No. 696,648. Patented Apr. 1, 1902.

C. H. LAMBERT.

VEHICLE SEAT LOCK.

(Application filed Dec. 30, 1901.)

(No Model.)

Fig. 1.

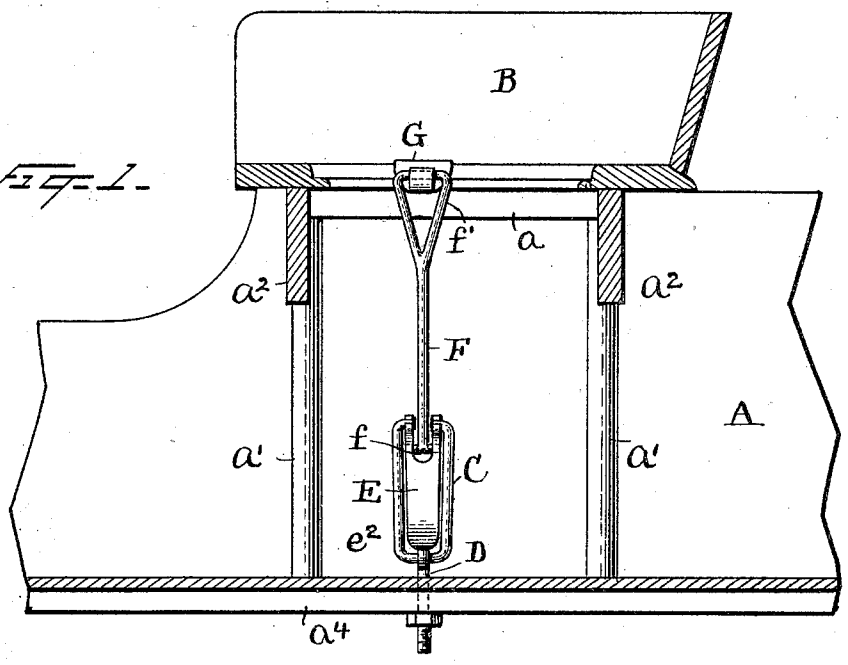


Fig. 2.

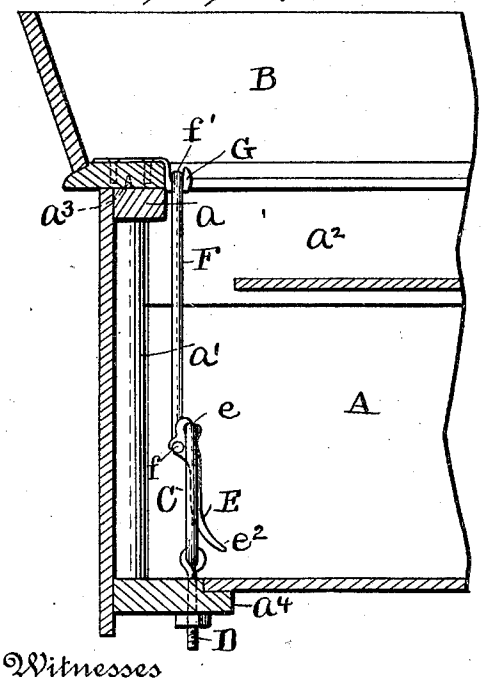
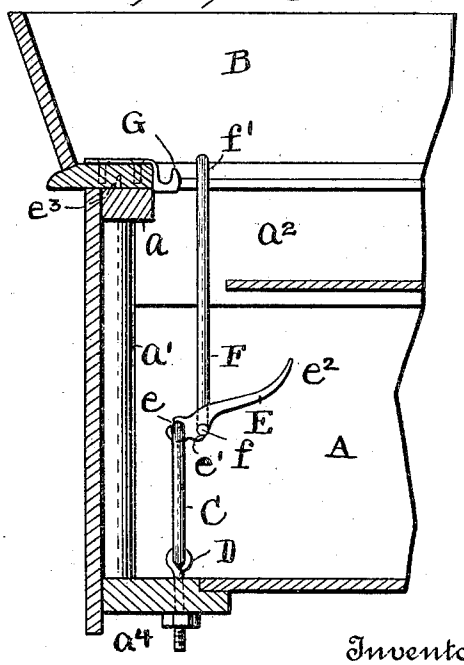


Fig. 3.



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UNITED STATES PATENT OFFICE.

CHRISTIAN H. LAMBERT, OF RUSHVILLE, INDIANA.

VEHICLE SEAT-LOCK.

SPECIFICATION forming part of Letters Patent No. 696,648, dated April 1, 1902.

Application filed December 30, 1901. Serial No. 87,805. (No model.)

To all whom it may concern:

Be it known that I, CHRISTIAN H. LAMBERT, a citizen of the United States, residing at Rushville, in the county of Rush and State of Indiana, have invented certain new and useful Improvements in Seat-Locks; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to devices for securing seats upon the bodies of wagons, buggies, and other vehicles. Its object is to provide a simple, cheap, and efficient seat-lock, easily manipulated, and occupying but little space.

To this end the invention consists in the combination, with a vehicle-body and its removable seat, of a locking device comprising a yoke or bearing secured to the sill of the body, a hook on the seat, a link adapted to be detachably connected with said hook, and a toggle-lever pivoted to the link and the yoke for exerting a downward pull on the link and locking it when down.

In the drawings, Figure 1 is a side elevation of a portion of a vehicle-body, showing the seat in section and my improved seat-lock in elevation in its locked position. Fig. 2 is a transverse sectional elevation showing the seat locked. Fig. 3 is a similar view showing the seat unlocked.

The body A of the vehicle and the removable seat B may be of any customary or desired construction. The seat rests on short side rails a, preferably supported by posts a', and also on transverse rails a^2. The exact position of the seat is preferably determined by one or more dowel-pins a^3, projecting from the rail a and entering a suitable socket in the seat-frame.

My improved seat-lock comprises a yoke C, attached at its lower end to the sill a^4 of the body and affording at its upper end a pivotal bearing for a toggle-lever. This yoke has preferably two arms, so that it is U-shaped. It is preferably fastened to the sill by an eyebolt D, in which the bight of the U is pivoted. A toggle-lever E is pivoted to the upper end of the yoke, preferably by locating the lever between the arms of the yoke, so that notches e in its upper end can engage the inwardly-turned ends of the yoke. The toggle-lever is preferably made of malleable iron, so that the edges of the notches can be hammered over to retain the pivots. A short distance from the notches e the lower end of the link F is pivotally secured to the toggle-lever, preferably by means of laterally-projecting trunnions f on the link engaging with notches e' in the lever and held by the downwardly-bent edges of said notches. The link is thin enough to pass freely between the arms of the bifurcated toggle-lever. Its upper end has a loop f' to engage a hook G, fastened to the seat-frame, preferably at the end thereof, as shown, so that the locking device will stand close to the side of the body A and take up but little room.

The yoke affords a bearing for the toggle-lever, which maintains its pivots at a fixed distance from the sill a^4. When the toggle-lever is lifted, as shown in Fig. 3, the link is raised and its loop can be slipped over the hook. When the lever is pushed down, it pulls down the link, and the parts should be so adjusted by means of the eyebolt that the trunnions on the link can be brought down far enough to swing under the pivots on the yoke. After they pass the dead-center the slight elasticity of the whole structure tends to lift them again; but this tendency is resisted by the handle e^2 of the toggle-lever, which abuts against the eyebolt and is held there by the upward tension on the link. The parts are thus retained securely locked, but can be readily released by lifting the handle of the toggle-lever.

It will be seen that the seat can be very quickly locked and unlocked by means of this device, that it is held rigidly and securely when locked, that it is fastened to the strong sill of the body and not to the light side board thereof, that the locking device is simple and easily operated, that it occupies but little room and that at the very end of the seat, that it is cheaply made, and can be applied to any vehicle without marring or cutting it in any way.

Having thus described my invention, what I claim is—

1. A seat-lock for vehicles, comprising a

yoke pivoted to the sill of the vehicle-body, a toggle-lever having a bifurcated upper end pivoted to said yoke, a link pivotally attached between the arms of said toggle-lever, and a hook on the seat with which said link is adapted to be detachably engaged.

2. A seat-lock for vehicles, comprising a U-shaped yoke pivoted to the vehicle-body and having inwardly-turned upper ends, a toggle-lever having a bifurcated upper end pivoted on said ends of the yoke, a link pivoted between the arms of the lever and having a loop at its upper end, and a hook on the seat with which said loop can engage detachably.

3. A seat-lock for vehicles, comprising an eyebolt adjustably fastened to the sill of the vehicle-body, a U-shaped yoke pivoted to said eyebolt, a toggle-lever having a bifurcated end provided with notches and pivotally attached to and between the arms of said yoke, a link having laterally-projecting trunnions pivotally engaging notches in the toggle-lever, and a hook on the seat with which said link can be detachably engaged, said link and its pivots being adapted to swing between the arms of said yoke in the operation of locking the seat, so as to pass the dead-center.

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

CHRISTIAN H. LAMBERT.

Witnesses:
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