

(No Model.)

D. D. WHITNEY.
WAGON SEAT LOCK.

No. 407,627.

Patented July 23, 1889.

Fig. 1.

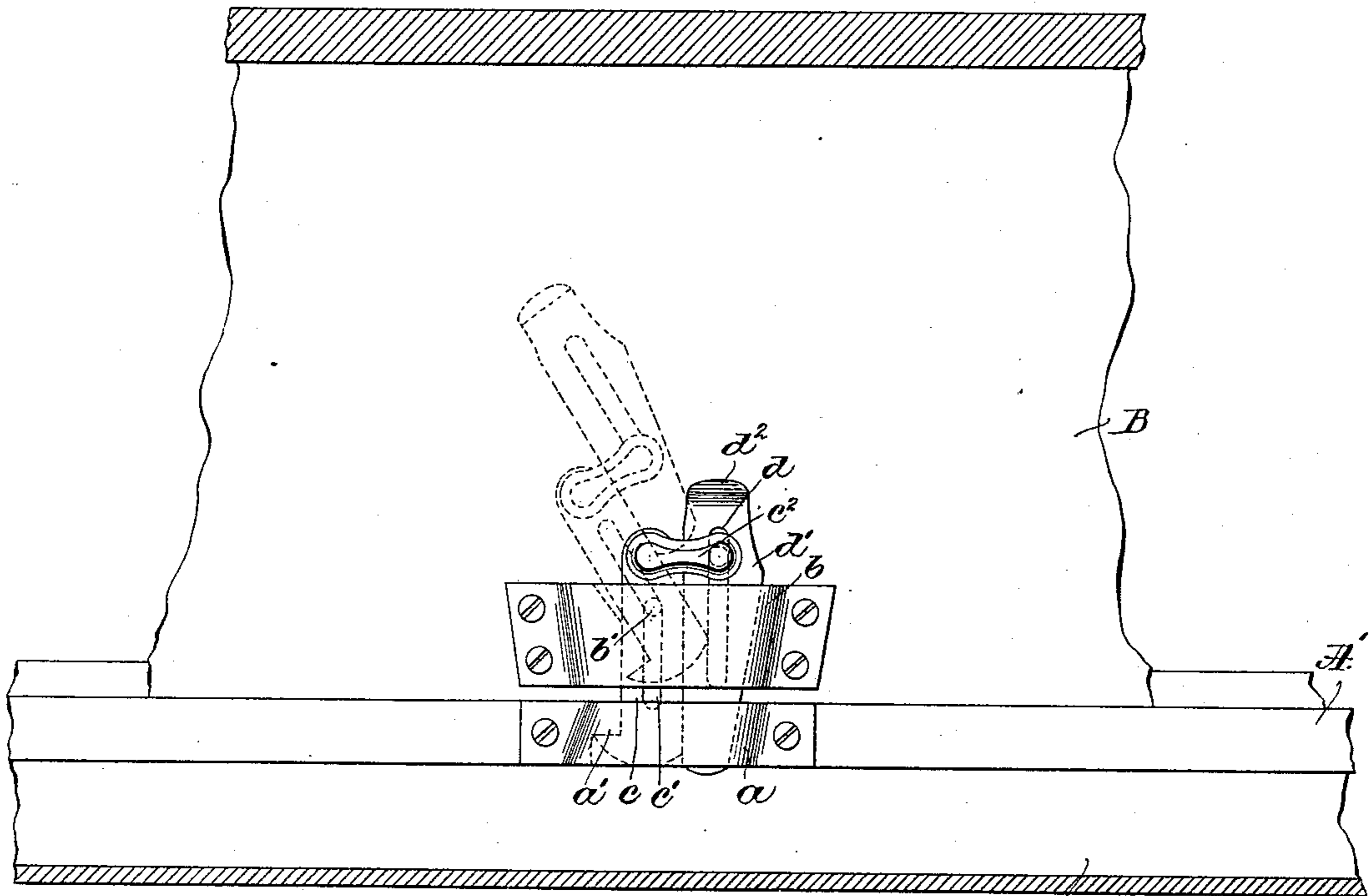
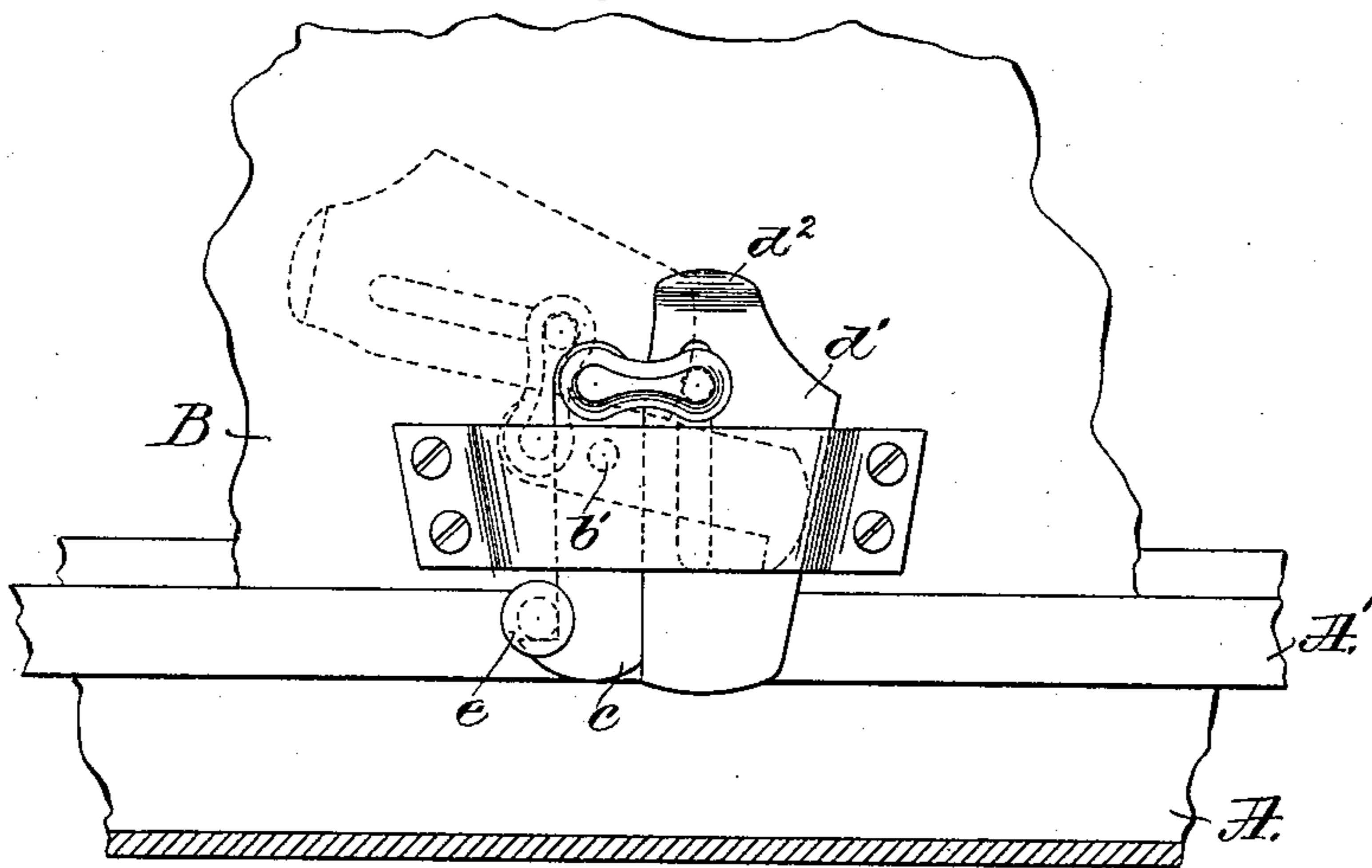


Fig. 2.



Witnesses.

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WAGON-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 407,627, dated July 23, 1889.

Application filed April 19, 1889. Serial No. 307,783. (No model.)

To all whom it may concern:

Be it known that I, DANIEL D. WHITNEY, of Cornwall, county of Orange, State of New York, have invented an Improvement in Locking Devices for Wagon-Seats, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention has for its object to construct a locking device especially adapted for wagon-seats, and by which a sliding seat may be locked to the wagon-body at predetermined points.

In accordance with this invention a loop or, it may be, a pin or stud is attached to the wagon-body, several such loops or studs being employed, as desired.

A latch is pivotally connected to the seat-frame—as, for instance, to the inner side of the leg thereof—and a key or wedge is provided, which is loosely connected to the latch and serves to move the latch, and also to lock it when in its lowermost position.

The key or wedge is provided with a projection by which it may be moved by hand, and the latch and key are held in a suitable loop or bracket secured to the frame.

Figure 1 shows in side elevation the locking device embodying this invention in position to lock the seat, the parts being attached, respectively, to a wagon seat and body; Fig. 2, a modification to be referred to.

The wagon-body A, of any suitable construction, having the guide-rail A', has secured to it a loop or bracket a, formed with a shoulder a' within it, and constituting a latch-engaging device.

The seat-frame B has attached to it the loop-like bracket or holder b, having a pin or stud b'. (See dotted lines, Fig. 1.) A latch c (see dotted lines, Fig. 1) moves in the loop, bracket, or holder b on the pin b', which follows in a slot c', formed in the latch. The lower or engaging end of the latch c, when in position to lock the seat, engages the shoulder a' of the loop-like holder or bracket a. The latch c at its upper end has an arm c² projecting therefrom at right angles, and provided upon its rear side with a pin, which enters a slot d, formed in a key or wedge d', arranged to move in a plane parallel with the latch. The key d' is provided at its upper

end with a projection d², by which it may be moved by hand. The parts, as represented in full lines, Fig. 1, illustrate the seat locked to the wagon-body, and by raising the key or wedge d the pin of the arm c² is engaged thereby at the lower end of the slot d, and by further moving the said key or wedge d' the latch is turned on its pivot and withdrawn.

In Fig. 2 I have represented the latch c as pivoted on the pin b', but not movable thereon in the direction of its length, and in lieu of the holder a, having the shoulder a', I have shown a pin or stud e, which is engaged by the engaging end of the latch c.

By this device it will be seen that a wagon-seat may be quickly and securely locked in position, and by providing the wagon-body with several holders a or pins or studs e the seat may be locked in several predetermined positions.

I claim—

1. A wagon-body having a latch-engaging device, combined with a wagon-seat having attached thereto a holder b, provided with a pin b', a slotted latch pivoted thereon and movable longitudinally in said holder, and a key or wedge for and loosely connected to said latch, also longitudinally movable in the holder, such movement of the key disengaging the latch, substantially as described.

2. A wagon-body having a latch-engaging device, combined with a wagon-seat having a latch pivoted thereto, movable longitudinally, and also adapted to turn on its pivot to withdraw it from the engaging device, and a key or wedge loosely connected with and employed to lock the latch, withdrawal of said key effecting the disengagement of the latch, substantially as described.

3. A wagon-body having a latch-engaging device, combined with a wagon-seat having a latch c, slotted to receive the pin b', the arm c², having a pin or stud thereon, and the slotted key or wedge d', and holder for the latch, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

DANIEL D. WHITNEY.

Witnesses:

L. T. SCHULTZ,
JOHN G. TAYLOR.