

(No Model.)

T. L. PFLEEGOR.
VEHICLE SEAT LOCK.

No. 542,536.

Patented July 9, 1895.

Fig. 1,

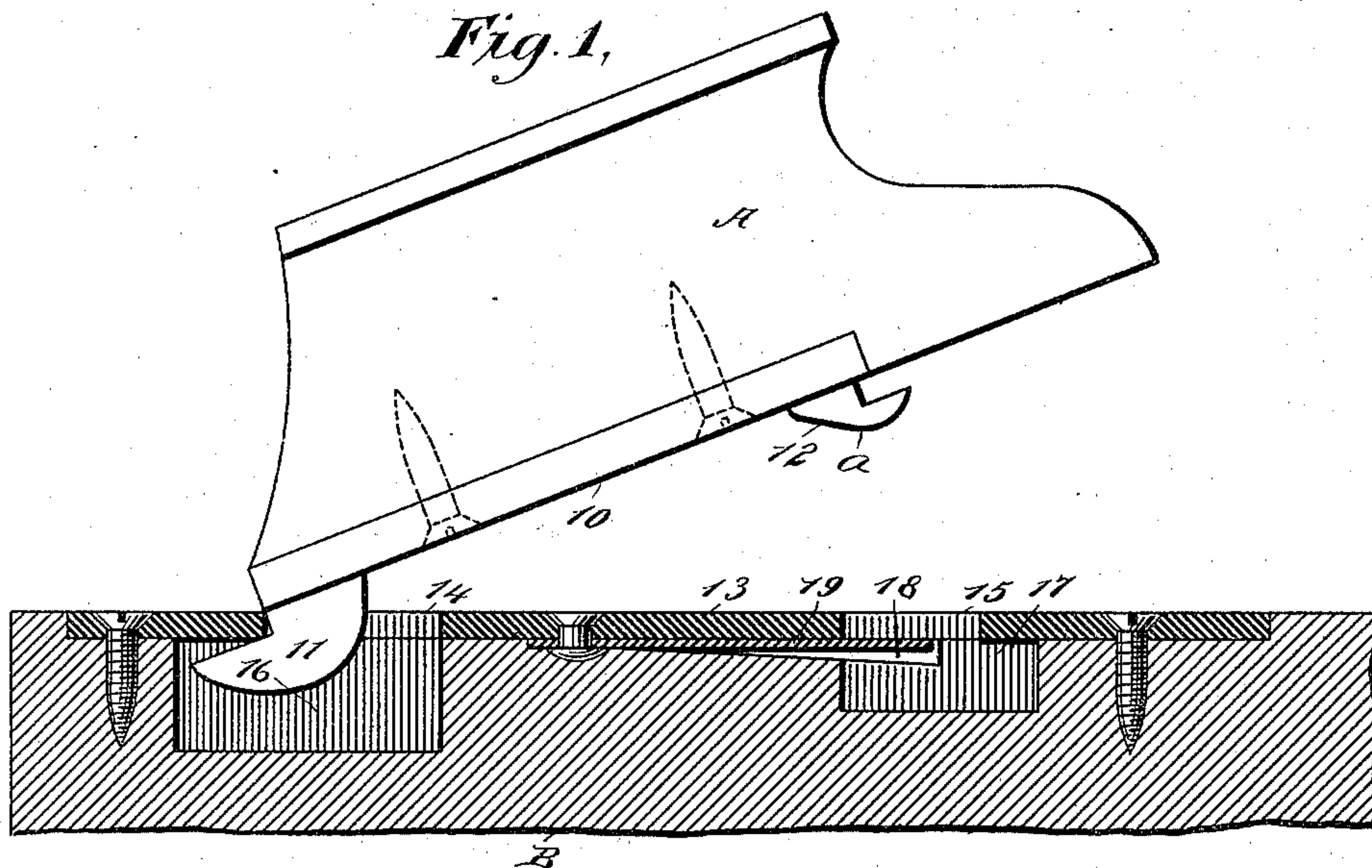


Fig. 2,

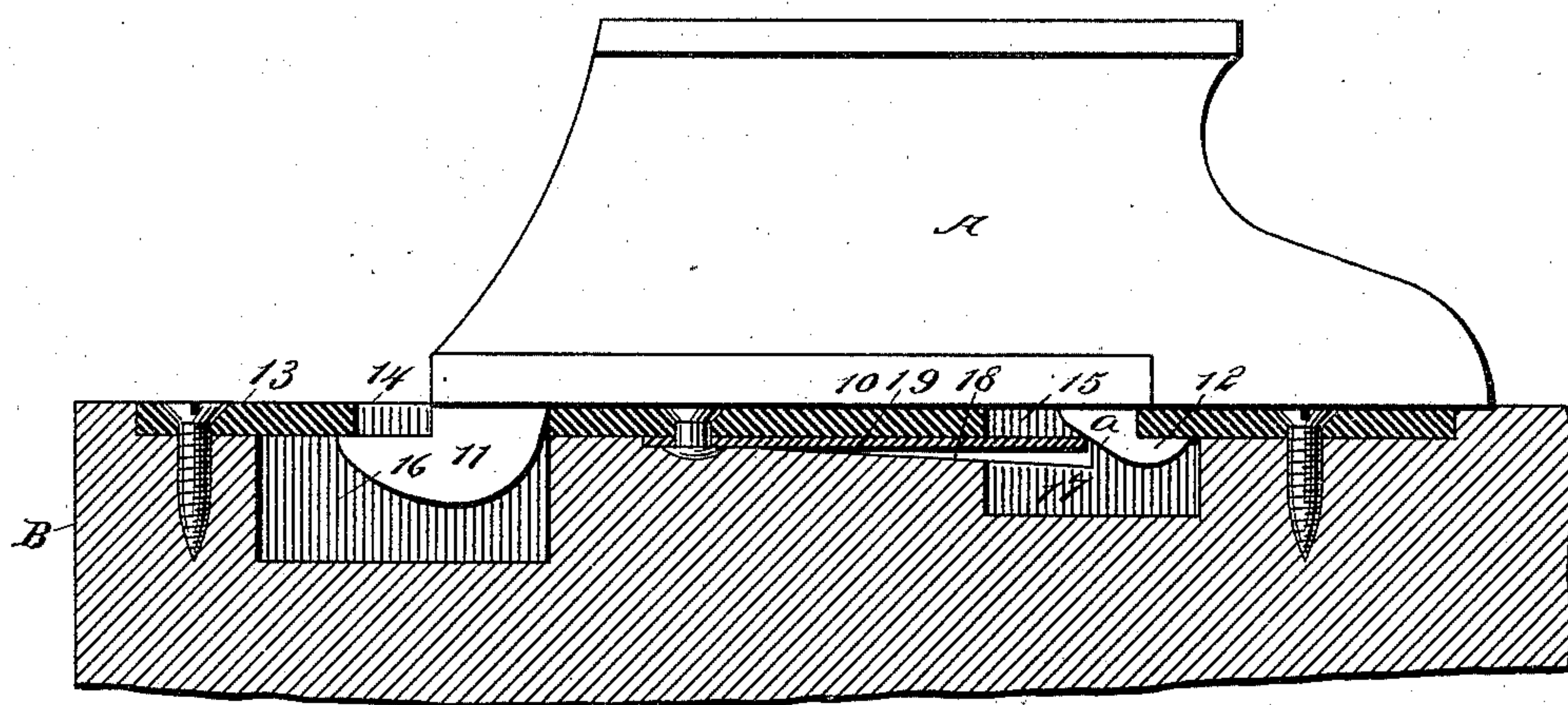
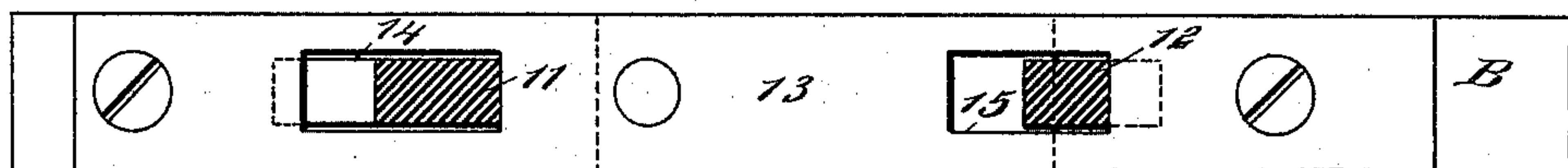


Fig. 3.



WITNESSES:

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VEHICLE-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 542,536, dated July 9, 1895.

Application filed March 28, 1895. Serial No. 543,486. (No model.)

To all whom it may concern:

Be it known that I, THOMAS L. PFLEEGOR, of Burlingame, in the county of Lycoming and State of Pennsylvania, have invented a new and Improved Vehicle-Seat Lock, of which the following is a full, clear, and exact description.

My invention relates to an improvement in locks for vehicle-seats; and it has for its object to provide a lock which will be simple, durable, and economic, and which may be attached to any form of shifting seat and which, when applied to a vehicle-body, will automatically lock and prevent the body of the vehicle from spreading when the seat is in position.

A further object of the invention is to provide a seat-lock which will not slip or become disengaged from its keepers during fast driving or when the vehicle is being drawn over rough ground.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in all the views.

Figure 1 is a view of a seat having the improved lock applied thereto and a vertical section through that portion of the vehicle-body in which the lock is to enter, the said Fig. 1 illustrating the seat as in the position it assumes when being introduced into the body or removed therefrom. Fig. 2 is a view similar to Fig. 1, the seat being shown as locked to the body; and Fig. 3 is a horizontal section through the locks on the seat and a plan view of the face-plate which is attached to the upper edge of the body.

In carrying out the invention the vehicle-seat A may be any form of shifting seat, and at the bottom portion or edge of its risers a plate 10 is secured, and the said plate is preferably made to extend from the front of each riser a predetermined distance to the rear, ordinarily to a point at the rear of the center of the riser, and the said plate is so countersunk that it will be flush with the uncut portion of the riser, as shown in Figs. 1 and 2. This plate is provided at its forward end with

a fixed bolt 11, the said bolt being substantially L-shaped, but its back and under surface are usually curved. A second bolt 12, rearwardly projected, is secured to the rear-end portion of the said plate 10, and is also substantially L-shaped, and its forward edge is beveled or inclined, as shown in the drawings at *a*. The rear bolt 12 is usually smaller than the forward bolt 11, and if in practice it is found desirable, these bolts may be independently secured to the seat, in which event the continuous plate 10 will be omitted.

A face-plate 13 is countersunk in the upper edge of the vehicle-body B, where each riser of the seat is to engage with the body, and each face-plate is provided with two openings, a forward opening 14 adapted to receive the forward bolt 11 of the seat, and a rear opening 15 which receives the rear bolt 12, and as shown in Fig. 2, a recess or chamber 16 is made in the body below each forward opening 14, the chamber or recess being longer than the said opening and extending forwardly beneath the face-plate, and a second chamber 17 is produced in the body beneath the rear opening 15 in the face-plate, extending rearwardly beyond the said opening. The chamber 17 is made by a recess 18. This recess is made in the upper edge of the body, and starts from a point at the rear of the chamber 16 and is inclined downwardly and rearwardly, being continued in the side walls of the chamber 17. This inclined recess receives a spring 19, one end of which is attached to the bottom portion of the face-plate, the other end having vertical play in the recess 18 in the side walls of the aforesaid chamber 17.

In placing the seat in position the forward bolt 11 is made to enter the forward opening 14 in the face-plate and the chamber 16, as shown in Fig. 1, the bolt being carried forward within said chamber until its front face engages with the forward wall of the opening. The seat is then dropped at the back, and the rear bolts 12 will enter the rear openings 15, the weight of the seat pressing downward the springs 19 at that time, and the springs will act to carry the seat rearward, as shown in Fig. 2. Thereupon the forward bolts will have locking engagement with the face-plate in the chamber 16, and the rear bolts will be

in locking engagement with the face-plate in the chambers 17, the springs 19 engaging with the beveled surfaces *a* of the rear bolts. Thus it will be observed that the seat will not leave
 5 its position on the body, no matter how fast the wagon may be made to travel or how rough the ground may be, and the farther rearward the seat is pressed the tighter it will be in locking engagement with the body.

10 In order to remove the seat it is slid forwardly and lifted up first at the rear, as shown in Fig. 1, and then drawn entirely from contact with the body.

Having thus described my invention, I
 15 claim as new and desire to secure by Letters Patent—

1. A seat lock, the same consisting of oppositely projecting angled bolts adapted for rigid attachment to the forward and rear portion of a seat riser, a face plate adapted for
 20 attachment to the body of the vehicle, having openings to receive the under surface of the said bolts, and a spring secured to the said face plate, and having its free end extending
 25 partially across one of the openings therein and adapted for engagement with one of the bolts, as and for the purpose specified.

2. A vehicle seat lock, the same consisting of a plate adapted to be attached to the riser
 30 of a vehicle seat, the said plate being provided with a forwardly extending angular bolt at its forward end, and a rearwardly extending angular bolt at its rear end, the bolts

being rigid with the plate and the forward surface of the rear bolt being inclined, a face plate 35 having openings to receive both bolts, and a spring secured to the under surface of the said face plate, the free end whereof extends across and beneath the opening in the plate, adapted to receive the rear and beveled bolt, as and 40 for the purpose specified.

3. In a vehicle seat lock, the combination, with a seat, of a bolt secured to the forward end of each riser thereof, the said bolt being of angular construction and forwardly projected, and a bolt attached rearward of the 45 center of each riser, being also of angular construction, rearwardly projected and provided with a beveled forward face, of a vehicle body having recesses in its upper edges adapted to 50 receive the bolts of the seat, each rear recess being made to meet a rearwardly and downwardly inclined recess which is continued in its side walls, a face plate secured over the recessed portions of the body, having open- 55 ings to receive the bolts, of less length than the recesses in the body with which they are in registry, and a spring attached to each face plate, being located in the inclined recesses of the body, as and for the purpose set 60 forth.

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Witnesses:

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 CHAS. F. HARTRANFT.