(No Model.)

G. SIMMONS.

SEAT LOCK FOR VEHICLES.

No. 347,894. Patented Aug. 24, 1886.

Fig. 1.

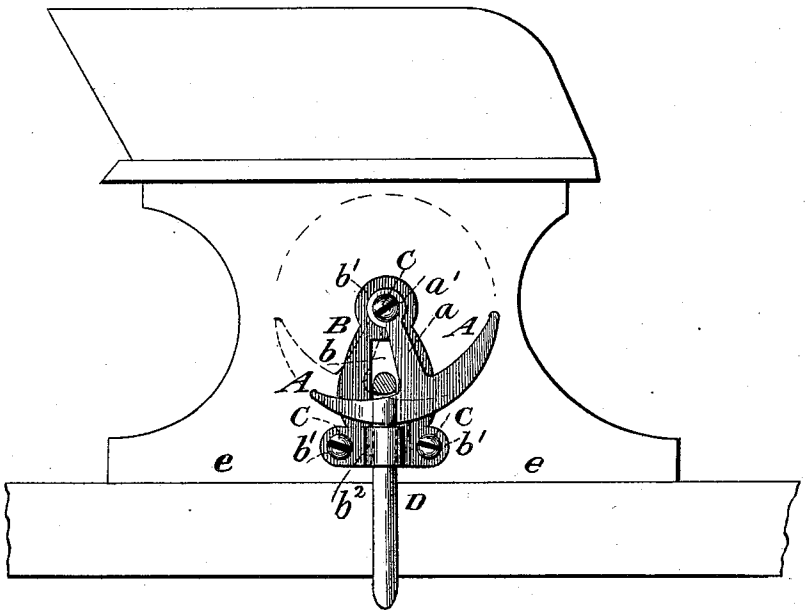
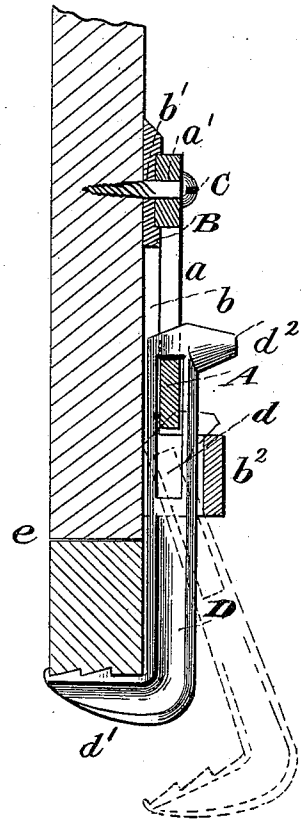


Fig. 2.



Witnesses.
A. Ruppert.
N. R. Avant

Inventor.
George Simmons,
Per
Thomas P. Simpson,
Atty.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

GEORGE SIMMONS, OF HOBART, NEW YORK.

SEAT-LOCK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 347,894, dated August 24, 1886.

Application filed June 19, 1886. Serial No. 205,621. (No model.)

To all whom it may concern:

Be it known that I, GEORGE SIMMONS, a citizen of the United States, residing at Hobart, in the county of Delaware and State of New York, have invented certain new and useful Improvements in Seat-Locks for Vehicles; 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 and figures of reference marked thereon, which form a part of this specification.

The invention will first be described in connection with all that is necessary to a full understanding thereof, and then pointed out in the claim.

Figure 1 of the drawings is a side elevation showing all the parts connected together, and Fig. 2 is a transverse section on line *x x* of Fig. 1.

In the drawings, A represents a double cam adapted to work on the right or left, and provided with the median shank *a*, having end hole, *a'*.

B is a bracket, having the longitudinal slot *b* and the three holes *b' b' b'*, by which the screws C may fasten it to the body of vehicle as well as the cam A.

D is the grip, having the slot *d*, in which works the cam, and the right-angled arm *d'*, which is serrated on the inside, so as to bite upon the wood at the bottom of body-rail. On the opposite end is an outward right-angled stud, d^2, which prevents it from slipping out of the guide-loop b^2 of the bracket. The cam has a gradual "take-up" for about two-thirds of its length. It does not become loose, because the bearing is in alignment with that of the grip and the center of motion of the cam. When the cam is detached from the slot *d* and the grip or hook stud is down to the guide-loop or keeper b^2, the cam or latch A may rest on the top of the grip or hook-stud and keep it out to let the seat be free from body. The cam or latch, being fastened at top by a screw-bolt in a socket of iron, is retained firmly in position. The teeth or serrations on the arm *d'* of grip bite upon the bottom of the rail of body, and when the seat is off the grip or hook-stud D will pass up through the loop b^2 until it reaches the bottom *e* of the seat-riser. Thus all danger of being broken is prevented.

I am aware that a cam-lever, tie-rod, and supporting-plate have been used in a seat-lock, but not combined or constructed like mine.

What I claim as new, and desire to protect by Letters Patent, is—

In a vehicle seat-lock, the cam A, swinging on a pivot, C, in combination with a bracket, B, having the bracket-slot, and grip-guide b^2, the said pivot C, slot *b'*, and guide b^2 being all in perpendicular alignment, whereby the grip D will be firmly held without any liability of the cam to slip or suffer displacement.

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

GEORGE SIMMONS.

Witnesses:
ABRAM MCCLOWRY,
DAVID L. BOUTON.