No. 647,286. Patented Apr. 10, 1900.

G. J. ZACK.

SEAT LOCK FOR VEHICLES.

(Application filed Sept. 14, 1899.)

(No Model.)

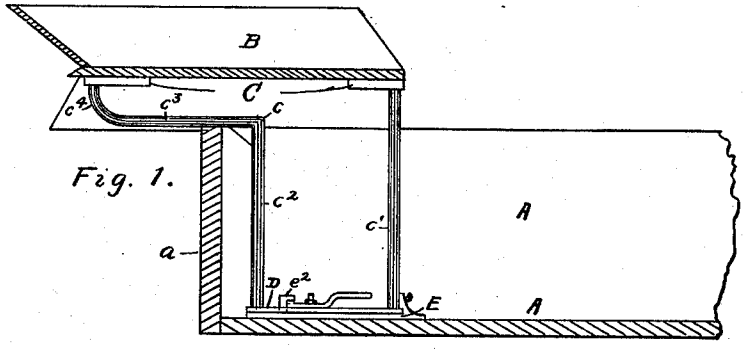


Fig. 1.

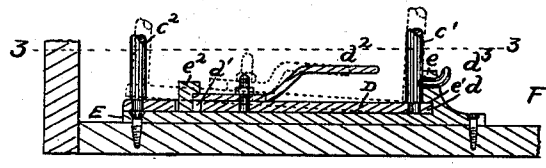


Fig. 2.

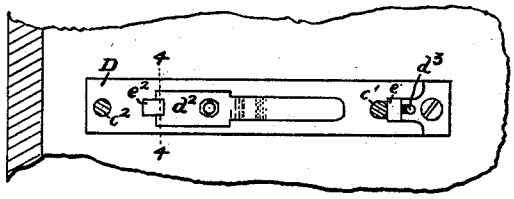


Fig. 3.

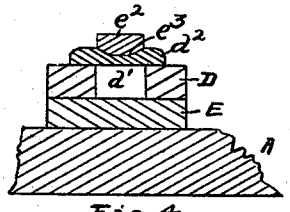


Fig. 4.

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UNITED STATES PATENT OFFICE.

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SEAT-LOCK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 647,286, dated April 10, 1900.

Application filed September 14, 1899. Serial No. 730,450. (No model.)

To all whom it may concern:

Be it known that I, GEORGE J. ZACK, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Seat-Locks for Vehicles, of which the following is a specification.

The object of my invention is to provide a seat-lock which will hold the seat securely and firmly in position; and it consists in the combination and arrangement of parts, as hereinafter set forth and claimed.

In the drawings, Figure 1 is an elevation, partially in section, of a seat attached to a wagon-body by means of a device embodying my invention. Fig. 2 is an enlarged vertical section of the locking device. Fig. 3 is a section on line 3 3 of Fig. 2. Fig. 4 is an enlarged section on line 4 4 of Fig. 3.

The reference-letter A represents a wagon-body; B, a seat; C, a seat-supporting standard; D, a cross-bar connecting the ends of the standard-arms $c\,c'$, and E a base-plate secured to the bottom of the wagon-body A.

The wagon-body A and seat B may be of any desired form. To the bottom of seat B at each side is secured a standard C or seat-supporting frame consisting of arms c and c', connected at the bottom by a cross-bar D, and at corresponding distances apart on the bottom of the wagon-body A are secured base-plates E. Each standard is provided with locking mechanism adapted to engage locking mechanism on its corresponding base-plate. This locking mechanism on the standard preferably consists of a cross-bar D, secured to and extending across the ends of the standard-arms $c\,c'$, provided with an extending end forming a lug d, a slot d' in cross-bar D, with locking-lever d^2 mounted in proximity thereto, and a curved lug or hook d^3 on standard c'. The corresponding locking mechanism on the base-plate E consists of an ear e, adapted to receive the hook d^3, a slot e', adapted to receive the lug d, and a lug e^2, adapted to take through the slot d' and engage the locking-lever d^2.

In placing the seat in position it is first tilted forward, the hook d^3 being slipped through the ear e, after which it is tilted backward toward its horizontal position, the lug d slipping into its slot e', where it is secured by pressing the rear end of the standard downward and turning the locking-gear into engagement. The slot d' is preferably slightly inclined to the plane of the cross-bar D, so that when the lug d simply rests in slot e' the base of the standard occupies an inclined position with its free end slightly above the plate E, as indicated by dotted lines in Fig. 2, and pressure is required to force the slot d' in cross-bar D down over lug e^2. It will be seen that when the cross-bar D is so forced down and the locking-lever d^2 engaged with the lug e^2 the tension in the cross-arm D will serve as a spring to hold the lug e^2 in engagement with the locking-lever d^2 and will also prevent rattling, which is an important and desirable result. In order to render the engagement between lug e^2 and locking-lever d^2 more secure, the engaging end of lever d^2 is recessed to receive a corresponding projection e^3 on lug e^2. The strains on the seat when in use tend to tip it backward, and by placing the lug d^3 at the extreme front of the standard it takes the strain of holding the seat in position with the best advantages of leverage, the locking-lever d^2 and lug d serving to insure the retention of the cross-arm D in its proper position and to prevent rattling.

In order to render the greatest amount of floor-space in the bottom of the wagon-body A available, the rear standard-arm c is formed of a vertical portion c^2 and a horizontal portion c^3, bent up at its outer end c^4 to be attached to the bottom of the seat. By this means the seat B may be mounted on the wagon-body A, with its rear portion extending back over the tail-gate a, in which position only a small portion of the seat actually covers floor-space of the wagon-body.

I claim—

1. The combination, in a seat-lock, of a base-plate adapted to be secured to the bottom of a vehicle-bed; a seat-supporting frame; a hooking connection between them at one end; a lug-and-slot connection between them at the other end and means for locking the lug in its slot, substantially as and for the purpose set forth.

2. The combination, in a seat-lock, of a base-plate adapted to be secured to the bottom of the vehicle-bed; a seat-supporting frame; a hook-and-ear connection between them at

their forward ends; a slot-and-lug connection between them at their rear ends; and means for locking the rear lug in its slot, substantially as and for the purpose set forth.

3. The combination, in a seat-lock, of a base-plate adapted to be secured to the bottom of the vehicle-bed; an ear on the forward end thereof; a lug on the rearward end thereof; a seat-supporting frame; a hook on the forward end thereof adapted to engage the corresponding ear on the base-plate; a slot in the rearward end thereof adapted to take over the corresponding lug on the base-plate; and a locking-lever mounting on its supporting-frame adapted to engage the lug on the base-plate, thereby locking it into engagement with the frame, substantially as and for the purpose set forth.

4. The combination, in a seat-lock, of a base-plate, adapted to be secured to the bottom of the vehicle-body; a seat-supporting frame; a slot-and-lug connection between them, at one end tending to hold them at an angle to each other, and means at the other end for locking the base-plate and frame to each other when forced into engagement, substantially as and for the purpose set forth.

5. The combination, in a seat-lock, of a base-plate adapted to be secured to the bottom of a vehicle-bed; a seat-supporting frame; a hooking connection between them at one end; a lug-and-slot connection between them at the other end and means for locking the lug in its slot, substantially as and for the purpose set forth.

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