(No Model.)

J. KIRBY, Jr.

CAR SEAT LOCK.

No. 362,891. Patented May 10, 1887.

Fig 1

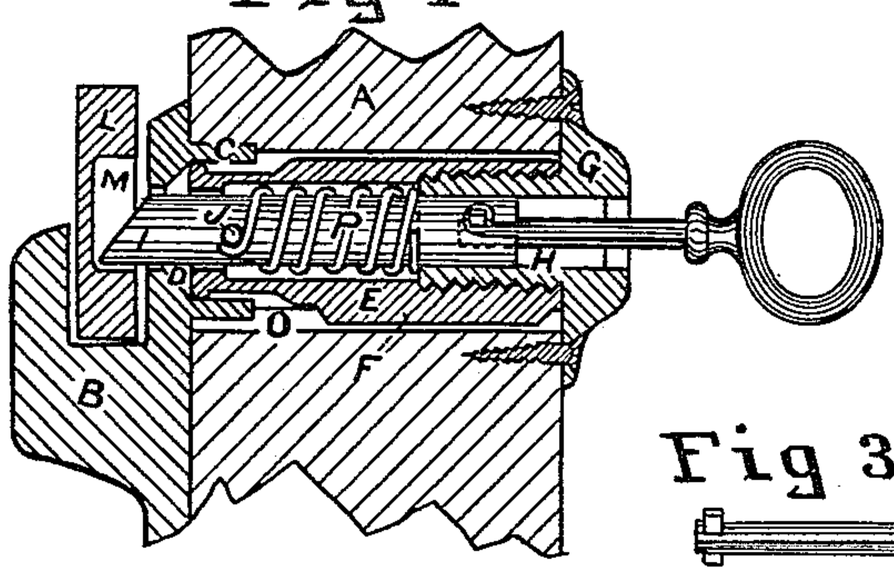


Fig 2.

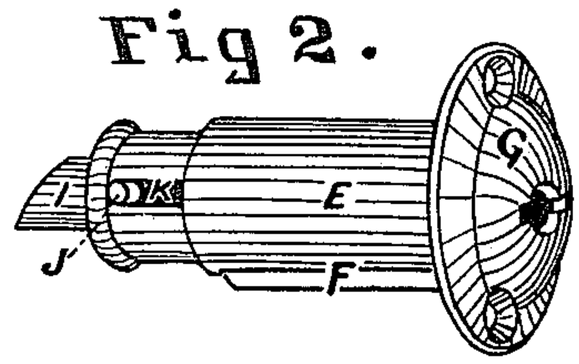


Fig 3.

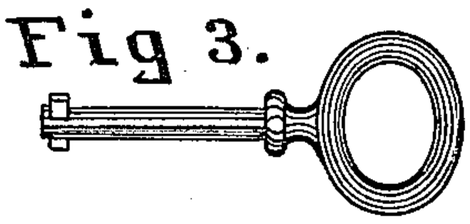


Fig 4.

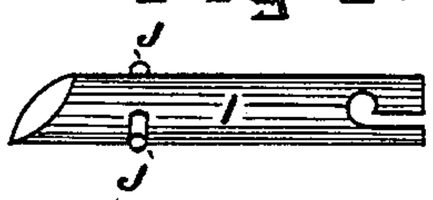


Fig 5

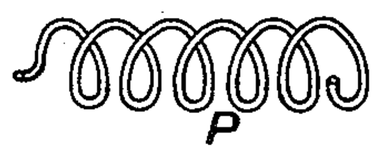


Fig 6.

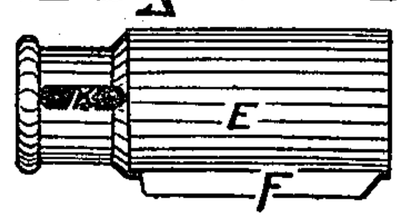


Fig 7.

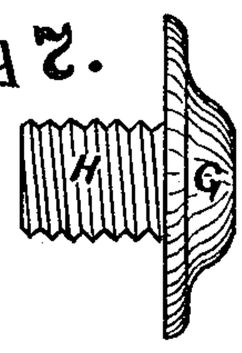


Fig 8.

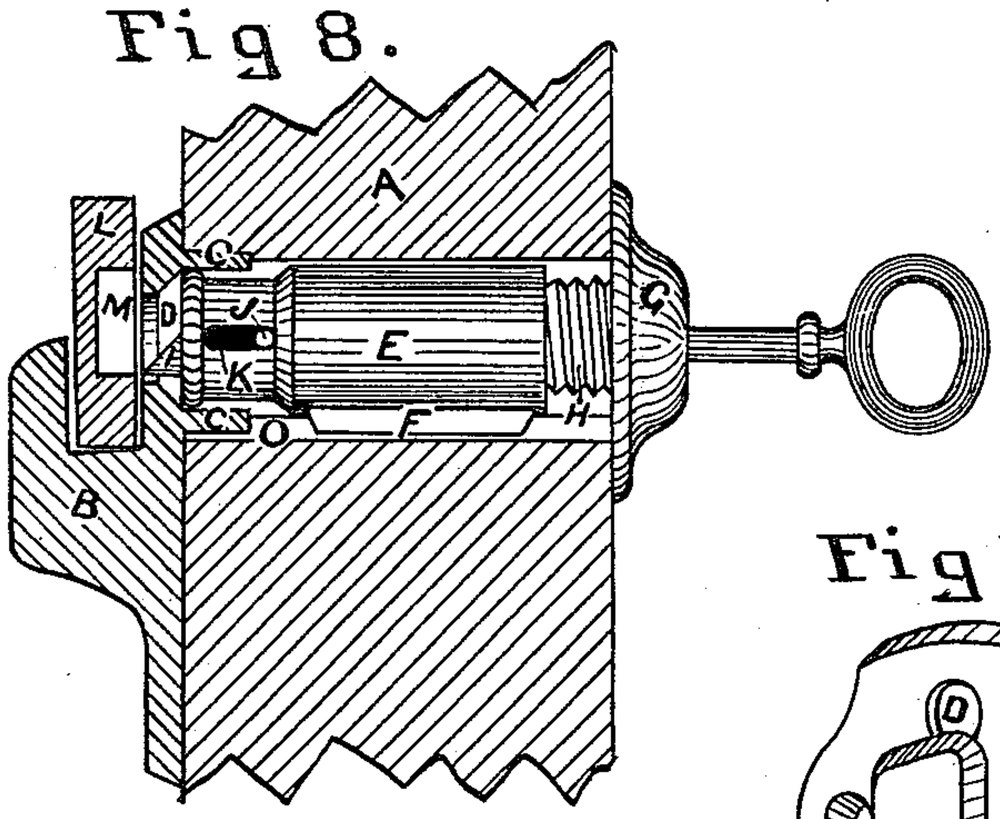


Fig 9.

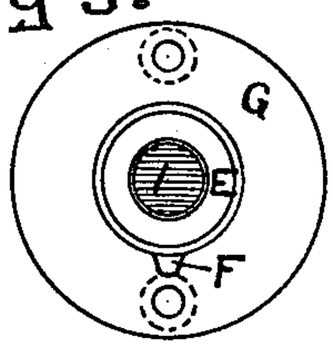
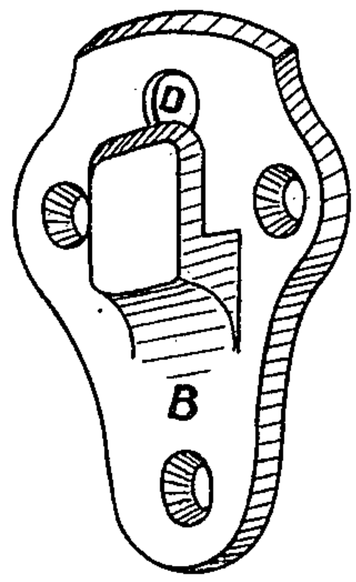


Fig 10.



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UNITED STATES PATENT OFFICE.

JOHN KIRBY, JR., OF DAYTON, OHIO, ASSIGNOR TO THE DAYTON MANUFACTURING COMPANY, OF SAME PLACE.

CAR-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 362,891, dated May 10, 1887.

Application filed February 25, 1887. Serial No. 228,801. (No model.)

To all whom it may concern:

Be it known that I, JOHN KIRBY, Jr., a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented new and useful Improvements in Car-Seat Locks, of which the following is a specification.

This invention relates to locks for car-seats, and is in the nature of an improvement upon seat locks now in common use.

It consists in the improved construction of the case and escutcheon, whereby the lock can be adjusted to various thicknesses of seats, and no bearing for the bolt is required in the back arm-rest.

In the drawings forming part of this specification, Figure 1 is a longitudinal section of my improved lock and a back arm-rest applied to a seat end, with a key inserted in the lock, and showing a cross-section of a seat-back arm locked in position. Fig. 2 is a perspective view of the lock. Fig. 3 shows the style of key most commonly used with this class of locks, and to which the lock shown in the drawings is adapted. Fig. 4 is a perspective view of the bolt. Figs. 5, 6, and 7 are side views of spring, case, and escutcheon detached from each other. Fig. 8 is a side view of a complete lock applied to a seat thicker than the one shown in Fig. 1. The bolt is shown drawn back to release the back arm and the seat end, and back arm and rest are shown in section. Fig. 9 is an end view of Fig. 1, taken from the end from which the bolt protrudes; and Fig. 10 is a perspective view of the back arm-rest, which may be of any desired form or design.

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

A is the seat end, to which is secured a back arm-rest, B, having a hollow boss, C, on the back, and pierced at D with a hole somewhat larger than the lock-bolt. E is the barrel or case, provided with an interior screw-thread at one end and bored at the opposite end to form a bearing for one end of the bolt. This case is also provided with a rib or feather, F, to prevent its turning in the seat end.

G is the escutcheon, provided with a hollow boss or shank, H, which has an exterior screw-thread to correspond with the interior screw-thread of the case E, and which forms a bearing for one end of bolt, as most clearly shown in Fig. 1.

I is the bolt, bored and slotted at one end to receive the key in the usual manner, and provided with arms or guides J J, which prevent the bolt from turning in the case, and from being drawn too far back or pressed too far forward. These arms operate in slots cut opposite each other in the case E, as shown at K. A spring, P, is coiled around bolt I, and compressed between arms J J and boss H of the escutcheon G in such manner as to throw the bolt I forward into recess M, as shown in Fig. 1.

L is a seat-arm, such as is commonly used to connect the backs of seats to the seat ends, and provided with the usual recess, M, to receive the lock-bolt.

To apply my improved seat-lock, a hole is first bored in the seat end of proper diameter and depth to receive the boss C. A hole of same diameter as case E is next bored through the seat end, and slot or groove O cut to admit rib F. The back arm-rest is then screwed to the seat end and the lock, as shown in Fig. 2, inserted, and the escutcheon turned until the lock is adjusted to proper working position, after which the escutcheon is prevented from displacement by means of screws, as shown in Fig. 1.

It will be seen from the foregoing description that my improved lock can be adjusted to suit various thicknesses of seats, and as the bolt has its bearings entirely within the case and escutcheon there is no tendency for it to stick and bind, as is the case in locks where the back arm-rest forms a bearing for one end of the bolt; and, further, as the lock can be used with various patterns of back arm-rests and thicknesses of seats, they can be made in advance of orders and carried in stock.

I claim—

In a car-seat lock, a screw-threaded case, E, having a rib or projection, F, and slots K, in combination with the escutcheon G, provided with screw-threaded shank H and bolt I, having arms J J, and spring P, the whole being constructed and adapted to operate in the manner herein described.

JOHN KIRBY, JR.

Witnesses:
C. U. RAYMOND,
H. S. MILLER.