

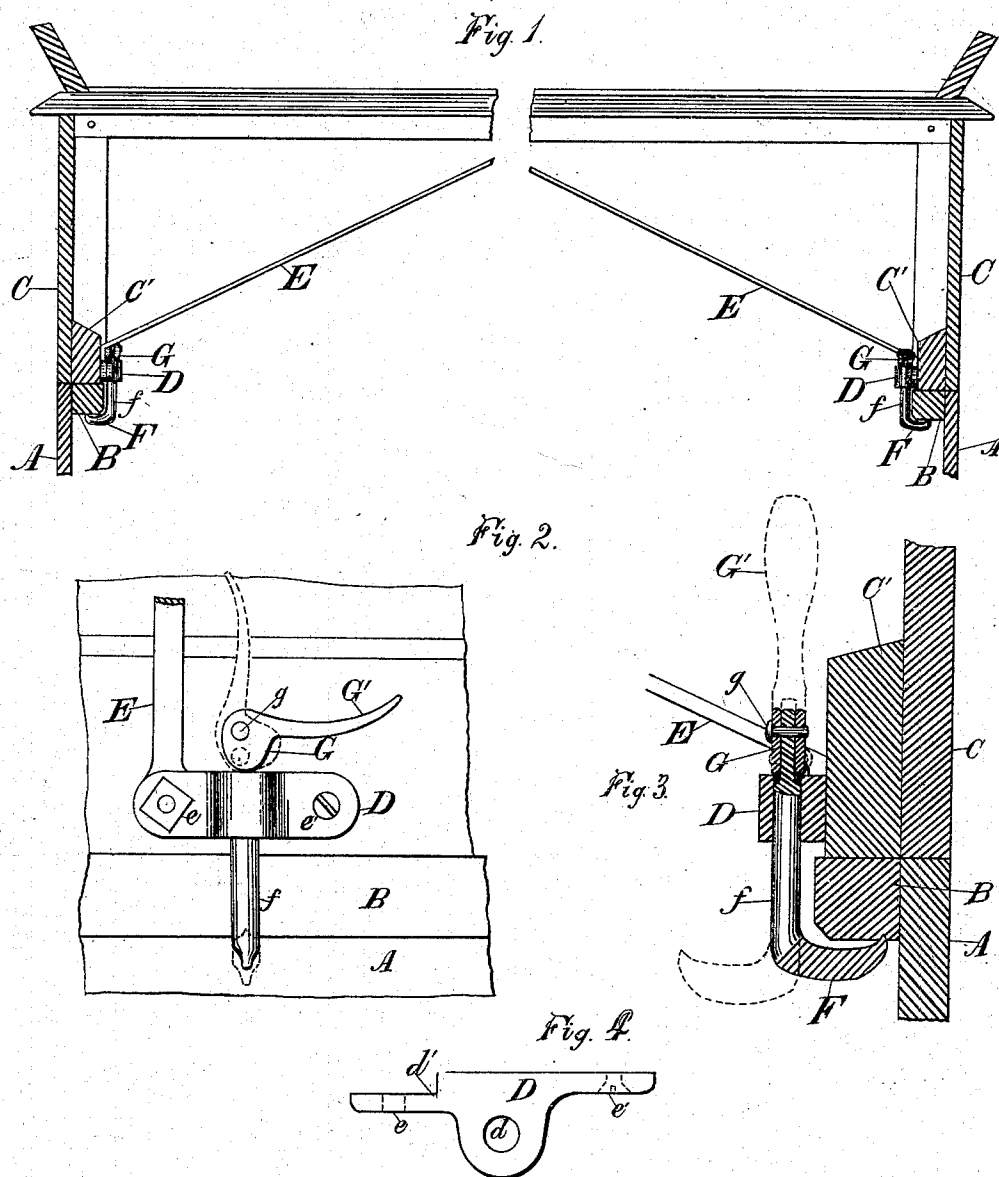
(No Model.)

C. COMSTOCK & O. VANORMAN.

WAGON SEAT LOCK.

No. 249,309.

Patented Nov. 8, 1881.



Witnesses.

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UNITED STATES PATENT OFFICE.

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ASSIGNORS TO THE RACINE WAGON AND CARRIAGE COMPANY, OF
SAME PLACE.

WAGON-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 249,309, dated November 8, 1881.

Application filed May 23, 1881. (No model.)

To all whom it may concern:

Be it known that we, CHAS. COMSTOCK and OLIVER VANORMAN, of Racine, in the county of Racine, and in the State of Wisconsin, have invented certain new and useful Improvements in Wagon-Seat Locks; and we do hereby declare that the following is a full, clear, and exact description thereof.

Our invention relates to devices for locking vehicle-seats to their supports, and will be fully described hereinafter.

In the drawings, Figure 1 is a section of a wagon-seat and a portion of a body of a wagon with our improved locks in operation. Figs. 2 and 3 are respectively a side view and cross-section of a portion of a seat-riser and of a wagon-body with our invention attached. Fig. 4 is a detail.

A A are portions of the side bars of a wagon-body, and B B are cleats or rails attached securely to the side bars.

C C are the seat-risers, having cleats C' C' running along their lower inner edges, and to these cleats C' C' we secure the lugs D D, each having a vertical hole, *d*, for the shanks of the locking-teeth, which fit loosely therein, and also having a cut-away portion, *d'*, to admit the lower end of a brace, E, between it and the cleat on the seat-riser, where both that end of the lug and the brace E are secured to the riser by the same bolt. A perforation, *e'*, admits a securing-screw to the other end of the lug D. The braces E not only serve to steady and support the wagon-seat, but assist in keeping all the parts in place by taking up a part of the strain from the seat and from the wagon-body and risers, and the lugs D, as shown, are constructed with especial reference to the brace, whereby the required strength is obtained without undue or extra projection within the wagon-body, and without the necessity of an extra perforation in the lug to secure it to the brace and to the wagon-body. After the shanks *f* of the teeth F have been passed up through the holes *d* in the lugs D, an eccentric, G, having a handle, G', is pivoted by a bolt, *g*, to the flattened upper end of each shank, which fits in a slot in the head of the eccentric. When the

portion of the eccentric which is nearest the pivot-bolt *g* will rest upon the top of the lug D, and consequently the tooth will be dropped to its lowest position, as shown in dotted lines in Figs. 2 and 3, and when in this position its shank may be freely revolved. Therefore, to adjust a seat having our improved locks, to its position on a wagon-body, the handles of the eccentrics must be lifted to the position shown in dotted lines and turned until the hooks point to each other or assume the position with reference to the side bars, A, illustrated in dotted lines, Fig. 3. The seat having been placed in position, the hooks should be turned under the rails and the levers depressed until they are in the position shown in full lines, Fig. 2—that is, with the thickest portion of the eccentrics wedged between the pivot-bolts and lugs—where they will be securely held until the levers or handles G' are lifted by a slight upward pull.

We are aware that we are not the first to secure wagon-seats firmly in place by means of a toothed shank passing through a hole in a lug secured to the wagon-body, the tooth being adapted to be turned under a projection on the wagon-body and locked in place by an eccentric; but in all such devices, so far as known to us, the cam and its handle are incapable of motion except in a vertical line, which necessitates separate action to turn the locking-hook in or out of position; whereas in our device the whole action and adjustment can be accomplished by one hand in a single operation and the locking-hook or shanked tooth automatically adjusted by the horizontal movement of the handle of the eccentric, thereby saving time and labor and enabling one person to accomplish with one hand a result that has heretofore required the use of both hands, or, in some cases, more than one person.

What we claim as our invention is—

1. In wagon-seat locks, the combination of a lug, D, with a tooth, F, having a shank, *f*, that plays freely in a hole through the lug D, and rises above it, the upper portion being squared on opposite sides, and a bifurcated cam or eccentric, G, the inner sides of which fork bear directly against the squared portion

of the shank *f*, whereby the locking-tooth may be turned in or out and locked or unlocked by a single operation of the cam-handle, as set forth.

- 5 2. In a wagon-seat lock, the combination of the lug *D*, having hole *d*, tooth *F*, having shank *f*, squared on opposite sides of its upper portion, bifurcated eccentric *G*, and handle *G'*, as shown and described, and for the purpose set
10 forth.

In testimony that we claim the foregoing we have hereunto set our hands this 10th day of May, 1881.

CHAS. COMSTOCK.
OLIVER VANORMAN.

Witnesses:

STANLEY S. STOUT,
HAROLD G. UNDERWOOD.