

(No Model.)

D. G. BEERS.
VEHICLE SEAT LOCK.

No. 452,472.

Patented May 19, 1891.

Fig. 1.

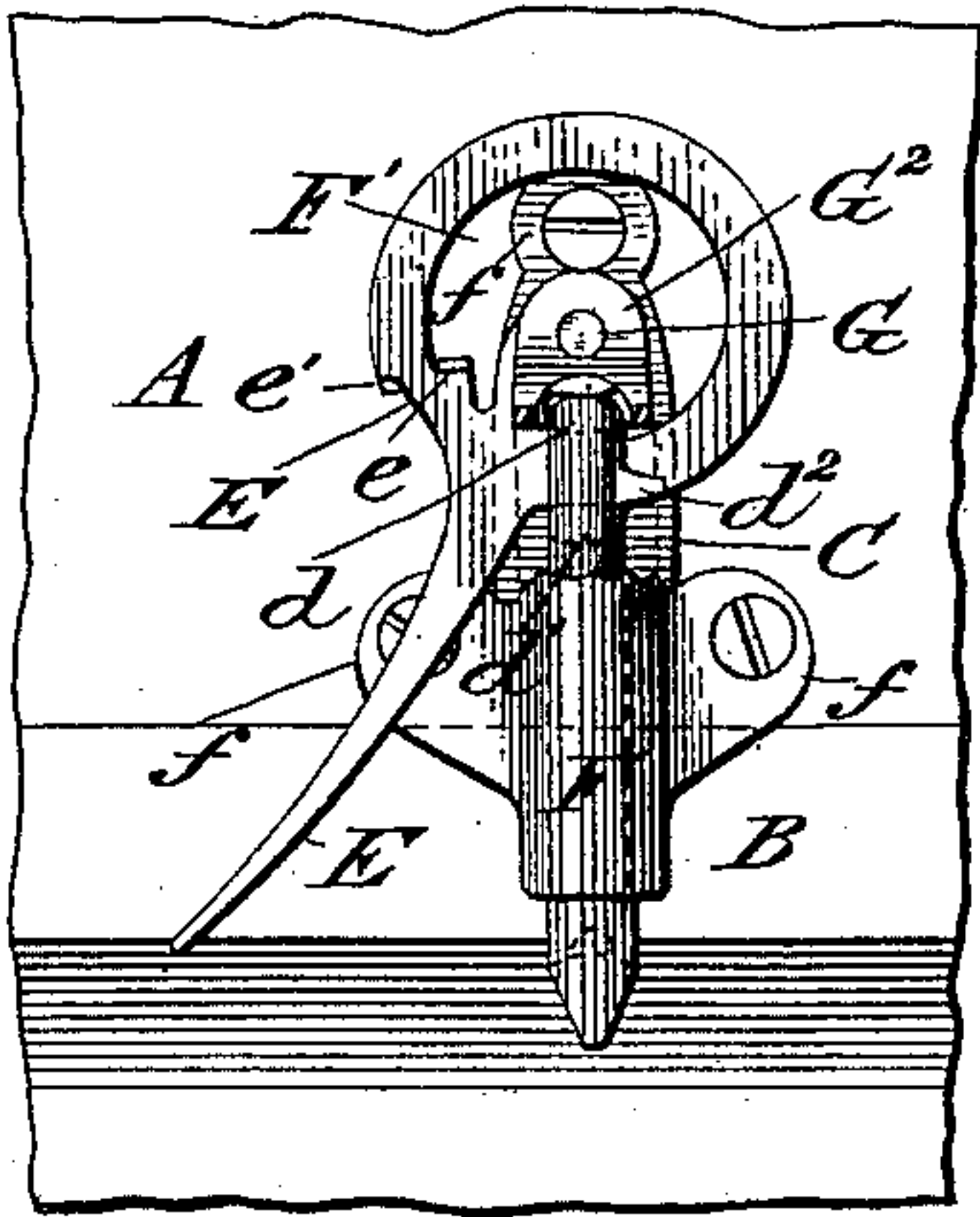


Fig. 2.

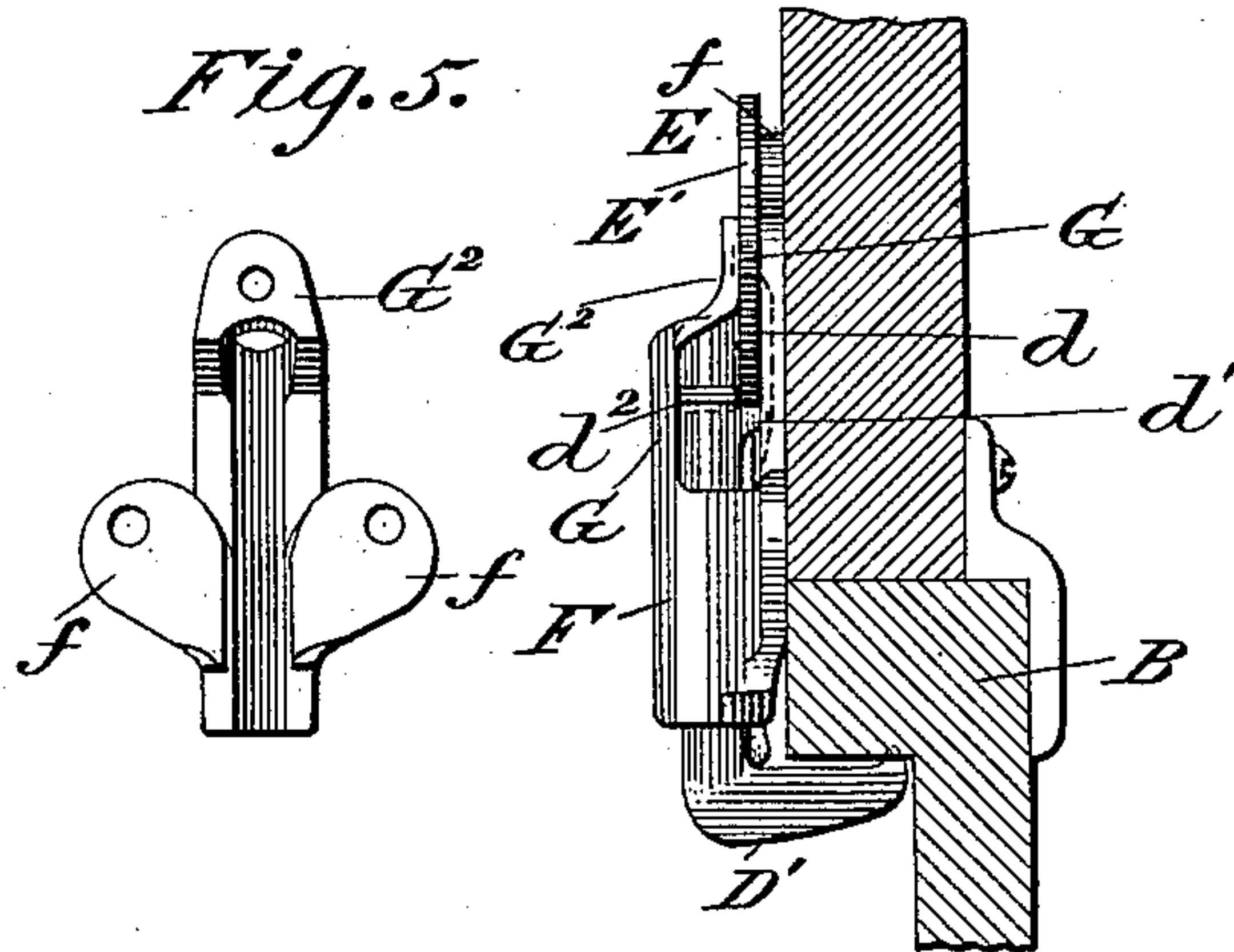


Fig. 5.

Fig. 3.

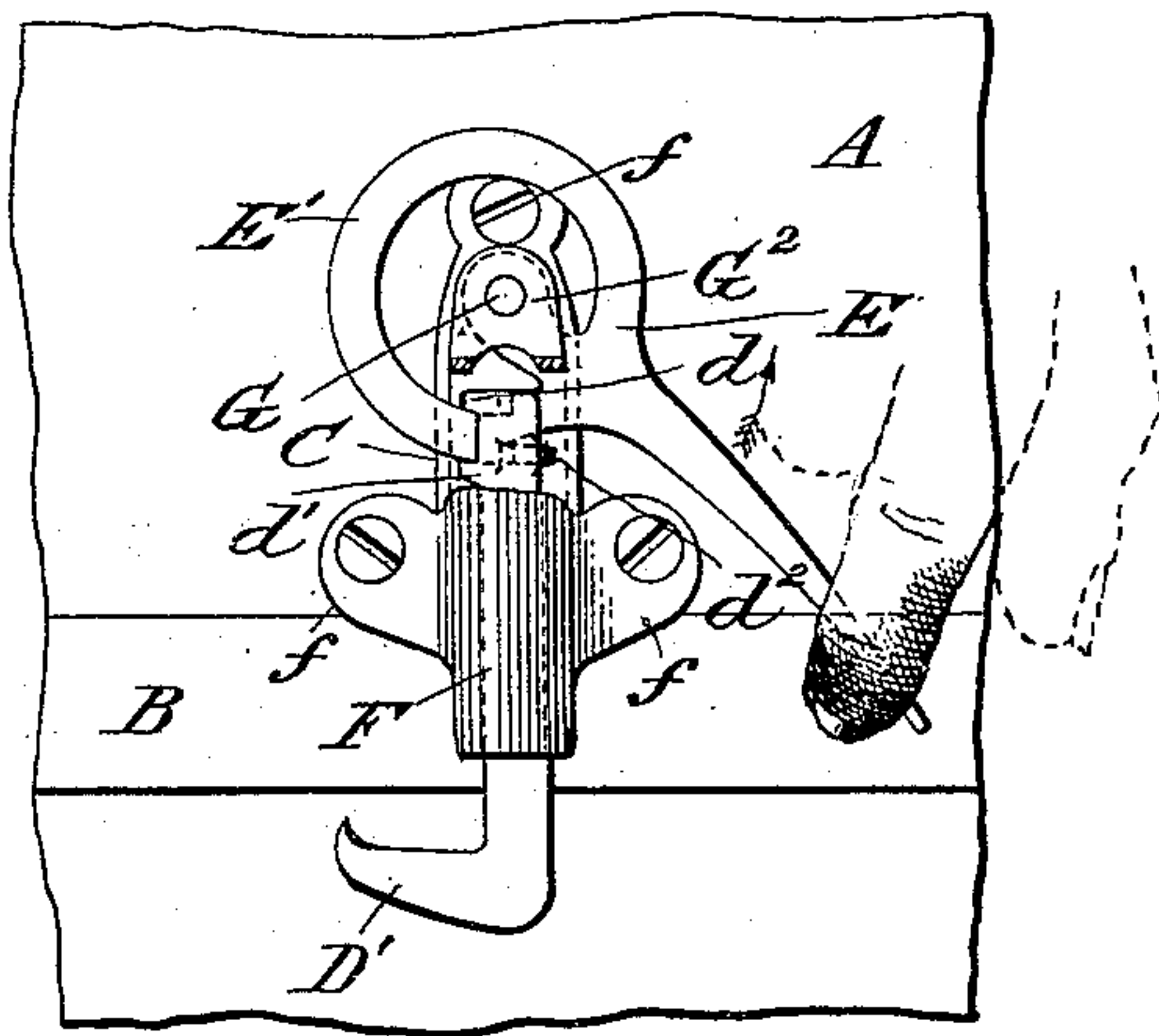
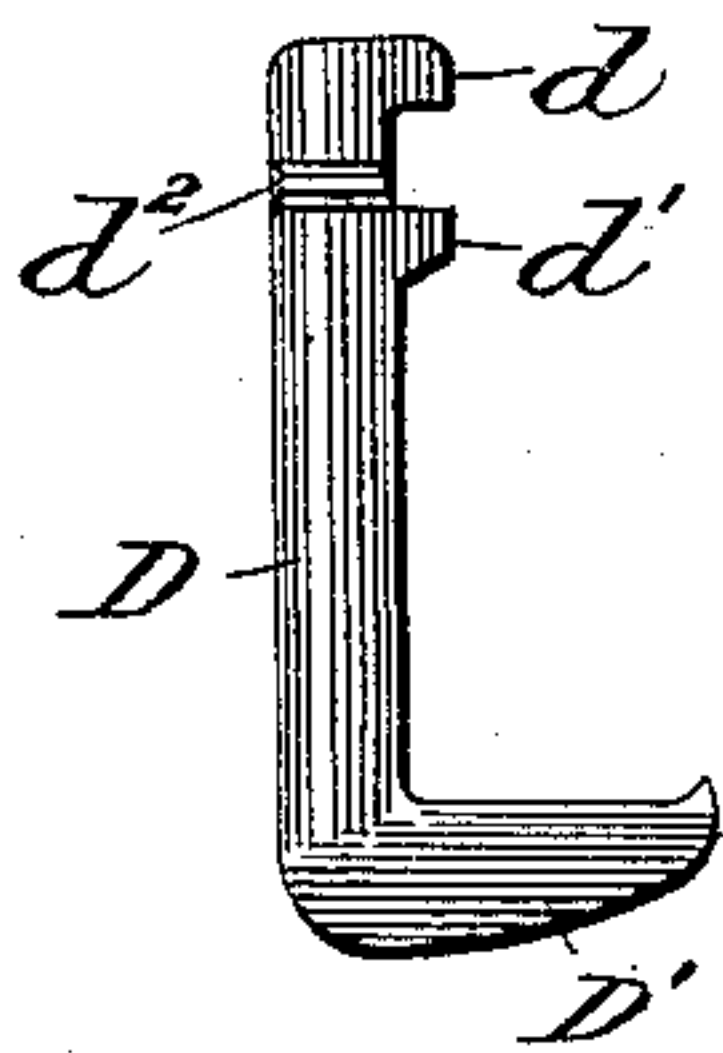


Fig. 4.



Witnesses:
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UNITED STATES PATENT OFFICE.

DANIEL GLOVER BEERS, OF NEWTOWN, CONNECTICUT.

VEHICLE-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 452,472, dated May 19, 1891.

Application filed January 15, 1891. Serial No. 377,927. (No model.)

To all whom it may concern:

Be it known that I, DANIEL GLOVER BEERS, a citizen of the United States of America, residing at Newtown, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Vehicle-Seat Locks, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to a device known as a "vehicle-seat lock;" and it consists, essentially, of a new construction and novel arrangement of a hook provided with lugs, of a cam-lever having a continuous connected rim with a shoulder upon the inside and outside of said rim, and of pipe-box bearings with post and brace-plate, all substantially as hereinafter described and set forth in the annexed drawings, in which—

Figure 1 is a representation of this invention and shows a front of the lock with the upper extension-brace partly cut away, with cam-lever turned to the left. Fig. 2 is a side elevation of the lock and section of seat-riser and seat-rail in elevation. Fig. 3 is also a front view of the lock with upper extension-brace cut away and the cam-lever turned to the right, and Fig. 4 is a perspective view of the hook. Fig. 5 is a rear view of the plate F.

Similar letters refer to similar parts throughout the several views.

In the annexed drawings, the letter A designates a section of the seat-riser; B, the seat-rail of the wagon; C, the lock attached to the seat-riser, and D represents the hook; D', the hook projection; E, the cam-lever, and E' the rim of said cam-lever; F, the pipe-box bearings, and F' the under extension of said pipe-box bearings; G, the post on the side of the said under extension F' and around which the cam-lever revolves.

G' represents the upper extension of the pipe-box bearings, forming a brace, the plate G² connecting with the post G. The pipe-box bearing is constructed in two separate pieces—an upper and an under plate. The upper plate sets over and embraces the under plate and is secured to the seat-riser by the screws through the lugs upon either side, as shown. The under plate is further secured to the seat-riser by a screw through the extension F'. The upper plate can be re-

moved by taking out the two opposite screws and the hook D, and the cam-lever E may then be removed or replaced, as the case may be. The hook D is provided with three lugs, which are placed upon the side of the shank—namely, *d*, *d'*, and *d*², *d* being upon the top and side of the shank and upon the same side with the projection D'. *d'* is upon the side of the shank below and on a line with *d*, with a short space between; *d*² is upon the side of said shank a little to one side and above *d'*, but not in a line with *d'*.

The rim E' of the cam-lever is adapted to operate between the lugs *d* and *d'*, and when turned to the right the periphery of said rim engages the lug *d'* and carries the hook D vertically downward in the pipe-box bearings F, releasing the projection D' from the seat-rail B. In turning said lever to the right the shoulder *e* upon the inside periphery of the rim E' engages the upper lug *d* and turns said hook one-quarter of a revolution and holds the projection D' parallel with the seat-rail B, so that the seat may be moved backward or forward upon the said rail without interference from the projection D'. Now by turning said cam-lever to the left the shoulder *e'* upon the outside of the rim engages the lug *d*² and turns said hook D back again into position, so that the projection D' comes under the rail at right angles with the seat-rail. At the same time the inside periphery of the cam-rim engages the lug *d*, raising said hook, and by turning said lever to its full extent to the left firmly and securely locks the seat to the rail.

The pipe-box bearings F are extended vertically on the under side F' to provide for the post G, around which the cam-lever G revolves, and to form the lug *f* for attaching-screw, and the upper side to form the brace G' and plate G² to connect with said post, said brace and plate being adapted to take the strain from said post and to hold said cam-lever in position. *f* are lugs for attaching-screws.

Operation: The operation is extremely simple. The hook D requires no adjustment by the hand, as in other seat-locks. The parts being provided, arranged, and adjusted as shown and described, the seat is securely fastened and locked to the seat-rail by a

single movement in turning the cam-lever to the left, as shown. By turning the cam-lever to the right the seat is released and the bend of the hook is turned to one side and out of the way of interference with the seat-rail.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, in a vehicle-seat-lock, is—

1. A vehicle-seat-lock hook having a lug at its upper end upon one side and upon the same side, a short distance below, another lug, both lugs being on the same side of the shank with the projection of said hook, and having also a third lug slightly above the lower lug, already described, but not on the same side of the shank with the projection of said hook, as and for the purposes substantially as described.

2. A vehicle-seat-lock cam-lever having a circular and connected rim, said rim having a shoulder upon its inside periphery and upon the outside periphery, as set forth and described.

3. A vehicle-seat-lock hook having three lugs upon the side of its shank, one at the top on one side, another a short distance below

on the same side with the bend or projection of said hook, and the third a little above but not in a line with the second lug, said hook being adapted to move up and down in pipe-box bearings by means of a cam-lever having a circular and connected rim, said rim having a shoulder upon its inner and outer edges and being adapted to operate between and against said lugs, by means of which said hook may be moved up and down in pipe-box bearings and turned one-quarter of a revolution backward and forward, as and for the purposes substantially as set forth and described.

4. The combination of said hook with said cam-lever, the pipe-box bearings of the extension F' and post G, the extension-brace G', and the plate G², all as and for the purposes substantially as described.

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

DANIEL GLOVER BEERS.

Witnesses:

ABEL F. CLARKE,

ARABELLA S. BEERS.