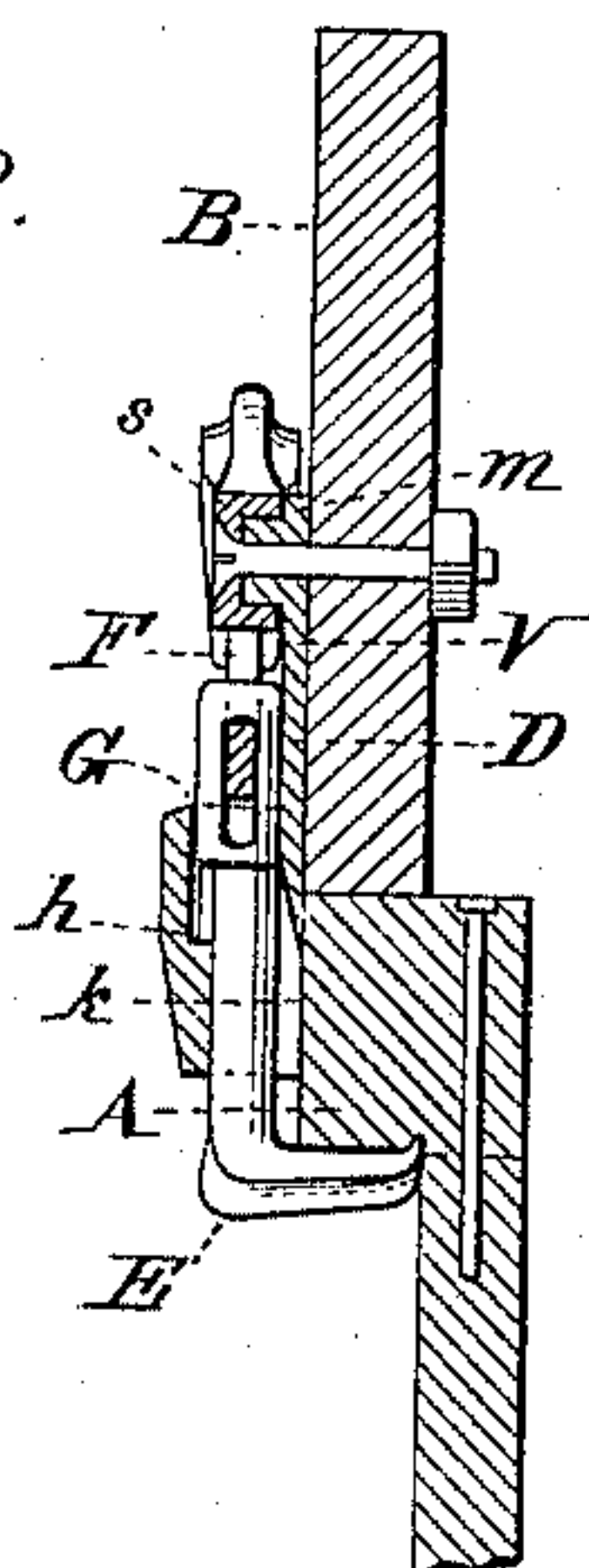


Fig. 3.

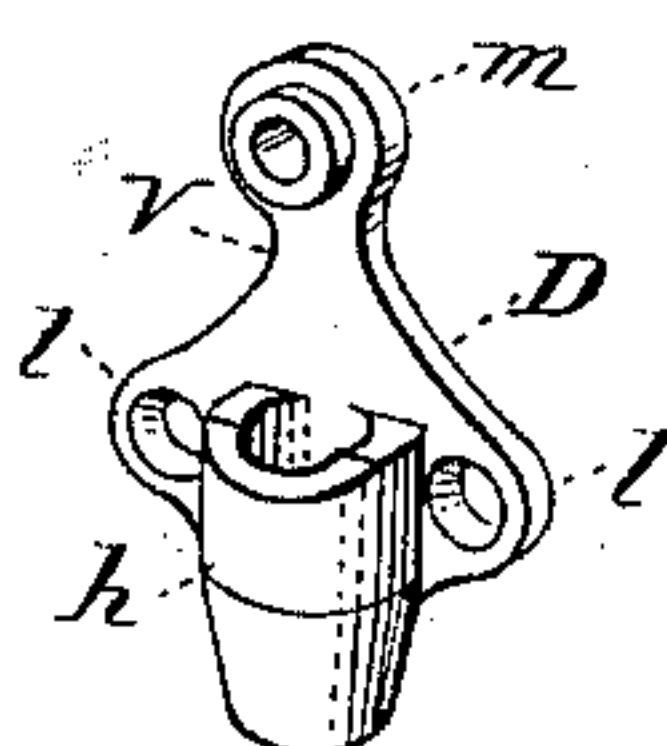


Fig. 4.

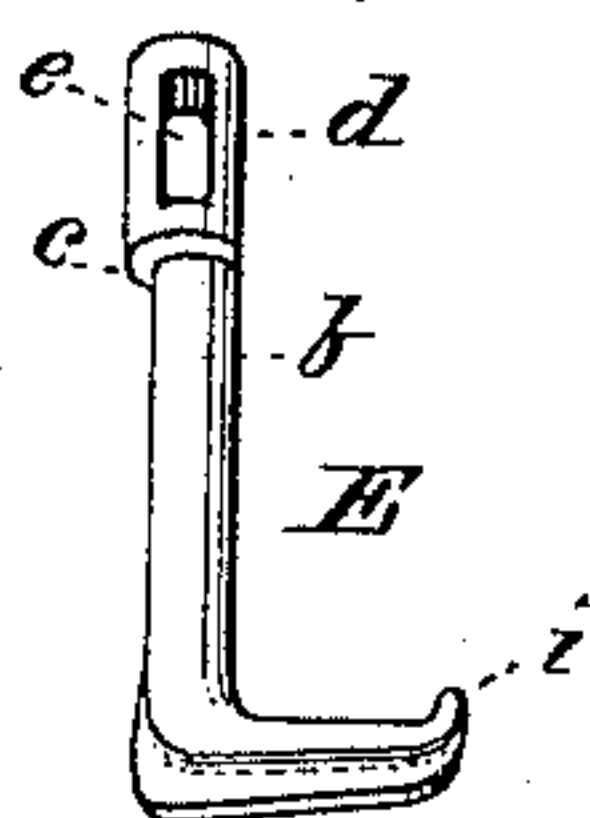
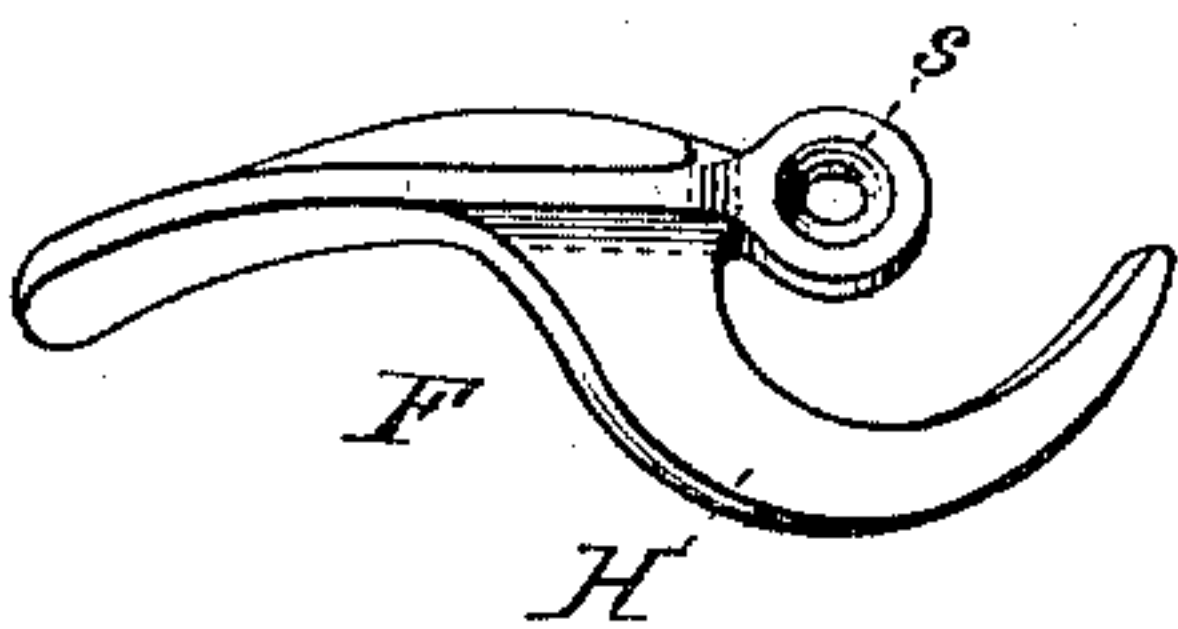


Fig. 5.



WITNESSES

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UNITED STATES PATENT OFFICE.

EBENEZER H. BOOTH, OF KIRKWOOD, NEW YORK.

SEAT-LOCK.

SPECIFICATION forming part of Letters Patent No. 324,643, dated August 18, 1885.

Application filed November 15, 1884. (No model.)

To all whom it may concern:

Be it known that I, EBENEZER H. BOOTH, a citizen of the United States, residing at Kirkwood, in the county of Broome and State of New York, have invented certain new and useful Improvements in Locks for Vehicle-Seats; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention, and shows a front view of the lock. Fig. 2 is a vertical section taken through the lock, seat-riser, and rail. Figs. 3, 4, and 5 are perspective views of the different parts of the lock.

This invention has relation to wagon-seat locks; and it consists in the construction and novel arrangement of devices, as hereinafter set forth, and pointed out in the appended claims.

In the accompanying drawings, the letter A designates the rail of the wagon, and B the seat-riser, to which the lock C is attached.

The lock consists of the plate D, hook E, and cam-lever F. The plate D is formed with a socket, G, having an interior shoulder at about its middle portion, as shown at *h*, above which its diameter is larger than below said shoulder. This socket is open at its lower and back part, as indicated at *k*, this open portion being closed when the plate is attached to the riser. On each side of the socket are the perforated lugs *l*, through which the fastening-screws pass.

An upward extension, V, of the plate is formed with a perforated wrist-head, *m*, whereof the wrist-bearing *n* serves to receive the eye *s* of the cam-lever F, a screw, *a*, connecting the parts and passing through the wrist-head. This construction is designed to take the strain of the leverage off the screw-connection.

The hook has a rounded shank, *b*, which is formed with a shoulder, *c*, above which it is enlarged, as indicated at *d*, the enlargement having a slot, *e*, extending through it from side to side. This enlargement fits in the up-

per portion of the socket, and its shoulder *c*, when it is in position, engages the interior shoulder of the socket, hereinafter referred to. The hook branch *e* extends from the lower end of the shank, and is provided with a spur, *i*, at its end, which is designed to engage the under side of the rail. The hook can be turned outward for disengagement or inward when the lock is to be used.

The cam-lever F is provided with a curved wedge-arm, H, which is designed to pass through the slot *e* of the enlarged head of the shoulder, and at the same time to bear against the upper end of the socket. When the lever-arm is pressed down, the wedge arm or cam is pressed through the slot, causing the hook to rise and its hook branch to become forcibly engaged with the rail of the wagon. The engagement of the wedge-arm of the lever with the slot of the hook also serves to hold said hook in position, preventing it from turning outward from under the rail. The wedge-arm is designed to afford a continuous take-up, so that the connection is not rendered unserviceable by wear. The lever-arm is longitudinal usually, and its weight is designed to prevent the lock from jarring loose. The fastening becomes tight when the point of the lock takes on the rail, and the wedge-arm accommodates itself to the hook, as it will become secure at any point when the strain of the hook is brought to bear.

The socket is open at the back sufficiently to allow the enlarged head of the hook to be introduced, this opening extending a little above the shoulder of the socket. When in position, the enlarged head of the hook engaging the socket-shoulder prevents said hook from dropping out when the cam-lever is disengaged.

In the construction shown the groove or socket can be made to project below the top of the rail, and in this manner to prevent the body of the wagon from spreading at the sides.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. A seat-lock hook having a slotted enlargement or head at its upper end, and a shoulder on the shank below said enlargement, substantially as specified.
2. The combination, with the shoulder-hook,

of the internally-shouldered socket through which the shoulder of the hook passes, substantially as specified.

3. The combination, with the slotted and
5 shouldered hook, of the socket-plate having an internal shoulder, and the lever having a curved wedge-arm designed to engage the slotted hook and the socket, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

EBENEZER H. BOOTH.

Witnesses:

S. B. BALL,
H. P. GANOUNG.