No. 869,848. PATENTED OCT. 29, 1907.

S. E. JACKMAN.

LOCKING DEVICE FOR SEAT GUARDS.

APPLICATION FILED MAY 4, 1907.

Fig. 1.

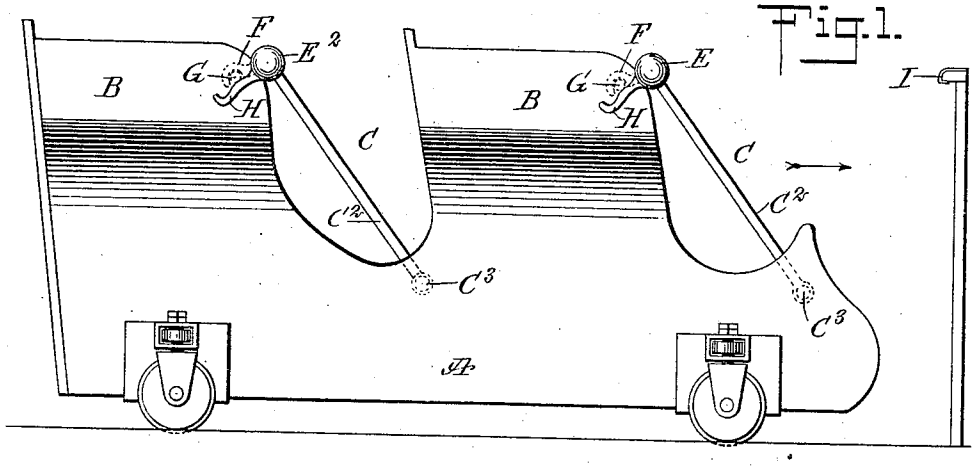


Fig. 2.

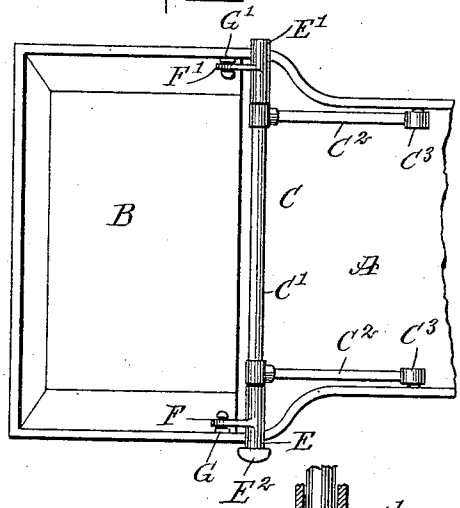


Fig. 3.

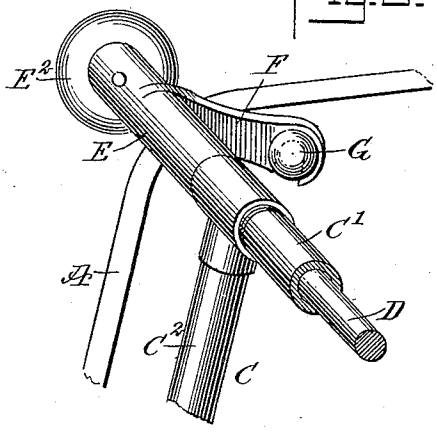


Fig. 4.

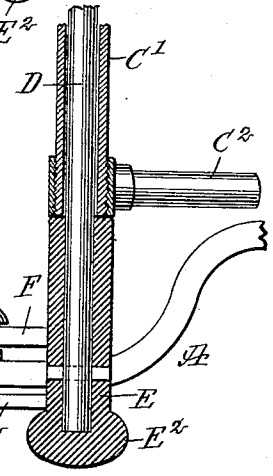
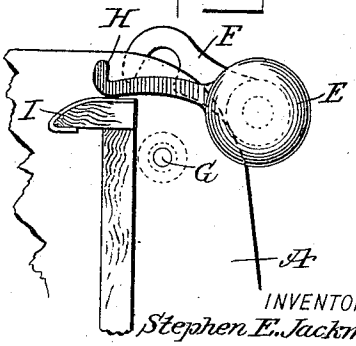


Fig. 5.



WITNESSES

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STEPHEN E. JACKMAN, OF NEW YORK, N. Y.

LOCKING DEVICE FOR SEAT-GUARDS.

No. 869,848. Specification of Letters Patent. Patented Oct. 29, 1907.

Application filed May 4, 1907. Serial No. 371,770.

To all whom it may concern:

Be it known that I, STEPHEN E. JACKMAN, a citizen of the United States, and a resident of the city of New York, Coney Island, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Locking Device for Seat-Guards, of which the following is a full, clear, and exact description.

The invention relates to locking devices for seat guards, such as shown and described in the Letters Patent of the United States, No. 745,854, granted to me December 1, 1905.

The object of the present invention is to provide a new and improved locking device for seat guards of a car, boat or a like vehicle, traveling over an incline or a switch-back railway, such as is used in pleasure resorts, exhibition grounds and the like, the guard being simple and durable in construction, and arranged to insure perfect safety to the passengers seated in the vehicle by preventing the passengers from accidentally opening the guard during the travel of the vehicle over its course.

The invention consists of novel features and parts and combinations of the same, which will be more fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of the improvement as applied to a car; Fig. 2 is a plan view of the same; Fig. 3 is a perspective view of the same; Fig. 4 is an enlarged sectional plan view of the same, and Fig. 5 is an enlarged side elevation of the improvement as applied and showing the automatic device for unlocking the seat guard.

The car, boat or other vehicle A is provided with one or more seats B, each preferably sufficiently wide to accommodate a number of passengers. The seat guard C for each seat B consists of a hand rail C′ extending across the seat and rigidly attached to the upper ends of side arms C^2 fulcrumed at the lower ends at C^3 to the sides of the vehicle body near the bottom thereof and a distance in front of the seat B.

The hand rail C′ is made hollow and through it extends a rod or shaft D, provided at its ends with collars E and E′, of which the collar E terminates at its outer end in a knob E^2, to permit the attendant of the vehicle to turn the rod or shaft D whenever it is desired to lock the seat guard C in place, as hereinafter more fully described.

On the collars E and E′ are secured or formed hooks F and F′ extending rearwardly and adapted to hook onto studs G and G′ secured to the inner faces of the sides of the seat B to hold the seat guard C in a locked position. When the seat guard C is in this position the collars E and E′ rest against the front edge of the sides of the seat B at the time the seat guard C is in a closed position.

In order to automatically unlock the seat guard C, the collar E is provided with a rearwardly extending cam arm H, adapted to engage a cam surface I (see Figs. 1 and 5), arranged alongside the track on which the vehicle A travels, the said cam surface being located at or near the destination of the vehicle, so that when the hooks F engaging the studs G, G′ hold the seat guard C in a locked position during the ride and the vehicle nears its destination, then the cam arm H comes in contact with the cam surface I, whereby a turning motion is given to the rod D to swing the hooks F and F′ out of engagement with the studs G, G′, thus automatically unlocking the seat guard C. The seat guard can now be swung forward to allow the passengers to disembark. The seat guard remains unlocked until the next complement of passengers has entered and taken possession of the seats, then the seat guard C is swung rearward and the attendant of the car turns the knob E^2 to swing the hooks F and F′ downward into engagement with the studs G, G′, to lock the seat guard C in position in front of the passengers seated on the seat B.

By reference to Fig. 1 it will be seen that the hooks F and F′ extend approximately at right angles to the side arms C^2 of the seat guard C, so that any forward pushing by the passengers on the hand rail C′ does not unlock the hooks F, F′, and hence the hooks F and F′ are held in proper engagement with the studs G, G′, to prevent accidental unlocking of the seat guard C.

It is understood that owing to the hand rail C′ extending across the passengers in the front thereof, the passengers are prevented from leaving their seats, and at the same time the hand rail C′ forms a means for the passengers to take hold of during the ride, especially when the vehicle is going down steep inclines, around sharp curves and the like.

The device is very simple and durable in construction, is not liable to easily get out of order, and insures complete safety to the passengers seated in the vehicle, as the same cannot leave their seats during the ride.

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

1. A locking device for the seat guard of a vehicle comprising a locking hook mounted to swing on the hand rail of the seat guard, and a stud on the seat and adapted to be engaged by the said locking hook.

2. The combination with a vehicle and a seat guard mounted to swing on the vehicle body and adapted to extend across the front of the vehicle seat, of a locking device comprising a hook mounted on the said seat guard, and a stud on the vehicle seat and adapted to be engaged by the said hook.

3. The combination with a vehicle and a seat guard mounted to swing on the vehicle body and having a hol-

low hand rail extending across the front of the vehicle seat, of a locking device comprising a rod extending through the said hand rail and mounted to turn therein, hooks on the said rod outside of the hand rail, and studs on the car seat and adapted to be engaged by the said hooks.

4. The combination with a vehicle and a seat guard mounted to swing on the vehicle body and having a hollow hand rail extending across the front of the vehicle seat, of a locking device comprising a rod extending through the said hand rail and mounted to turn therein, hooks on the said rod outside of the hand rail, and studs on the car seat and adapted to be engaged by the said hooks, the latter extending rearwardly and approximately at a right angle to the side bars of the seat guard.

5. The combination with a vehicle and a seat guard mounted to swing on the vehicle body and having a hollow hand rail extending across the front of the vehicle seat, of a locking device comprising a rod extending through the said hand rail and mounted to turn therein, hooks on the said rod outside of the hand rail, studs on the car seat and adapted to be engaged by the said hooks, a trip arm on the said rod, and an inclined block for engagement by the said trip arm.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

STEPHEN E. JACKMAN.

Witnesses:

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