

(No Model.)

G. L. CRANDAL.

SEAT LOCK FOR VEHICLES.

No. 258,997.

Patented June 6, 1882.

Fig. 1.

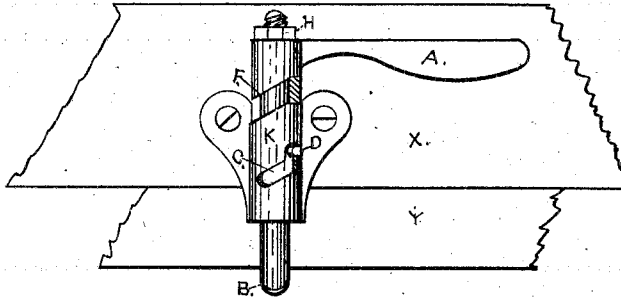


Fig. 2.

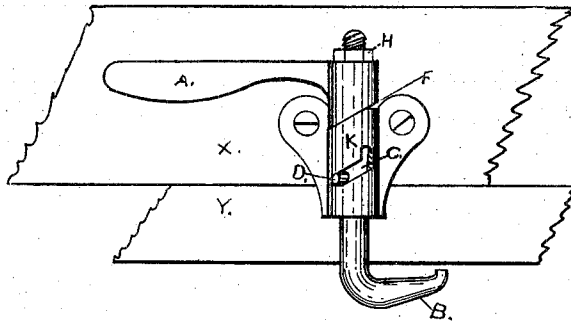
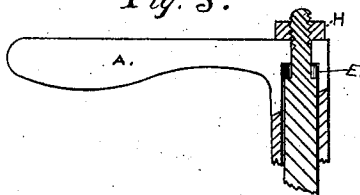


Fig. 3.



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UNITED STATES PATENT OFFICE.

GEORGE L. CRANDAL, OF BINGHAMTON, NEW YORK.

SEAT-LOCK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 258,997, dated June 6, 1882.

Application filed February 13, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. CRANDAL, a citizen of the United States, residing at Binghamton, in the county of Broome and State of New York, have invented a new and useful Improvement in Seat-Fastenings for Vehicles, of which the following is a specification.

My invention relates to devices for locking seats to vehicles for the purpose of keeping them securely in place and to prevent them from being jarred or shaken out of position.

Seat-fastenings as heretofore made have been objectionable, either because the seat must be put each time in the same place on the rail of the vehicle-body, or because the fastening was difficult to unlock, so that the seat could be lifted from its place easily and quickly and without any danger of the hook again catching on to the rail.

The object of this invention is to provide an automatic turning hook for seat-locks.

In the accompanying drawings, which form a part of this specification, Figure 1 represents the seat-fastening as it appears when it is locked and in use.

X represents the seat-riser, to which the fastening is attached by means of the screws in the bearing-box K.

The letter Y represents the rail of the vehicle, on which the seat rests and under which the hook B swings.

A is the lever, which, when turned, lifts and tightens the hook against the rail by means of the inclined surface F on the lever and the inclined surface on the upper edge of the bearing-box. The hook is revolved through an angle of ninety degrees at the same time it is being lifted by the lever A, and this is accomplished by means of the pin D, which is inserted in or cast on the shank of the hook, and projects through between the inclined sides of the opening C in the bearing-box. As the hook is raised by the lever the pin D moves along the opening C, and thus causes the hook to revolve into position under the rail. The

opening C is prolonged upward, so that by means of the lever A the hook can be raised and tightened without its being revolved by the pin D, after the proper position under the rail has been reached.

It is evident that in place of the pin D and opening C a groove might be made in the shank of the hook and a pin or projection inserted or cast on the inside of the bearing-box K.

Fig. 2 represents the seat-fastening as it appears when it is unlocked. After the lever A has been turned it is evident that the weight of the hook, acting on the pin D, will be sufficient to cause the hook to revolve from under the rail of the vehicle-body, and thus leave the seat entirely free.

Fig. 3 is a cross-section.

In this seat-fastening it is not necessary to look and see whether the hook is or is not under the rail. The fastening is automatic in this respect, and it is only necessary to move the lever in order to lock or unlock it.

It is evident that the hook B can be raised in some other manner than by the lever A without interfering in any way with the automatic turning arrangement.

I am aware that a patent for improvement on seat-fastenings was granted to W. A. Lamb, July 7, 1874; that a patent to C. Dixon was granted March 23, 1876, and that a patent also was granted to L. A. and A. L. Davis, January 30, 1877, all of which devices I disclaim.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a seat-fastening, the bearing-box K, having the opening C, in combination with the hook B and pin D, substantially as herein described.

GEO. L. CRANDAL.

Witnesses:

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