

(No Model.)

W. M. FARR.
VEHICLE SEAT LOCK.

No. 338,256.

Patented Mar. 23, 1886.

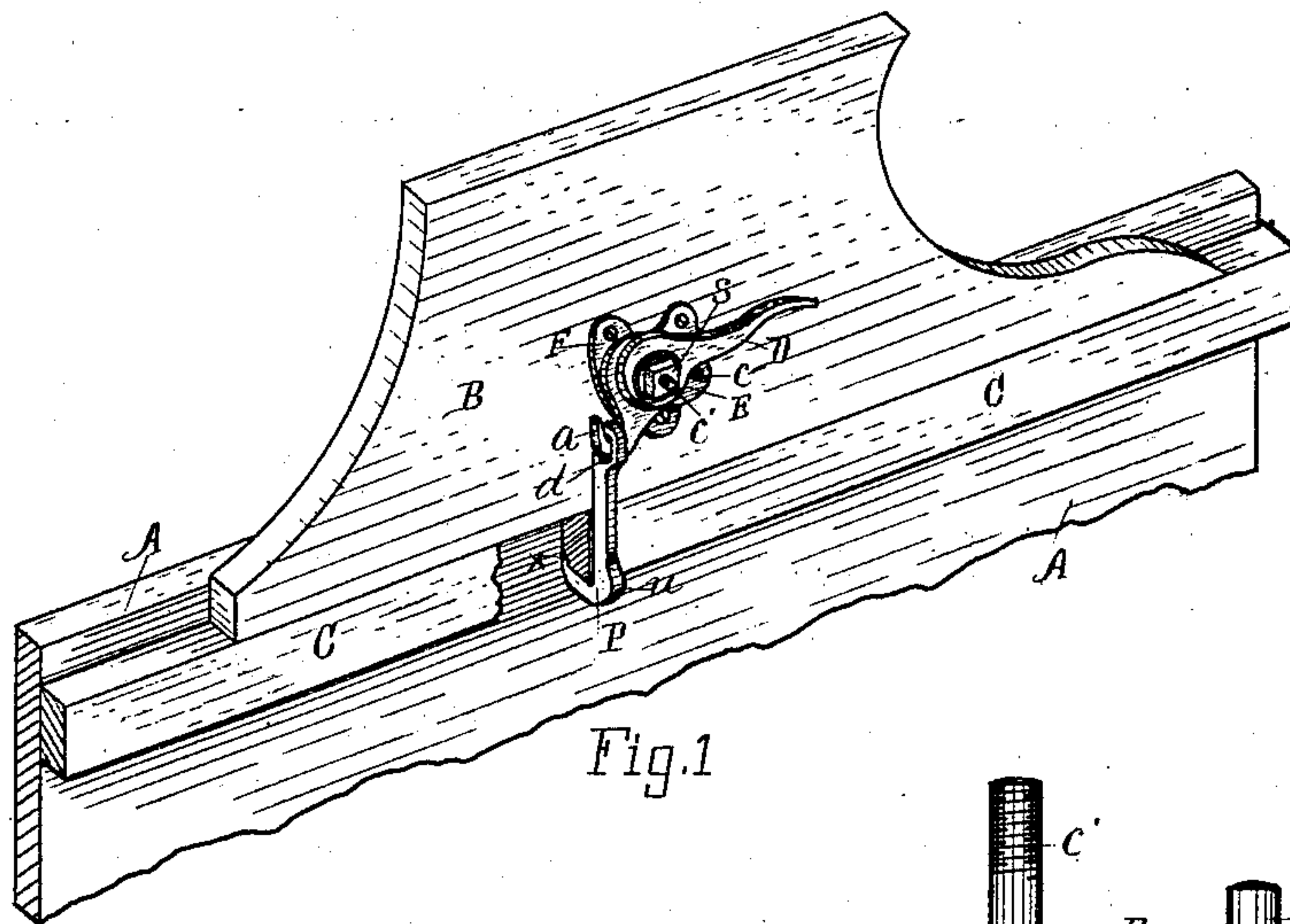


Fig.1

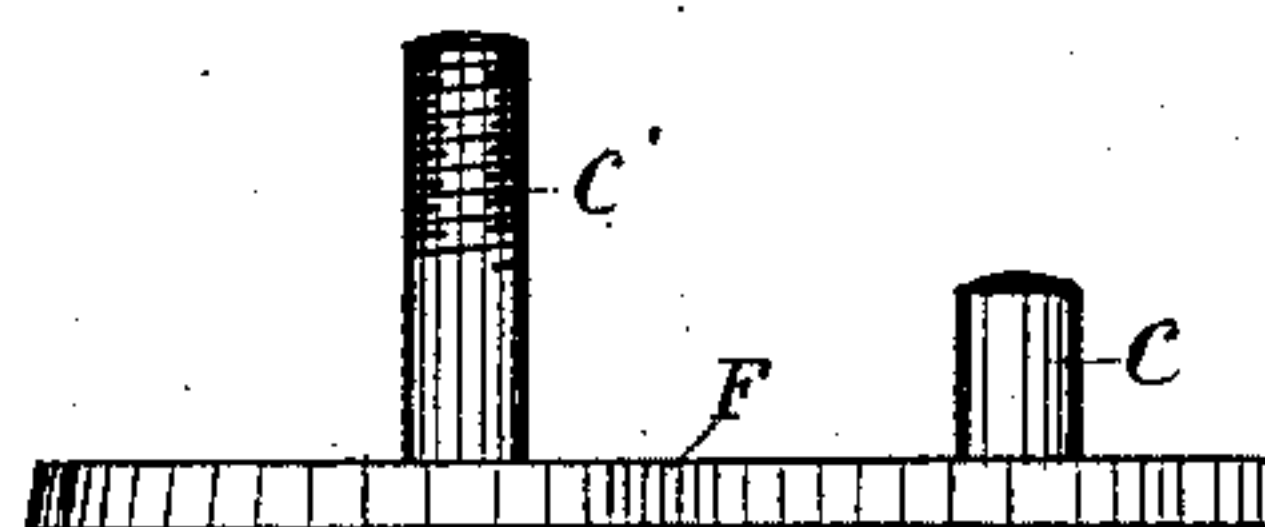


Fig. 4

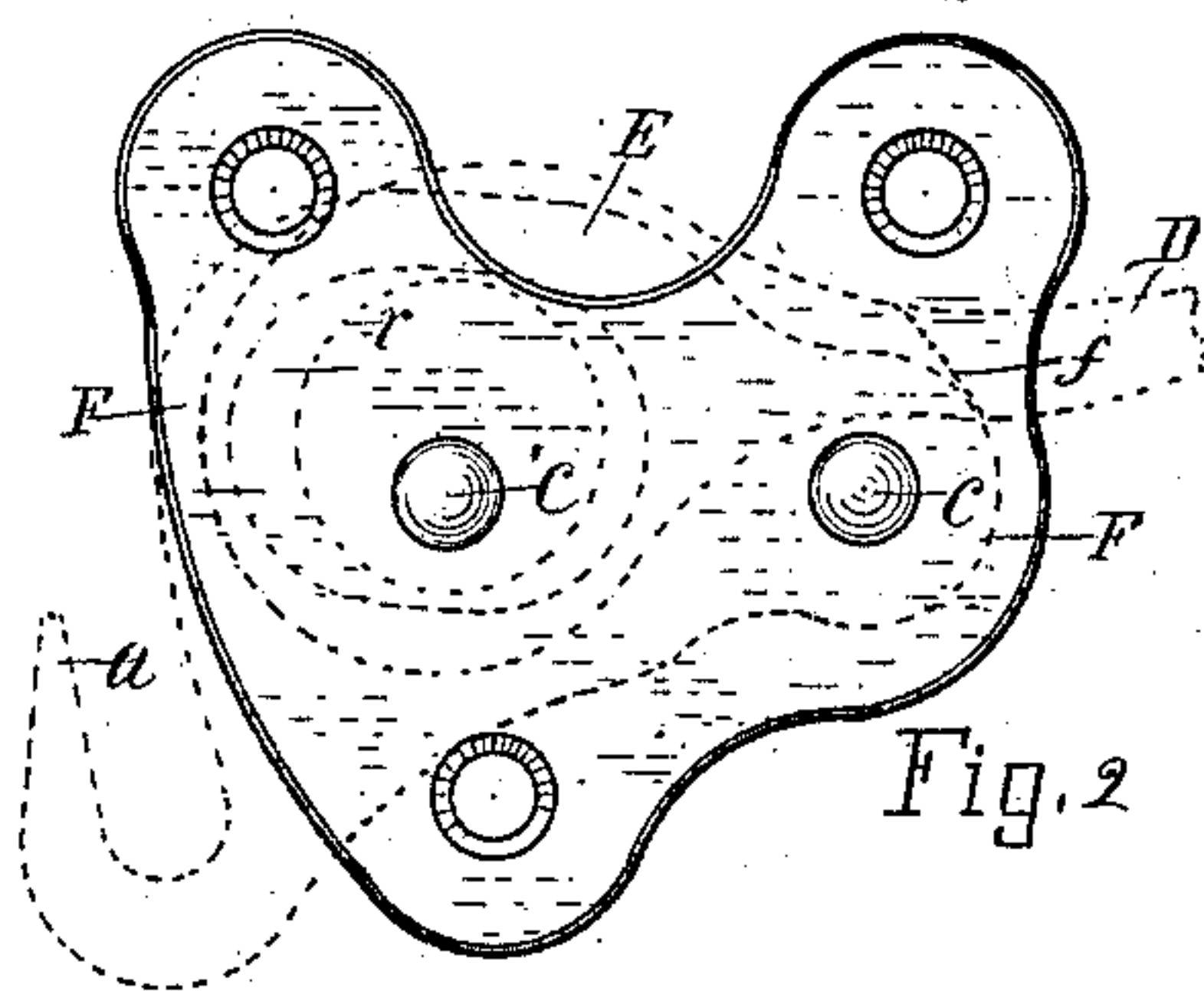


Fig. 2

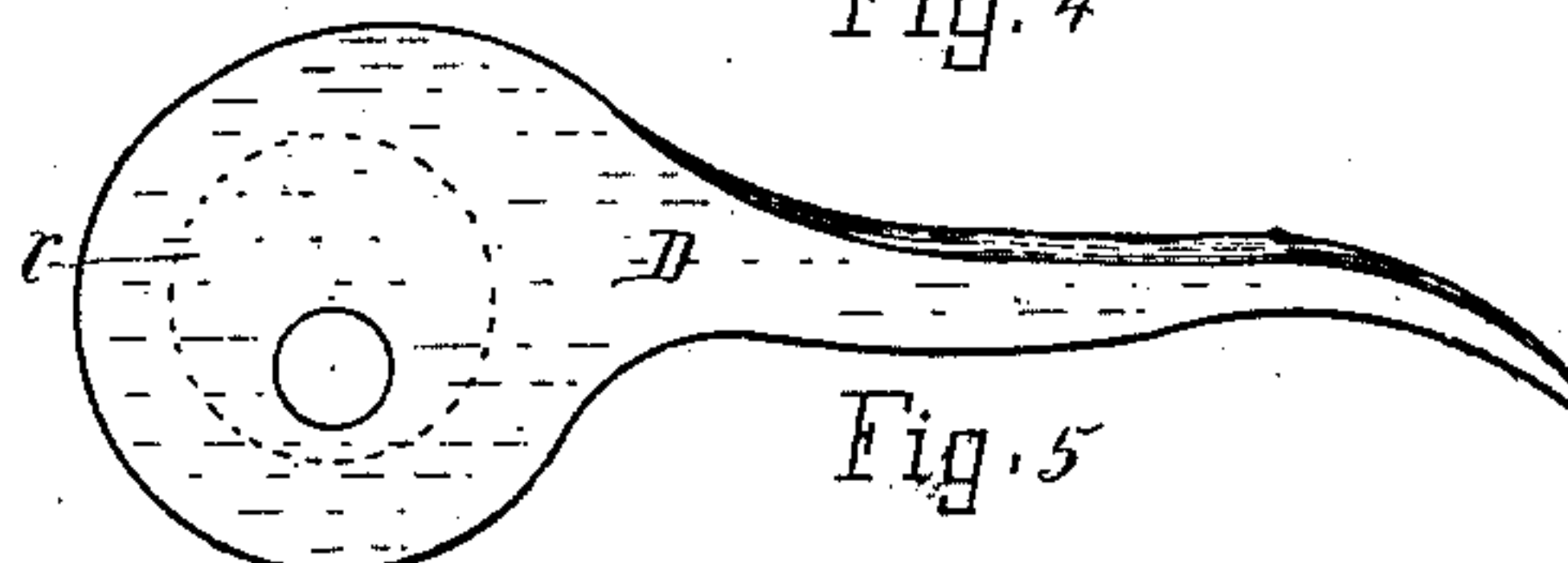


Fig. 5

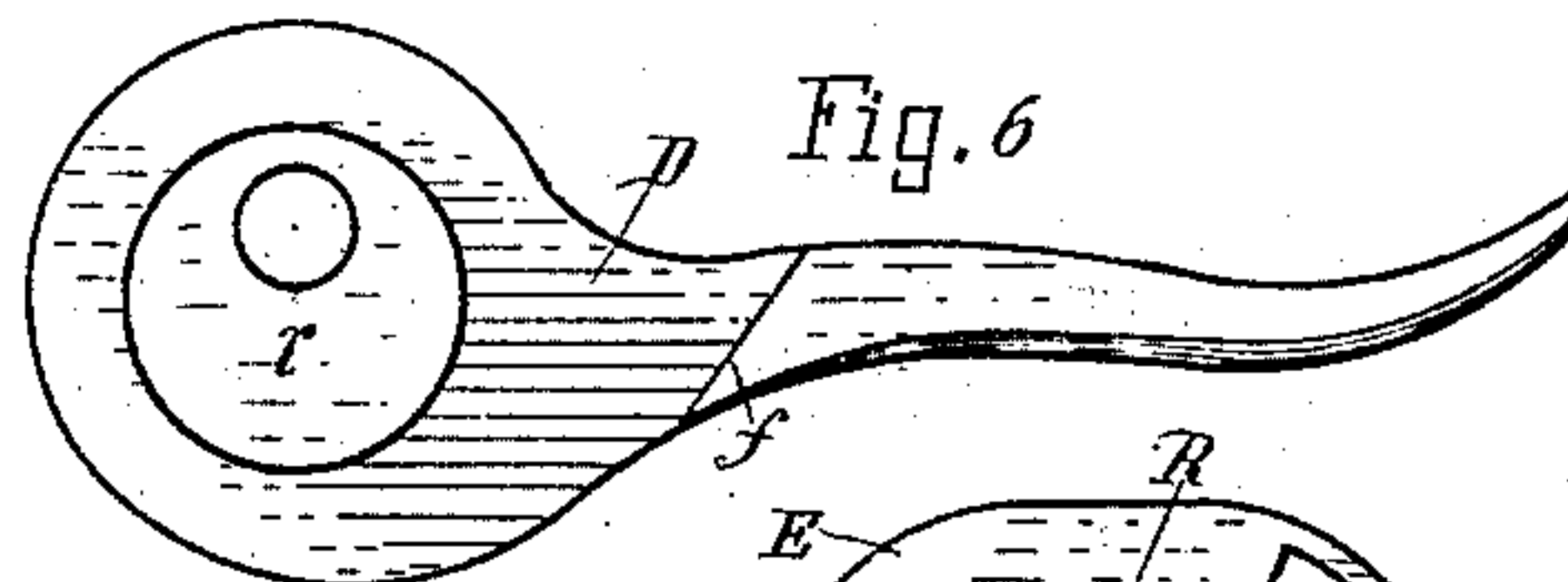


Fig. 6

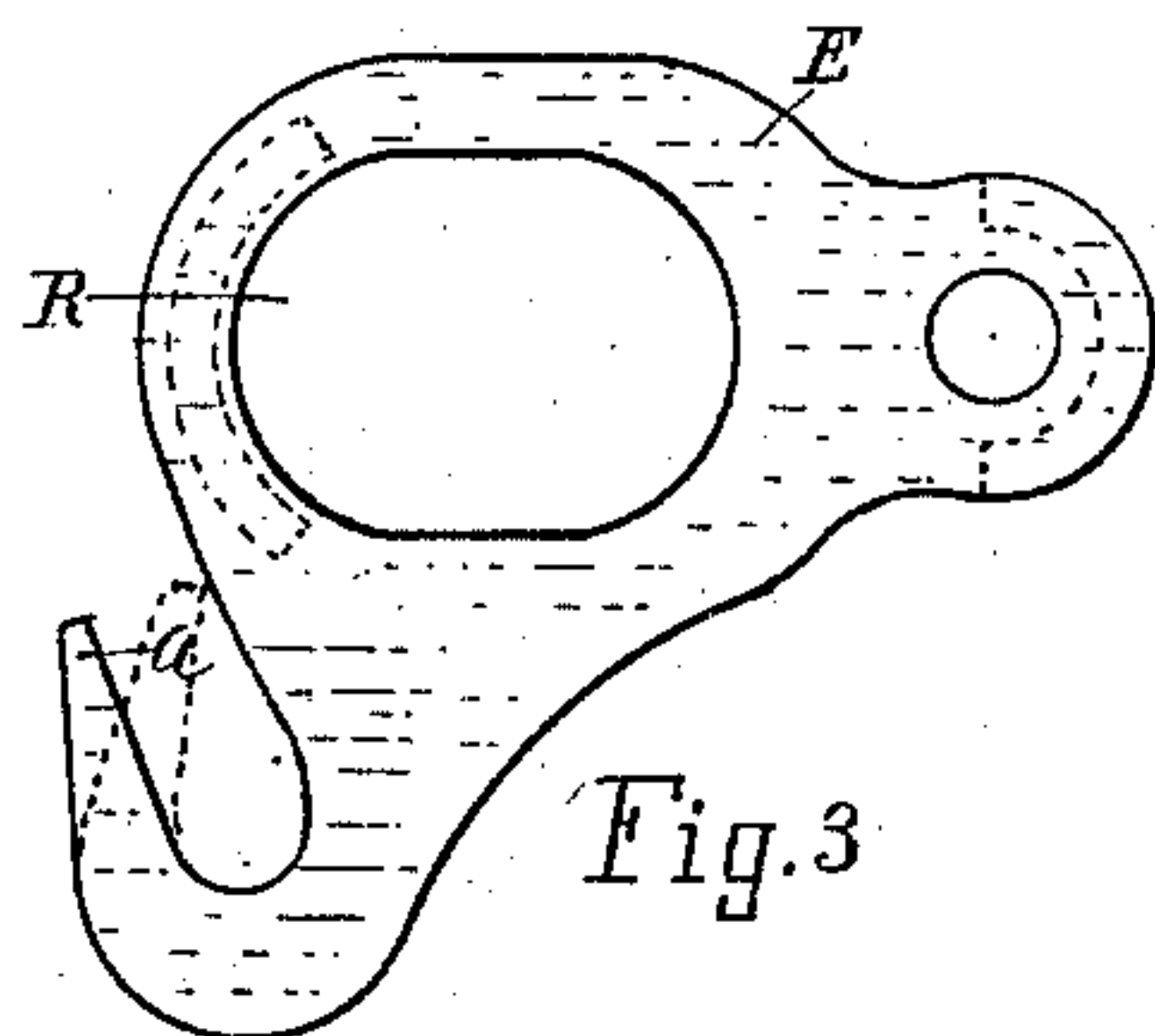


Fig. 3

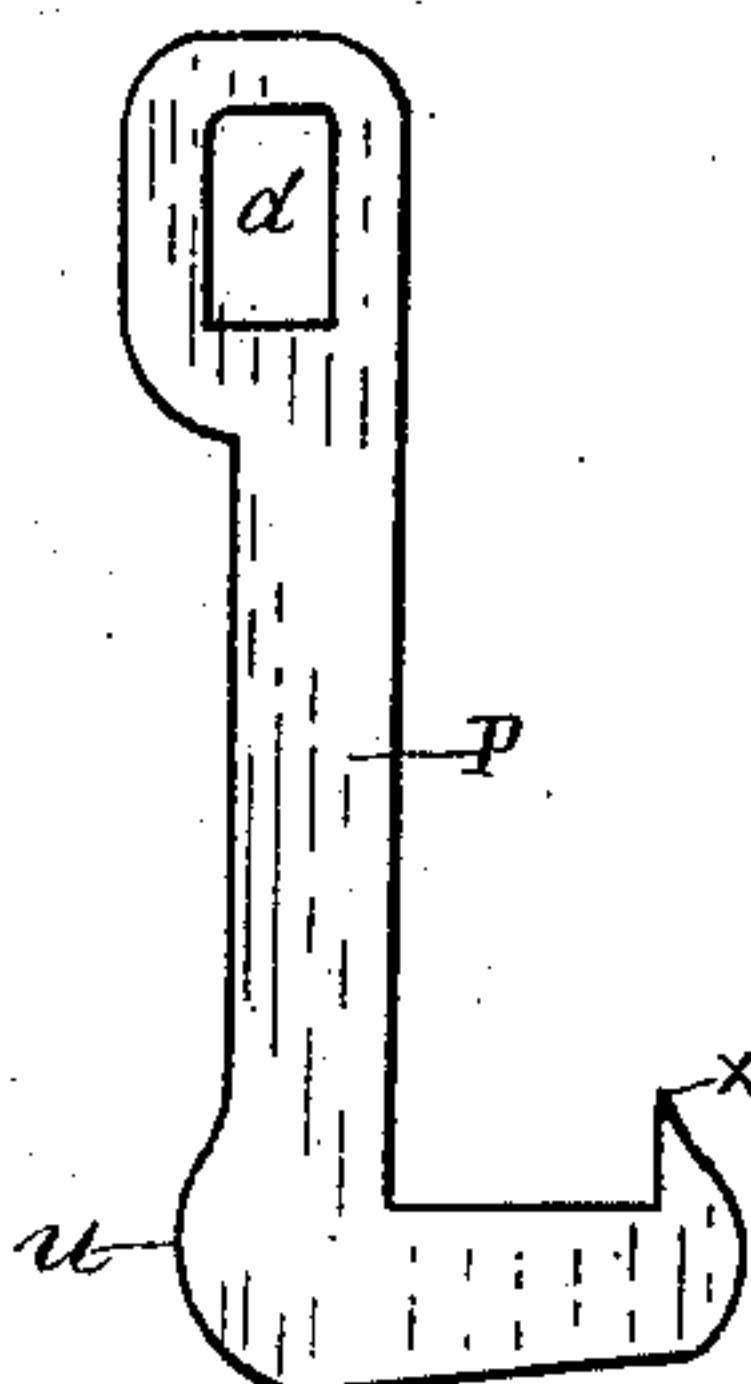


Fig. 8

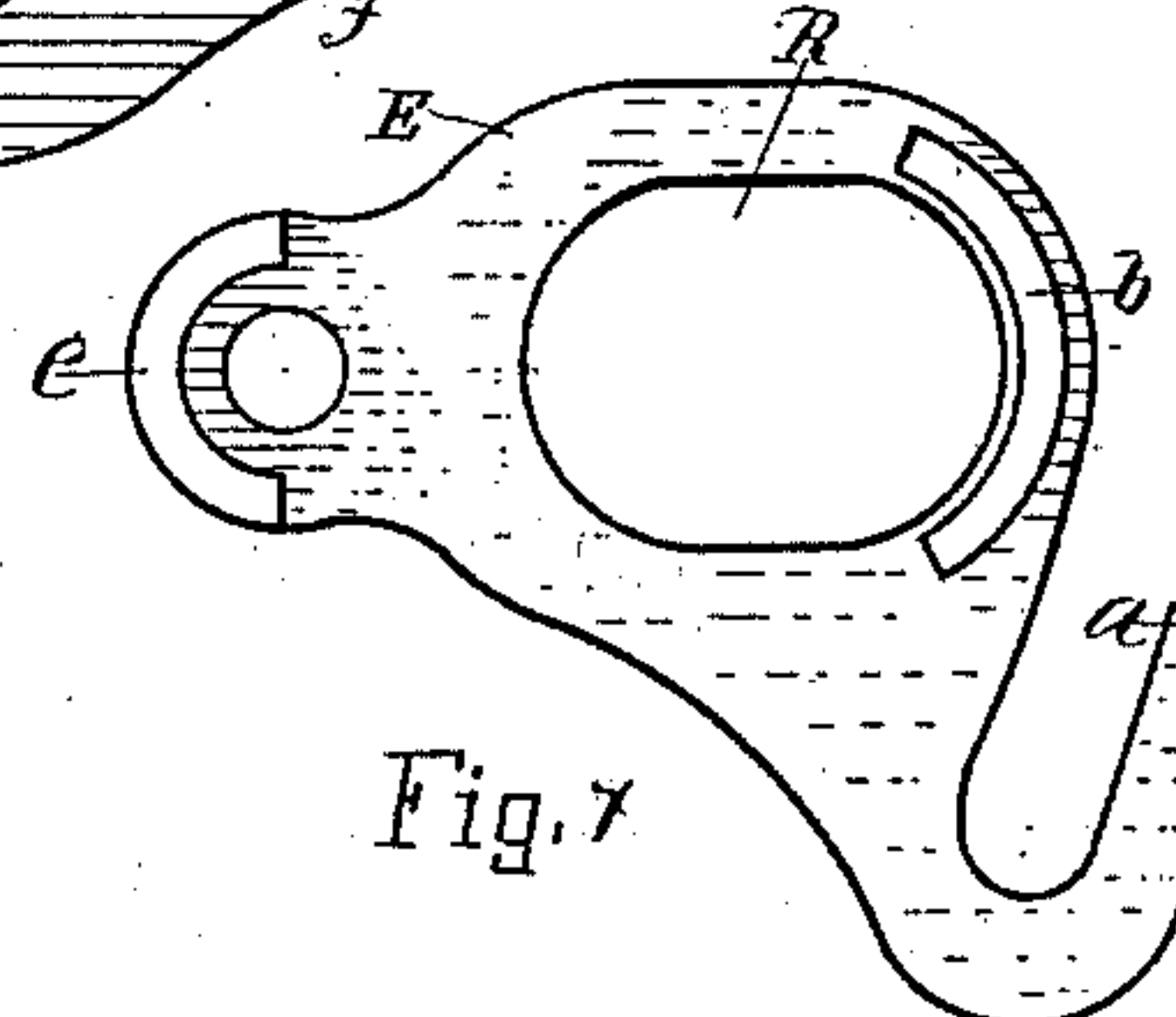


Fig. 7

Witnesses.
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James B. Clark.

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UNITED STATES PATENT OFFICE.

WILLIS M. FARR, OF DOWAGIAC, MICHIGAN.

VEHICLE-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 338,256, dated March 23, 1886.

Application filed December 26, 1885. Serial No. 186,767. (No model.)

To all whom it may concern:

Be it known that I, WILLIS M. FARR, a citizen of the United States, residing at Dowagiac, in the county of Cass and State of Michigan, have invented certain new and useful Improvements in Vehicle-Seat Locks; 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 the letters and figures of reference marked thereon, which form a part of this specification.

This invention has relation to improvements in devices for locking the seats of vehicles; and it consists in the novel construction and arrangement of the same whereby the seat is readily locked and unlocked from the vehicle-body, all as will be hereinafter fully described, and particularly pointed out in the appended claim.

The annexed drawings, to which reference is made, fully illustrate my invention, in which Figure 1 represents a perspective view of my device applied to a portion of a vehicle. Fig. 2 is a face view of the plate carrying the studs *c c'*. Fig. 3 is a face view of the cam-plate. Fig. 4 is an edge view of the plate shown in Fig. 2. Fig. 5 is a face view of the cam-lever. Fig. 6 is a face view of the cam-lever, representing the reverse side to that of Fig. 5. Fig. 7 is a similar view to that of Fig. 3, showing the reverse face; and Fig. 8 is a side view of the hook.

Referring by letter to the accompanying drawings, A designates a portion of the side rail or board of the body of a vehicle, and B is the riser, which rests upon the rail C, which latter is connected with the side of the vehicle-body, in the usual manner. The hook part of the lock, as at P, Fig. 8, hooks under the lower edge of the seat-rail C, and is pressed upward and clinches the rail by pressing the lever D downward.

To describe the several parts of the device, in Fig. 2 the letter E designates a metal plate provided with holes, through which are passed bolts or screws, whereby the device is fastened to the seat-riser, and it has two posts, *c'* and *c*, for the purpose of combining therewith the other parts, as will be further explained.

The metal plate, Fig. 3, is provided with a hook, *a*, an elliptical opening, R, and a smaller opening at the opposite end to that of the hook *a*, which, when in position, the post *c* of the plate F passes through.

In Fig. 7 the rear view of plate E shows thickened parts, as at *e* and *b*, the purpose of which is to strengthen the plate, and also to prevent the plate from bearing close to the outer edge of the cam *r* of the lever.

The letter P indicates a hook or latch having a sharp upward-turned point at its lower terminus, *x*, and an opening at its upper end, as at *d*. The sharp point is made to indent itself in the lower edge of the seat-rail, or to enter a groove in the same by pressing the hand-lever downward, as above stated. The hook P is combined with the plate E by the hook *a* on the plate, and passing through the opening *d*, after which the end of the hook *a* may be bent inwardly, thus forming a link or flexible part.

In Fig. 6 the lever D is shown as having a thin part, upon which is raised a circular portion, *r*, and pierced at a proper point with a hole, which, when in position, the post *c'* of the plate F passes through, and is held securely in place by a nut and washer, as shown in Fig. 1. This circular portion *r* referred to has the hole near to one edge, and thus provides the lever D with an eccentric or cam, as shown clearly in Fig. 6, and *f* represents a shoulder, the office of which is to prevent the lever from passing a given point when pressed downwardly. Continuing the full width of this shoulder to nearly the end of the lever assists in providing the lever with a strong handle.

The application of the several parts to one another are, first, the plate F is screwed to the seat-riser B, or bolted in the usual manner; next, the plate E is placed upon the plate F, the post *c* of the plate F passing through the small hole of plate E, and post *c'* passing through the opening R; thirdly, the hook P is placed upon the plate E by its hook *a* passing through the hole *d* of the hook P, and afterward the hook part of the plate E bent inwardly to prevent the hook from becoming detached. The hook P is thickened at the angle *u* to strengthen it. Then the lever D is applied by passing the post *c'* through the hole

in said lever, after which the nut and washer are placed in position, when the device is complete for operation.

Operation: When the lever D is raised, the eccentric or cam *r* presses upon the lower edge of the opening R of the plate E, causing it to lower, and consequently lowering the hook P, thereby detaching said hook from the seat-rail C. When the lever D is pressed downwardly to a horizontal position, the hook readjusts itself to the seat-rail, gripping or biting it by the means of the cam *r* pressing against the upper edge of the opening R of the plate E. The lever is prevented from passing a horizontal position, when pressed down, by the shoulder *f* coming in contact with the post *c* of the plate F. In most seat-locks the lever has to be raised to fasten the parts, and the fastening parts to the seat-rail are held in a perpendicular position, and when the seat is detached from the rail the projecting parts are liable to be bent or broken.

The advantages of my lock are, first, it is

simple, easily applied, inexpensive, adjustable and light, noiseless, and at the same time, when in position, is not liable to become unlocked by jarring of the vehicle. The lever being pressed downwardly, as would be the most natural way to fasten, and the hook being attached in a link manner, allows of its flexibility, and is not liable to injury when the seat is detached from the vehicle.

What I claim is—

In a vehicle-seat lock, the combination, with the base-plate provided with the studs, of the slotted hooked plate, the operating-lever provided with the cam and stop-shoulder, and the L-shaped hook having the point *x* and hole *d* to receive the hook *a*, substantially as described.

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

WILLIS M. FARR.

Witnesses:

HENRY MICHAEL,
WM. HOUSER.