

V. W. HEYDLAUFF.
WAGON SEAT LOCK.
APPLICATION FILED MAY 14, 1909.

948,505.

Patented Feb. 8, 1910.

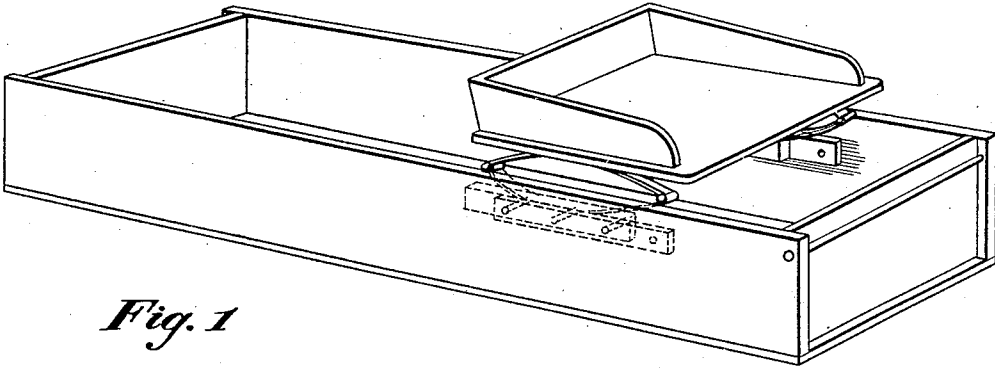


Fig. 1

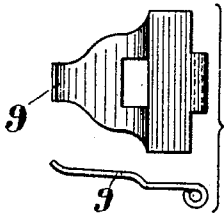


Fig. 2

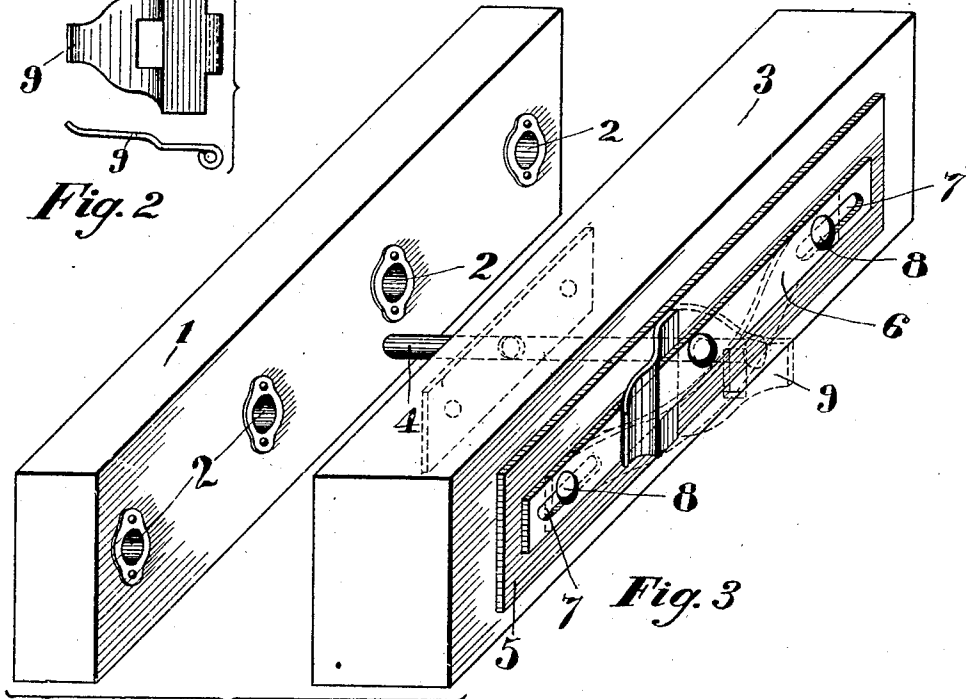


Fig. 3

Witnesses:

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VICTOR W. HEYDLAUFF, OF TOWNSHIP ONE, RANGE ONE, ALBERTA, CANADA.

WAGON-SEAT LOCK.

948,505.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, VICTOR W. HEYDLAUFF, a subject of the King of Great Britain, residing at Township 1, Range 1, west of fourth meridian, in Southern Alberta, Canada, near Oldham, Montana, United States of America, have invented certain new and useful Improvements in Wagon-Seat Locks; and I do hereby declare that the following is 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.

The invention to be hereinafter described relates to wagon seat locks, and particularly to an adjustable wagon seat lock.

Broadly speaking, it comprises a part or attachment adapted to be secured to the inside of the wagon body and provided with a plurality of perforations adapted to receive a pin, a second part or attachment adapted to be secured to a wagon seat spring and provided with a retractible pin adapted to be seated in any one of the perforations of the first block, means for holding the pin normally in operative position, and means for retracting the pin and locking it as retracted.

In order to more clearly disclose the construction, operation and use of the invention, reference should be had to the accompanying drawings forming part of the present application.

Throughout the several figures of the drawings, like reference characters designate the same parts.

In the drawings: Figure 1 is a perspective of a wagon body, with the invention applied; Fig. 2 is a plan and edge view of the pin retracting device; and, Fig. 3 is a perspective of the two blocks separated.

In the preferred form of the invention, an ordinary block 1 is provided, having a plurality of recesses or perforations 2. This block is rigidly secured to the inner face of the side of the wagon body. The second block 3 is adapted to be rigidly secured to the wagon seat spring, and is provided with a bore in which is reciprocally mounted a pin 4, which is adapted to have its projecting end selectively seated in any one of the perforations of the block 1. The front of this block 3 is provided with a metal bearing or shield plate 5, with a perforation through which the pin 4 slides.

The outer end of the pin is headed and connected to a flexible sheet metal spring

plate 6, provided with elongated slots 7 near its ends adapted for the reception of the shanks of headed studs 8 projecting from the face of the plate 5. The slot and stud connection between the spring plate 6 and the shield plate 5 allows outward bending of the spring 6 at its center. Such outward bending, of course, carries the pin 4 with it and so disconnects the blocks 1 and 3. In order to effect the outward bending of the spring plate 6, a thumb lever 9 has been provided. This lever comprises a short metal plate, offset at its center, and provided with an opening through the offset portion adapted for the passage of the spring plate 6. One end of this lever is provided with a roll flange adapted to bear freely on the face of the plate 5, and the opposite end is curved outward so that it may be easily engaged by the thumb or finger. By turning this lever to the dotted line position of Fig. 3, the spring plate 6 and its attached pin will be drawn outward, as shown, and this cam action of the lever locks the pin and said spring attached thereto in the position of withdrawal, so long as said lever extends outward approximately at right angles to the plate 5. When the said lever is turned back into inoperative position, both it and the said spring lie flat against plate 5 and do not interfere with the load. No casing is required for them. The usual hooks are preferably employed to keep part 3 from tilting. A plate, perforated with a series of holes, may be substituted for block 1, being applied to the wall of the wagon body. Of course the construction of the locking device will preferably be the same at each end of the seat.

It will be clearly seen from the above that this construction provides means whereby a wagon seat may be quickly and readily adjusted longitudinally of the wagon body, and when once adjusted securely locked in such adjusted position.

It is clear that changes may be made in the construction, arrangement and disposition of the several parts of the invention, and it is meant to include all such within this application, wherein only a preferred form has been disclosed.

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

1. In a wagon seat lock, a part provided with a recess, in combination with a pin fit-

ting into the same, a spring actuating said pin, a part attached to the seat and carrying said spring and pin and a lever operating to withdraw said pin and lock it by the same act in such position of withdrawal.

2. In wagon seat locks, a pair of parts provided with a series of recesses and arranged at opposite sides of the wagon, in combination with two movable pins each of which selectively engages any one of the proximate series of recesses, springs normally acting to force said pins into such engagement, parts connected to each end of the wagon-seat and carrying said pins and springs and a pair of levers, each acting on the proximate spring to withdraw the corresponding pin from such engagement and locking said pin and spring by the same act in such position of withdrawal.

3. In a wagon seat lock, a part provided with a series of recesses, in combination with a pin selectively engaging the same, a part attached to the wagon seat and supporting such pin, a flat spring arranged and adapted to force said pin normally into such engagement and having pin and slot connection at its ends to this latter part for allowing said ends to be drawn or pushed longitudinally, and a lever adapted to exert a cam action on said spring for withdrawing said pin from such engagement and thereby locking said spring and pin in the position of withdrawal.

4. In combination with a fixed attachment of a wagon body, a wagon seat and a spring-pressed pin carried by said seat and normally engaging said attachment to lock said seat, a flat spring attached to and actuating said pin and extensible and contractible

lengthwise, and a lever arranged to force out at will the middle part of said spring, thus withdrawing said pin and locking it and the spring in the position of withdrawal.

5. A wagon-seat locking device, consisting of a perforated plate adapted to be fastened to an attachment of a wagon-seat, a pin movable through said plate, a flat spring attached to said pin and said plate and extensible and contractible endwise along said plates and a lever also attached to said plate and adapted to fold flat upon the same, but arranged to bend outward the middle part of said spring and thereby withdraw the said pin and lock it in withdrawn position by the same action of said lever.

6. In combination with a wagon seat and an attachment thereof, a spring-pressed pin carried by said attachment, a wagon body having a part engaged by said pin, a flat spring attached to and actuating said pin and a lever acting on said spring to withdraw the said pin, said lever being adapted to fold flat with said spring into inoperative position out of the way of the load.

7. In a wagon-seat lock, a recessed part fixed to the wagon body, a spring-pressed pin carried by an attachment of the wagon-seat and means for actuating, withdrawing and locking said pin, such means being also carried by said seat and folding flat when not in use to avoid obstructing the loading of the wagon body substantially as set forth.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

VICTOR W. HEYDLAUFF.

Witnesses:

W. B. PYPER,
CHAS. A. ROSE.