

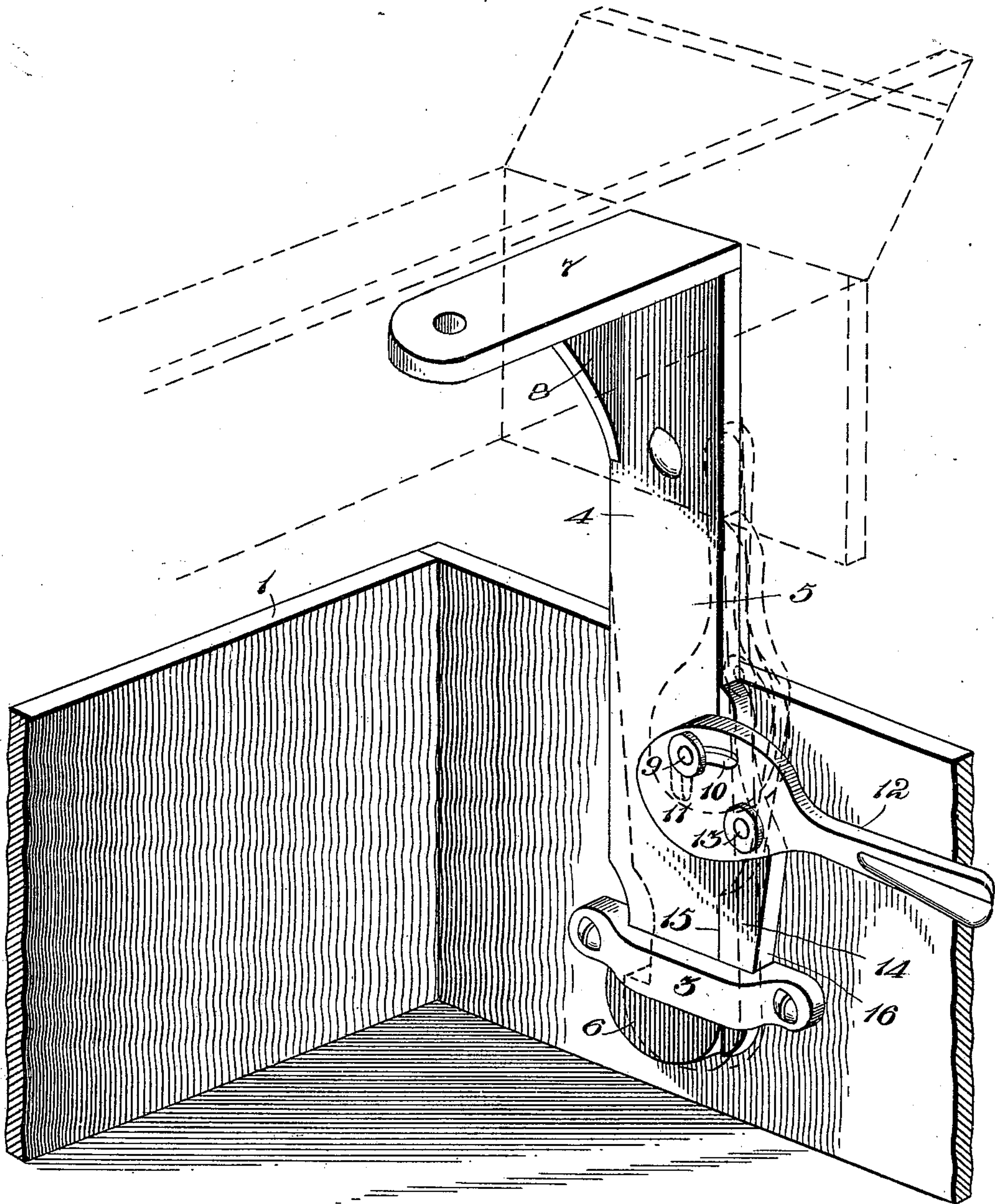
No. 637,395.

Patented Nov. 21, 1899.

C. LESH.
SEAT CLAMP.

(Application filed Aug. 24, 1899.)

(No Model.)



Witnesses

John Manpin.
Conrad Lesh

By *His* Attorneys.

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UNITED STATES PATENT OFFICE.

CONRAD LESH, OF ZION, PENNSYLVANIA.

SEAT-CLAMP.

SPECIFICATION forming part of Letters Patent No. 637,395, dated November 21, 1899.

Application filed August 24, 1899. Serial No. 728,362. (No model.)

To all whom it may concern:

Be it known that I, CONRAD LESH, a citizen of the United States, residing at Zion, in the county of Centre and State of Pennsylvania, have invented a new and useful Seat-Clamp, of which the following is a specification.

This invention relates to seat-clamps, and has for its object the production of a simple, durable, and efficient device by means of which a wagon-seat may be readily retained in place or may be expeditiously removed when desired.

Referring to the drawing, the figure represents a perspective view illustrating the construction and application of my invention.

Referring to the numerals of reference on the accompanying drawing, 1 indicates a fragment of a wagon-bed, and 2 the side-board extending longitudinally thereon near the upper side, as usual, and to which is secured a loop or keeper 3.

4' indicates a vehicle-seat, to the under side of which is bolted a pair of angular brackets 4, which together with their coöperating mechanism are identical and only one of which need therefore be described.

As illustrated in the drawing, the bracket 4 comprises a vertical arm 5, at the lower end of which is formed a hook 6 and from the upper end of which extends a horizontal arm 7, braced to the arm 5 by the corner-web 8, the two arms being secured, respectively, to the under side of the seat and to its side frames. The hooked end 6 is designed to be slipped through the loop or keeper 3, after which a slight upward movement of the bracket will cause its hook to slip under and engage the end of the keeper, as illustrated in the drawing. In order to accomplish this end, I provide a pin 9, projecting from the inner face of the arm 5 and engaging the curved slot 10 in the enlarged end 11 of a cam-lever 12, from the opposite side of which projects at a point eccentric with respect to the slot 10 a pin 13, upon which is swiveled a locking-wedge 14, having a straight face 15 lying against one edge of the arm 5 and having its rear face 16 inclined as shown.

In operation the hooked end of the bracket is slipped through the keeper and the wedge 14 is then forced between the rear edge of the bracket and the adjacent edge of the keeper by swinging the cam-lever downwardly to the

position illustrated in the figure of the drawing. The downward movement of the wedge 14 will force the arm 5 upwardly and will cause the engagement of the hook with the under side of the bracket, and thus the seat will be securely locked against casual displacement. It should be noted in this connection that the eccentric arrangement of the curved slot 10 and the pin 13 permits the wedge 14 to reciprocate in contact with the edge of the arm 5 and that the variation in distance between the point 13 and the opposite ends of the slot 10 enables the operator to exert considerable leverage in operating the wedge. I do not desire, however, to be limited to the structural details defined, but reserve to myself the right to change, modify, or vary them at will within the scope of my invention.

What I claim is—

1. In a vehicle-seat clamp, the combination with a loop-shaped keeper to be fitted to the body of the vehicle, of an arm pendent from the seat and provided at one edge with a catch-head for engagement with one end of the loop-shaped keeper, a reciprocatory wedge working between and against the opposite end of the keeper and the adjacent edge of the arm, a cam-lever pivoted to the wedge and provided with an eccentric slot, and a pin projecting laterally from the arm and received within the eccentric slot, substantially as and for the purpose set forth.

2. In a vehicle-seat clamp, the combination with a loop-shaped keeper to be fitted to the body of the vehicle, of an arm pendent from the seat and provided at one edge with a catch-head for engagement with one end of the loop-shaped keeper, a reciprocatory wedge working between and against the opposite end of the keeper and the adjacent edge of the arm, and a lever pivoted to the wedge, and also having a movable fulcrum bearing upon the pendent arm, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CONRAD LESH.

Witnesses:

W. D. DUKEMAN,
J. C. HARPER.