

2 Sheets—Sheet 1.

No. 583,207.

Patented May 25, 1897.



Fig. 2.

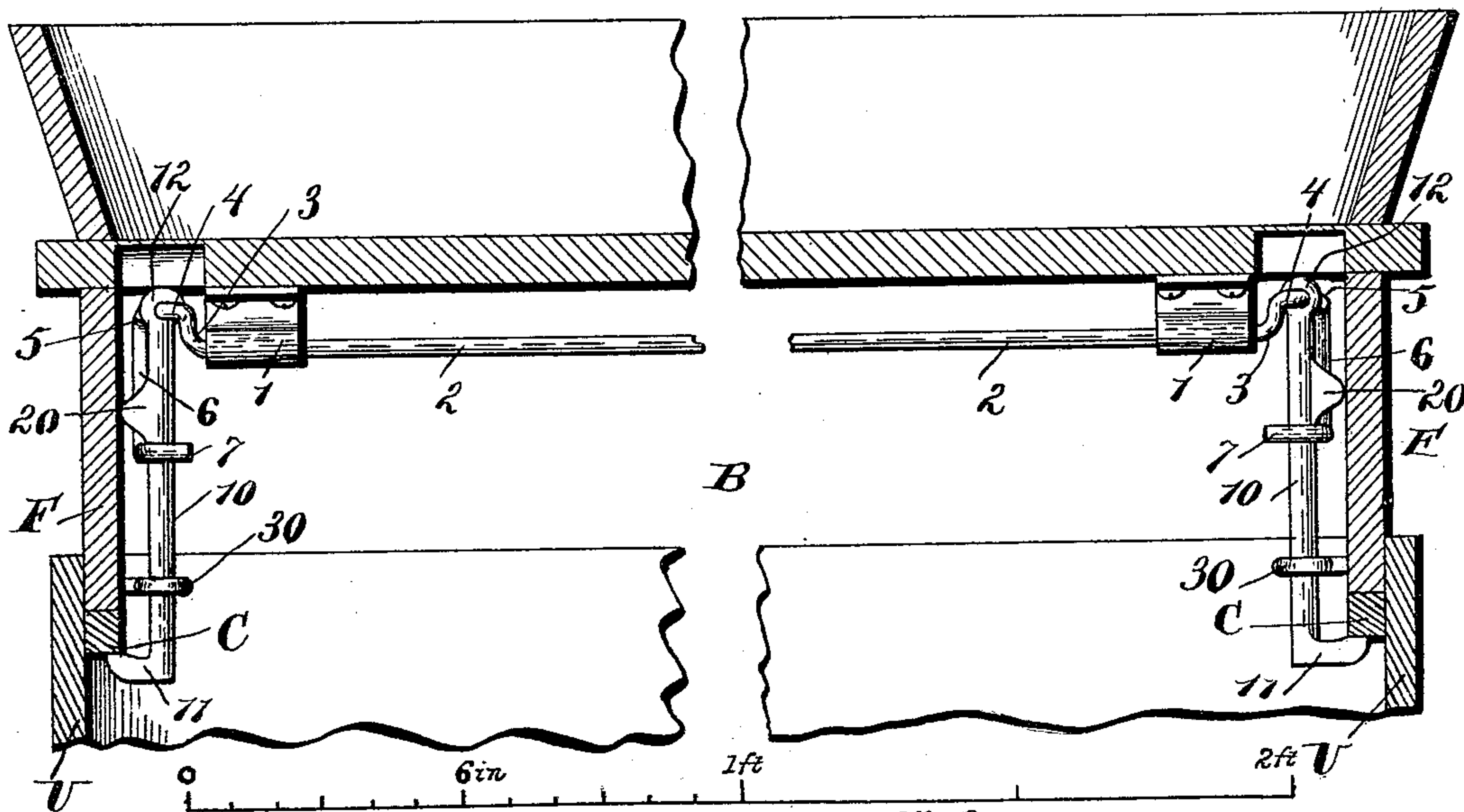
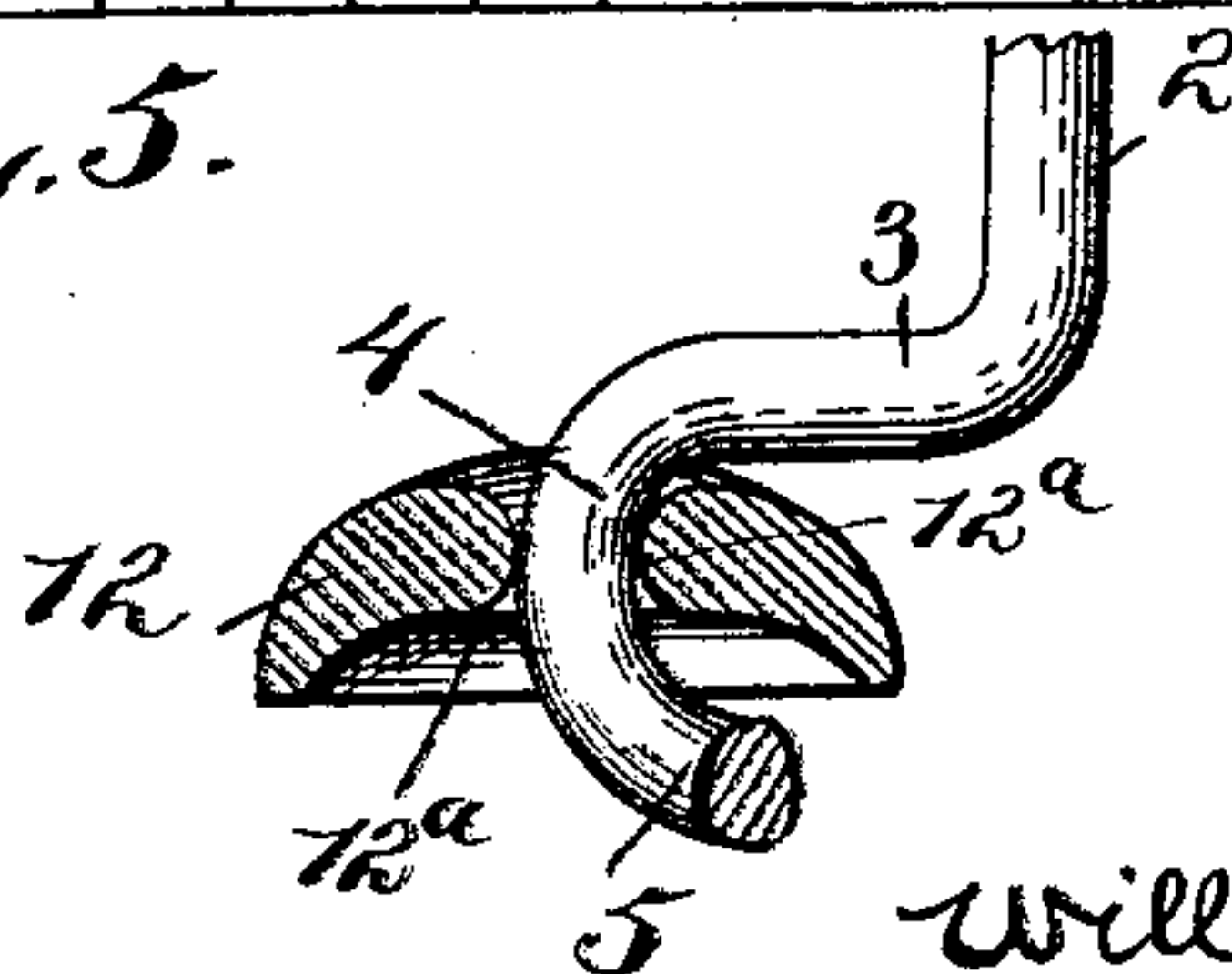


Fig. 5.



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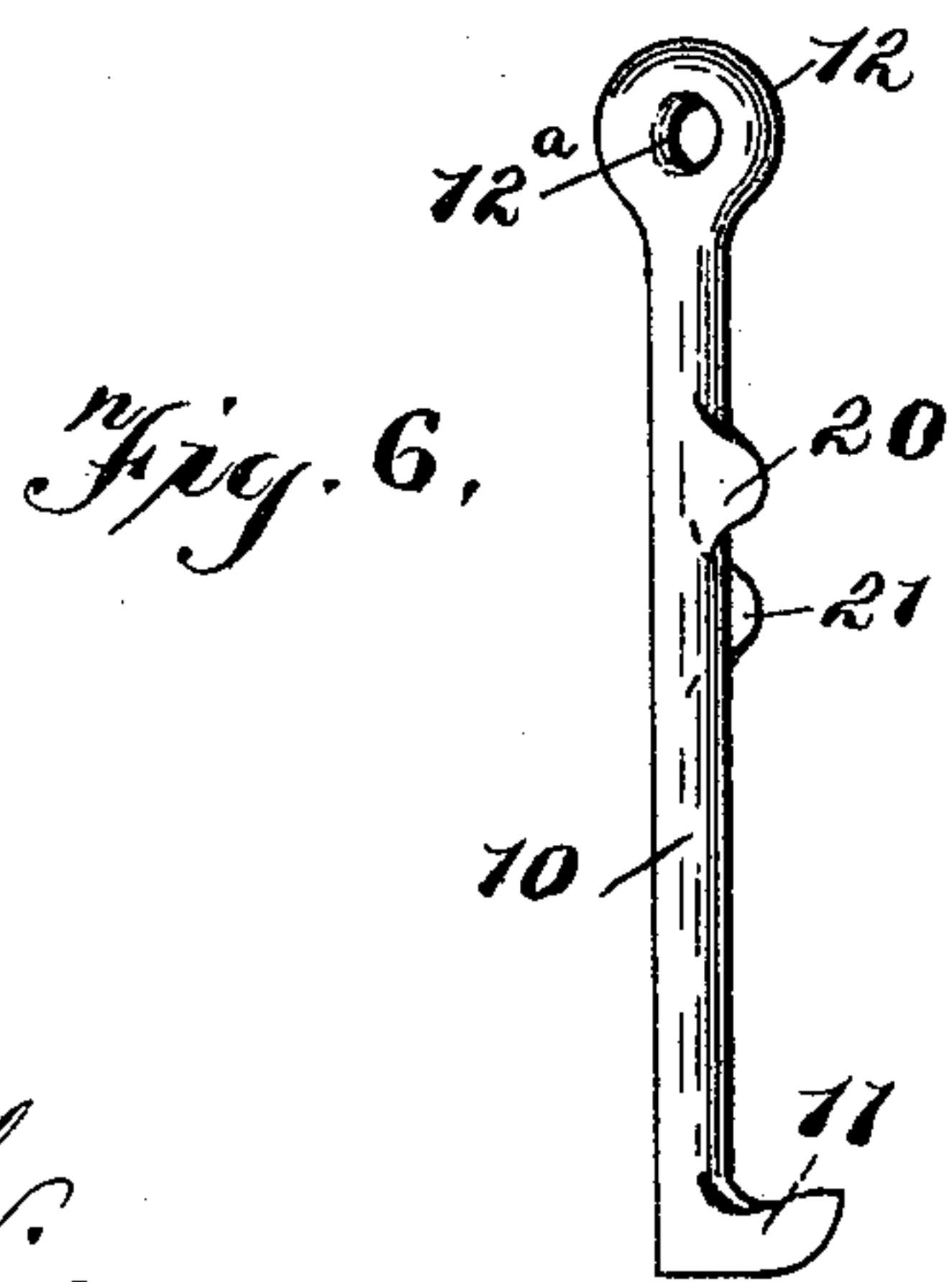
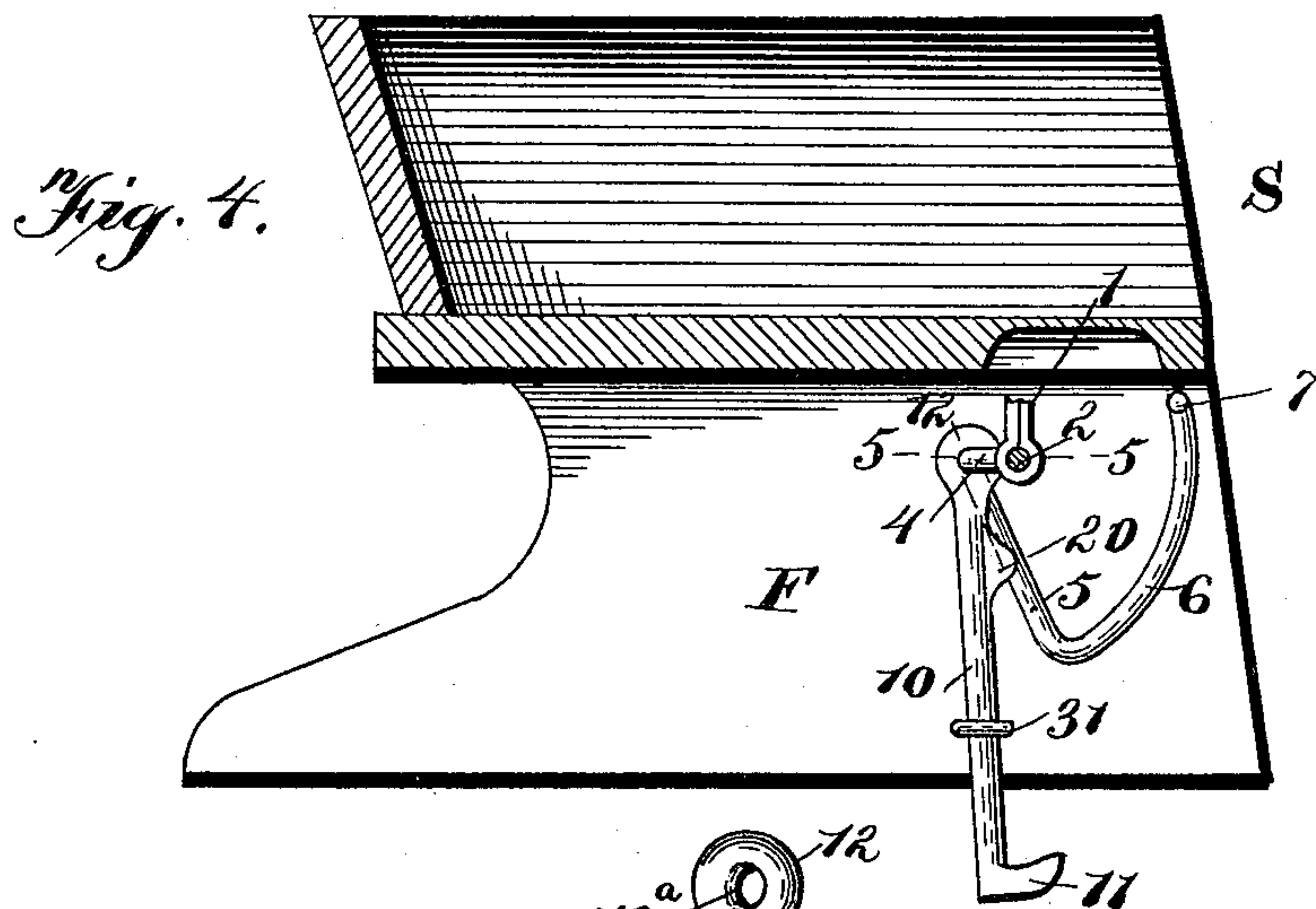
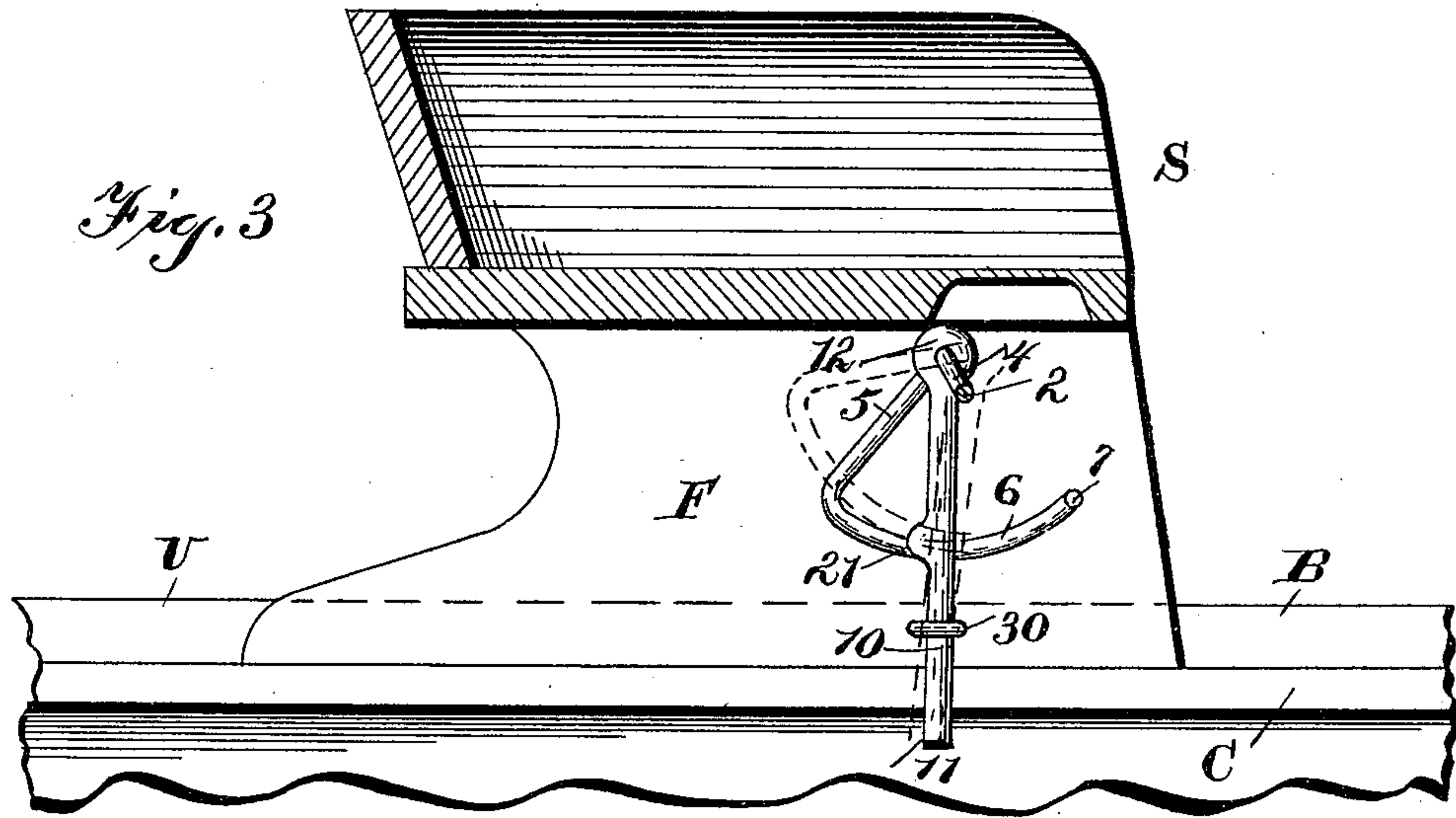
(No Model.)

2 Sheets—Sheet 2.

W. G. BENNETT.
SEAT LOCK FOR VEHICLES.

No. 583,207.

Patented May 25, 1897.



Witnesses:
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UNITED STATES PATENT OFFICE.

WILLIAM GRANT BENNETT, OF HIGHVIEW, NEW YORK.

SEAT-LOCK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 583,207, dated May 25, 1897.

Application filed March 10, 1897. Serial No. 626,764. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM GRANT BENNETT, a citizen of the United States, and a resident of Highview, Sullivan county, State of New York, have invented certain new and useful Improvements in Seat-Locks; and my preferred manner of carrying out the invention is set forth in the following full, clear, and exact description, terminating with claims particularly specifying the novelty.

This invention relates to carriages and wagons, and more especially to the seat-locks employed therein; and the object of the same is to produce an improved means for removably locking the seat to the body of the carriage or wagon.

To this end the invention consists in the construction hereinafter more fully described and claimed and as illustrated in the accompanying drawings, wherein—

Figure 1 is a perspective view of the seat detached from the wagon-body. Fig. 2 is a cross-section of the wagon-body with the seat locked in position. Fig. 3 is a transverse section through the seat, showing it as changing position. Fig. 4 is a similar section showing the seat as removed from position. Fig. 5 is a section on the line 5 5 of Fig. 4. Fig. 6 is a perspective detail of one of the hooks.

The drawings are made on approximately the scale shown.

Referring to the said drawings, the letter B designates the wagon-body, having upright sides U, provided with the usual longitudinal cleats C, upon which rest the feet F at the ends of the seat S. The latter is usually so constructed that its feet rest upon the strips or cleats C at any desired point, thus permitting the adjustment of the seat farther forward or rearward, according to the exigencies of the case. The cleat C in the present instance is simply a strip of wood rectangular in cross-section and without notches or holes, and the invention herein is designed to clamp the feet of the seat to this cleat at any point in its length.

Coming now more particularly to the present invention, the numeral 1 designates eyes secured beneath the seat-body and in which is journaled a cross-rod 2, having elbows 3 just outside the eyes. Just outside these elbows are bends 4, continued into upright

members 5, the lower ends of which are continued forward in arms 6, struck on a circle approximately around the body of the rod 2 and terminating in extremities 7, bent inward toward the center of the seat. This rod is preferably of wrought metal, and its length and other dimensions will be proportionate to the size of other parts.

The numeral 10 designates the body of the hooks, of which there are two—one at each end of the seat—and 11 is the hook portion proper at the lower end of this body.

12 is an eye or bearing at the upper end of the body, so rounded off at its ends, as seen in Fig. 5, as to receive the bend 4 of the rod 2 and to give the hook proper upright motion as the elbow 3 turns around its pivot in the eye 1, while also permitting it to have a rotary motion on its longitudinal axis. This rotary motion is produced by a lug 20 on the hook-body, which strikes the upright member 5 when the hook is moved to its releasing position, as seen in Fig. 4, and by another lug 21, also on the hook-body, (quartering to the first lug,) which is engaged by the point between this upright member and the curved arm 6 when the hook is moved to its locked position, as shown in Fig. 3. The hook is also, preferably, of wrought metal, and its shape and exact size correspond with the other parts with which it coöperates.

30 designates an eye or guide secured to the inner face of the foot F and through which the body 10 of the hook (here rounded for the purpose) may slide or turn, as the motions of the crank and lugs demand.

With the above construction and proportion of parts the operation of my improved seat-lock is as follows: The seat itself being provided with the cranked rod and hooks it is brought into position so that its feet F rest upon the cleats C at the desired points, when one of the extremities 7 is grasped by the operator when in the position shown in Fig. 4 and is forced to the rear. This motion moves the upright 5 from behind the lug 20, so that the hook is free to turn on its axis slightly, and passes the point between the upright and the curved member 6 behind the lug 21, which causes the entire hook to turn on its axis, (the looseness of the eye 12 at its upper end on the bend 4 permitting,) so that the hook

proper, 11, is thrown in under the cleat C. The extremity 7 finally strikes the front face of the member 5 after the elbow 3 has passed over the center and prevents a retrograde movement. At the same time the elbow 3 is passing over its point of support in the eye 1 and drawing the hook upward, so that just at the time the hook proper is turned in under the cleat this elbow or crank draws its body 10 forcibly upward and causes its hooked end 11 to impinge forcibly against and possibly slightly enter the lower face of such cleat, and the seat is locked in place.

In order to disengage the seat from the wagon-body, the operator has but to grasp one of the extremities 7 (which now rests against the forward side of the hook-body 10) and move it forward. This motion turns the rod 2 in its bearings 1, so as to move the pivotal points 4 over the supports, and at the same time draws the curved arms 6 forward, so that the bends between them and the upright members 5 are passed from behind the lugs 21, which latter are then free to turn. Further movement brings the upright 5 against the lug 20 and causes the latter to turn the hook-body 10 on its axis slightly, which throws the hook proper, 11, out from under the cleat C and thus frees the seat from the wagon-body.

For the purpose of accomplishing the above movements the eye 12 at the upper end of the hook-body only loosely engages the bend 4 in the rod 2, as best seen in Fig. 5, its ends being rounded off, as at 12^a therein, so as to permit a slight axial movement of the hook-body at the same time that it is drawn upward against the cleat C or dropped out of engagement therewith.

What is claimed as new is—

1. In a seat-lock, the combination with the wagon-body having cleats within its sides; of the seat having feet at its ends to rest upon the cleats, guides in the inner faces of said feet, hooks whose bodies slide through the guides, and a rod journaled beneath said seat and connecting the hooks for sliding them through the guides and simultaneously turning their hooked portions in under the cleats, as and for the purpose set forth.

2. In a seat-lock, the combination with the wagon-body having cleats, and the seat having feet to rest thereon; of eyes beneath the seat, a rod journaled therein and having at its ends cranks or elbows, outside of which are bends, and still outside of which are upright members, and hooks having lugs on their bodies engaging opposite faces of said upright members, eyes at their upper ends loosely engaging said bends, and hooked portions at their lower ends to engage beneath the cleats, as and for the purpose set forth.

3. In a seat-lock, the combination with the wagon-body having cleats, and the seat having feet to rest thereon; of eyes carried by the seat, a rod journaled therein and having cranks or elbows, bends, upright members, and forwardly-projecting curved arms, and hooks having eyes at their upper ends loosely engaging said bends, lugs on their bodies set quartering to each other and engaging the front face of an upright member and the angle between such member and the arm, and hooked portions proper at their lower ends engaging beneath said cleats, all as and for the purpose set forth.

4. In a seat-lock, the combination with the wagon-body having cleats, the seat having feet to rest thereon, and the guides on the inner faces of said feet; of a rod journaled beneath the seat and having at each extremity an elbow, a bend next outside, an upright member outside that, a curved arm at the lower end of said member, and an inwardly-bent extremity at the lower end of such arm; and a hook whose body slides through and turns in said guide, whose lower hooked end engages beneath the cleat, whose upper end has an eye loosely engaging said bend, and whose body is provided with lugs set quartering to each other and engaging opposite faces of said upright member, all as and for the purpose set forth.

In testimony whereof I have hereunto subscribed my signature on this the 8th day of March, A. D. 1897.

WILLIAM GRANT BENNETT.

Witnesses:

KATE MAY BENNETT,
ELMER PITTS.