

(No Model.)

J. SHERLOCK.
VEHICLE SEAT LOCK.

No. 443,010.

Patented Dec. 16, 1890.

Fig. 1

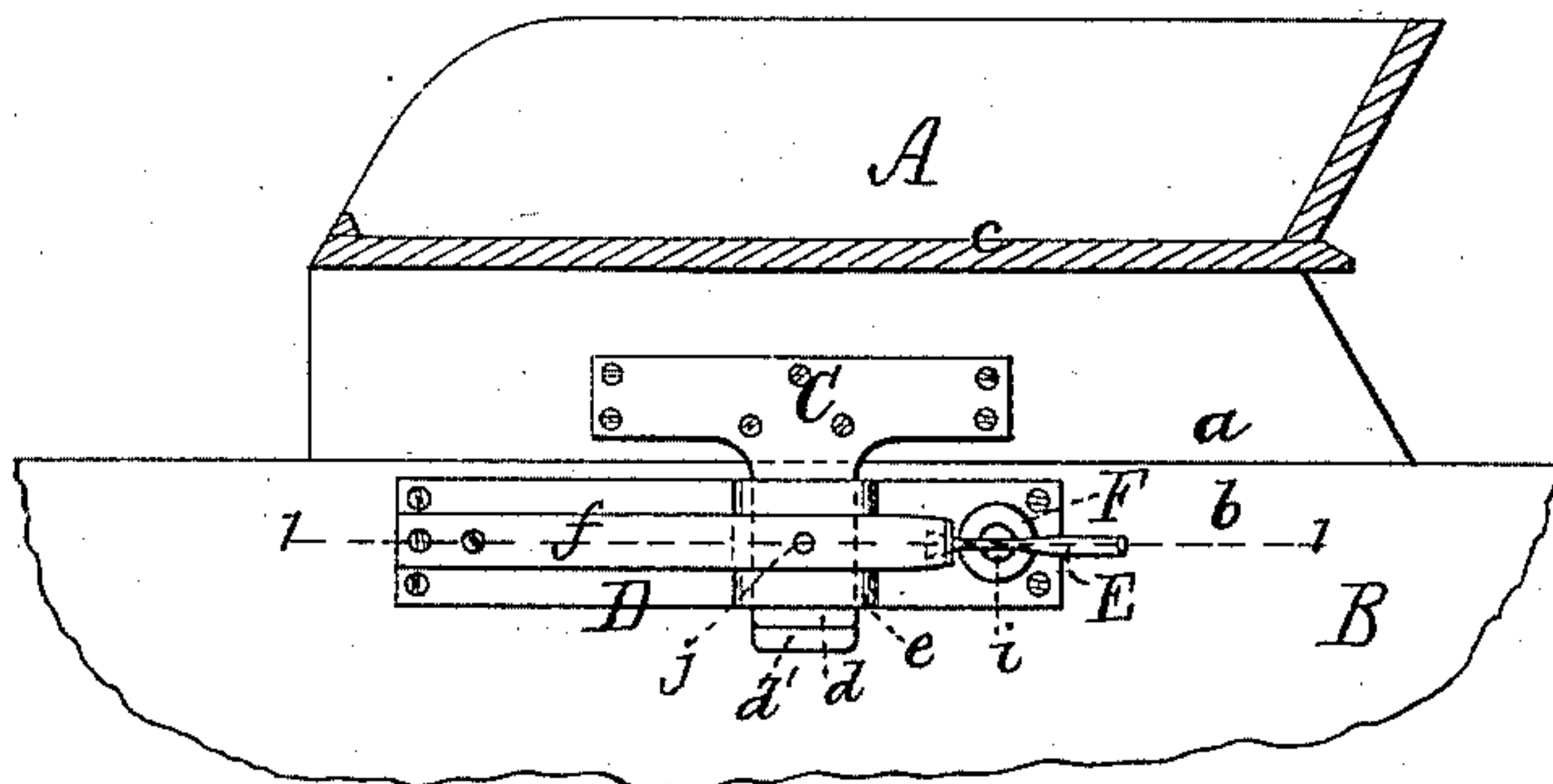


Fig. 2.

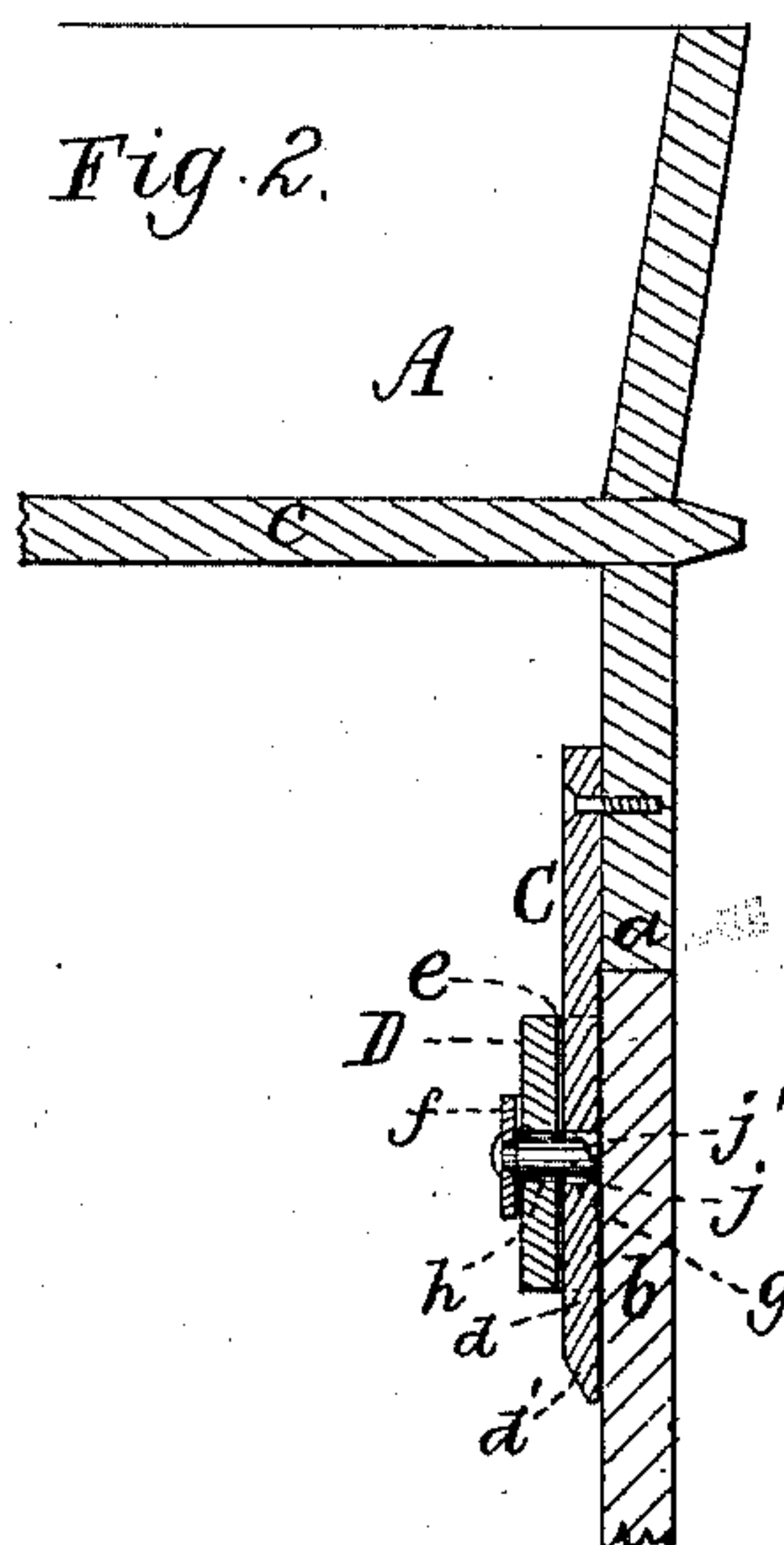
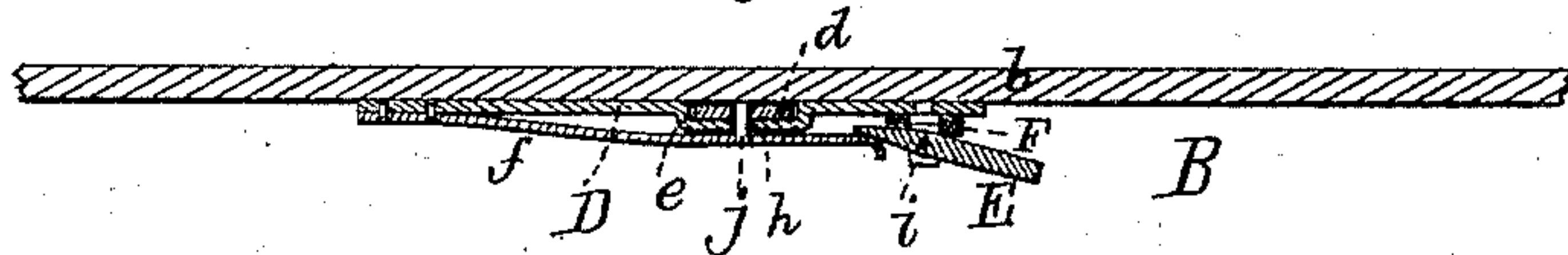


Fig. 3.



Witnesses.

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JONATHAN SHERLOCK, OF MILTON, MASSACHUSETTS.

VEHICLE-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 443,010, dated December 16, 1890.

Application filed October 25, 1890. Serial No. 369,315. (No model.)

To all whom it may concern:

Be it known that I, JONATHAN SHERLOCK, a citizen of Great Britain, residing at Milton, in the county of Norfolk and State of Massachusetts, have invented certain new and useful Improvements in Devices for Locking the Seat to the Body of a Carriage; 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 of reference marked thereon, which form a part of this specification.

Figure 1 is a vertical and longitudinal section of a portion of a wagon-body and the seat as provided with my improvement for holding the seat in connection with the body. Fig. 2 is a vertical and transverse section of the same on an enlarged scale. Fig. 3 is a horizontal section on line 1 1, Fig. 1.

The nature of my invention is defined in the claims hereinafter presented.

In the drawings, A represents the movable seat of a cart or a wagon, the lower edges of the ends *a* of which, as usually constructed, rest on the top edge of the sides *b* of the body B of the vehicle.

In carrying out my invention I secure to the inner face of each end *a* of the seat and below the horizontal portion *c* thereof, on which the cushion is placed, a T-shaped piece C, the tongue *d* of which extends below the lower edge of the seat ends *a* and enters a socket *e*, formed in a plate D, secured to the inner face of each side *b* of the carriage-body. A spring *f*, secured to one end of said plate D, is supplied with a stud or bolt *j*, which enters a hole *h* in the plate D, and when the spring is at rest against the socket said bolt enters a hole *g* in the tongue and locks the said tongue to said plate, and thus confines the seat to the body. The stud *j* is beveled at its inner end, as shown at *j'*, and the lower end of the tongue *d* is also beveled at *d'*, so that in depressing said tongue within the socket *e* when the bevel *d'* impinges the bevel *j'* the stud *j* will be moved outward, and the spring *f* will be forced away from the plate D and allow the tongue *d* to descend into the said socket until the lower edge of the ends of the seat rest on the upper edge of the sides *b* of the body, when the stud *j* will be forced by its spring *f* into the hole *h* in said tongue

and securely lock the seat to the body. A lever E is fulcrumed to a post *i*, projecting from the plate D, its shorter arm extending under the free end of the spring *f*, and on moving the longer arm of said lever toward the plate D the free end of said spring will be moved in a direction away from said plate and withdraw the bolt *j* from the tongue *d* and admit of the withdrawal of the said tongue *d* from the socket and disengagement of the seat from the body of the carriage. An elastic washer F is usually applied to the post *i* between the said lever E and the plate D, which bears against the said lever and prevents it from rattling when the carriage is in motion.

From the foregoing it will be seen that by my improvement the seat cannot become detached from the body by any sudden movement of the vehicle, but is securely held in position until the tongues *d* are released from the sockets *e* by manual power applied to the levers E.

This improvement is a very efficient one for the purpose for which it is designed, and is adapted for use in any vehicle provided with movable seats.

What I claim is—

1. The combination of the seat A, provided with the perforated tongues *d*, arranged therewith essentially as shown, the carriage-body B, supplied with the socketed and perforated plates D, provided with spring-bolts adapted to connect the tongues to the plates, and the levers E for operating said bolts to disengage the said tongues from the sockets, as and for the purpose explained.

2. The seat A, provided with the perforated tongues beveled at their lower ends, in combination with the body of a carriage having its sides provided with the socketed and perforated plates D, the spring-bolts *j*, beveled at their inner ends and adapted to engage the said tongues to the said plates D, the levers E for disengaging the bolts from said plate, and the elastic washers F for preventing rattling of the levers, all arranged and to operate essentially as and for the purpose explained.

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

JONATHAN SHERLOCK.

Witnesses:

S. N. PIPER,
C. F. DANIELS.