

No. 754,173.

PATENTED MAR. 8, 1904.

H. C. SWAN.
SEAT LOCK.

APPLICATION FILED SEPT. 19, 1903.

NO MODEL.

Fig. 2.

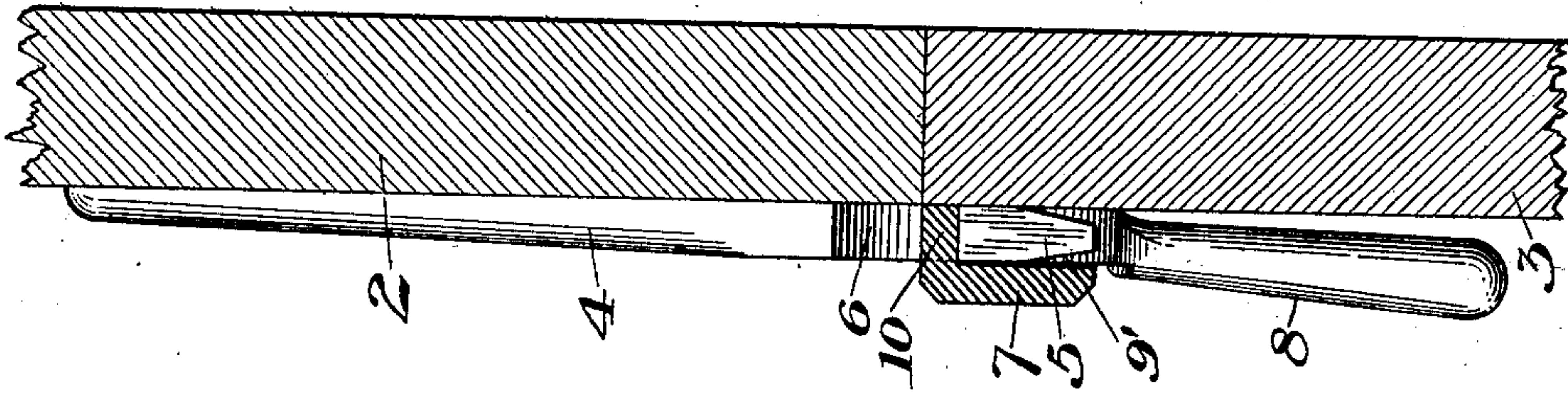
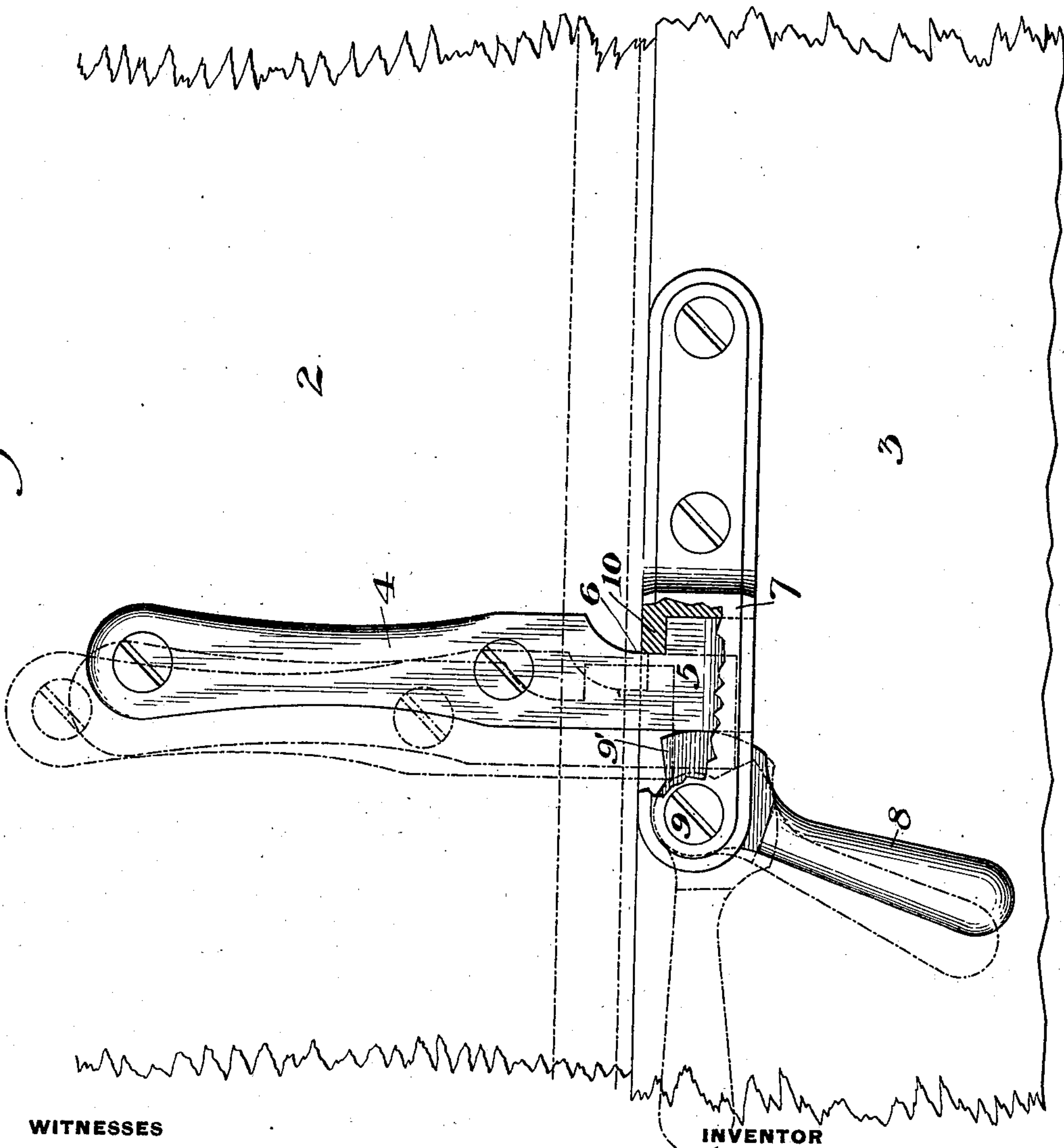


Fig. 1.



WITNESSES

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HENRY C. SWAN, OF CLEVELAND, OHIO.

SEAT-LOCK.

SPECIFICATION forming part of Letters Patent No. 754,173, dated March 8, 1904.

Application filed September 19, 1903. Serial No. 173,758. (No model.)

To all whom it may concern:

Be it known that I, HENRY C. SWAN, of Cleveland, Cuyahoga county, Ohio, have invented a new and useful Seat-Lock, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a front elevation, partly broken away, showing my improved device in locked position; and Fig. 2 is a central side elevation of the same.

My invention relates to the class of locks for the seats or boards of vehicles, and it is designed to provide a simple, effective, and cheap device of this character; also, to provide for quick and automatic action of the locking device when the seat is adjusted in place.

In the drawings, 2 represents the seat-riser, and 3 the body or board to which the seat-riser is locked. The locking device comprises a riser-strap 4, which is rigidly secured by screws or other devices to the seat-riser. The lower end of this riser-strap projects below the seat-riser, has a square lower end 5 and an intermediate notch 6 at one side. The body-strap 7 is provided with a recess or opening at one end, and within this open end is pivoted a cam-lever 8, the securing-screw 9 extending through the strap and cam and into the body. The cam is provided with a shoulder 9', which when the cam-lever hangs down under the action of gravity will project into the opening of the strap and be engaged by the lower square end of the riser-strap when it is pushed down into the opening in the body-strap. The body-strap is provided with a projecting lug or lip 10, which overhangs the inner end of the opening for the riser-strap.

In assembling the parts the riser-strap is pushed down through the opening in the body-strap and as it engages the shoulder on the cam it rotates the cam-lever until it assumes the horizontal position shown in dotted lines in Fig. 1. The seat-riser is then moved endwise until the shoulder formed by the notch in the

riser-strap engages the overhanging lip or shoulder on the body-strap. As this is done the cam-lever drops down into locking position by the action of gravity, and it may be assisted by hand, if desired. The lever remains in this position by the action of gravity and holds the seat or top board securely in place. It will be noted that the lower end of the riser-strap is square, and this square end must drop off the end of the opening in the body-strap before it engages the cam, thus forming a guide to direct the downward movement of the riser-strap, bringing it to the right point to accomplish the results.

The advantages of my invention result from the simplicity and cheapness of the device and the efficient locking action afforded. The mere forcing of the parts into position automatically locks them through the engagement with the locking-cam and the action of gravity.

The device may be employed for locking the top boards of wagons or for seats, and many changes may be made in the form and arrangement of the parts without departing from my invention.

I claim—

1. In a seat-lock, a riser-strap having a projecting lower end with a side shoulder, a body-strap having an opening with an upper overhanging shoulder, and a cam-lever arranged to automatically open and then move the shoulders in locking engagement; substantially as described.

2. In a seat-lock, a riser-strap having a side notch or shoulder and a body-strap having an opening with an overhanging shoulder on one side, and a locking-cam on the other side, said locking-cam having a shoulder arranged to be engaged by the lower end of the riser-strap, to rotate the cam; substantially as described.

3. In a seat-lock, a riser-strap having a projecting lower end with a side shoulder, a body-strap having an opening with an upper overhanging shoulder at one end, and a weighted gravity cam-lever at the opposite side of the opening and arranged to open automatically

when the riser-strap is inserted and then move the shoulders into locking engagement; substantially as described.

4. A seat-lock comprising a riser-strap having a side shoulder, a body-strap having an opening with a shoulder at one side, and a cam-lever at one side of the opening and arranged to automatically open when the riser-strap en-

ters the opening in the body-strap; substantially as described. 10

In testimony whereof I have hereunto set my hand.

HENRY C. SWAN.

Witnesses:

MILFORD LEWIS,
MARTIN O. SENSENY.