H. J. NORTHRUP.

Clamp for Carriage Seats.

No. 111,140. Patented Jan'y 24, 1871.

Fig: 1.

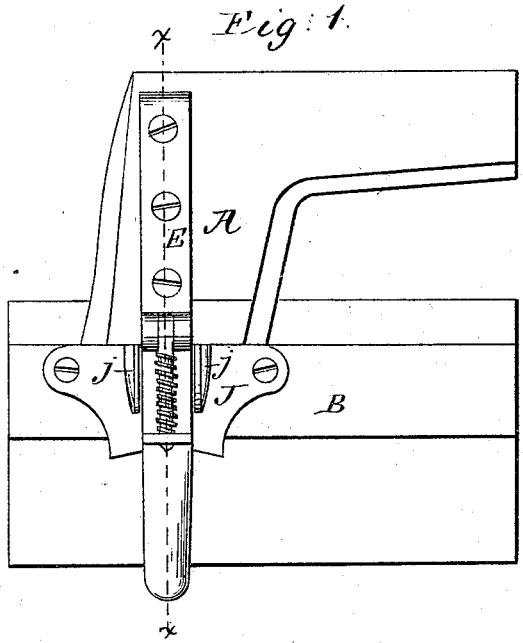
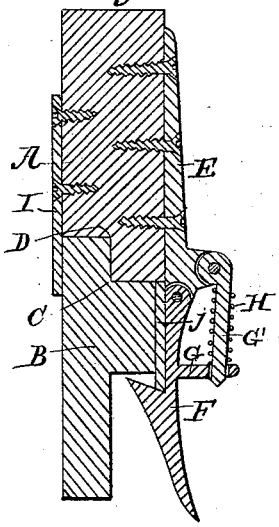


Fig: 2.



Witnesses
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HENRY J. NORTHRUP, OF LANSINGBURG, NEW YORK.

Letters Patent No. 111,140, dated January 24, 1871.

IMPROVEMENT IN CLAMPS FOR CARRIAGE-SEATS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, HENRY J. NORTHRUP, of Lansingburg, in the county of Rensselaer and State of New York, have invented a new and useful Clamp for Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and the letters of reference marked thereon.

The nature of my invention relates to a clamp or lock to be applied to the seat of that class of carriages, sleighs, or other vehicles, in which the seat is capable of being shifted or removed entirely from the carriage at pleasure, and is supported at the ends by the opposite sides of the carriage-bed in a rebate or recess along the edges for that purpose.

In the drawing—

Figure 1 represents a front view of my clamp as applied to a carriage, and

Figure 2, a section through the line *x x* of fig. 1.

A represents the end of the carriage-seat, and

B the side of carriage.

C represents the rebate along the edge of the carriage-bed, and

D, a corresponding rebate on the edge of the seat.

E is a short metal plate secured to the carriage-seat by means of screws or otherwise, provided with a hook or pawl, F, hinged to its lower end.

From the lower part of the said hook extends a projection, G, through which passes the end of a short tongue or rod, G′, which is also hinged to the plate E, and carries a spiral spring, H, having a bearing against said rod or tongue at one end, and against the projection G at the other.

I is a metal plate attached to the outside of the seat, the lower end of which falls as low as the lower edge of the rebate D on the carriage-seat.

J is a plate of metal attached to the inside of the carriage-bed, with projections or ears *j j*, which embrace the sides of the pawl or hook F when the seat is secured to the carriage. The lower edge of said plate is cut away in the arc of a circle, as shown in fig. 1, to assist in keeping the hook in position when the seat is in place.

To secure the seat to the carriage-bed, the pawl or hook is drawn back by means of the thumb-piece at its lower end, and the seat so placed that the pawl will come immediately over the space between the ears *j j*, and, when the seat is down to its place, upon releasing the pawl the spring forces it to its original position, the hook engaging under the lower edge of the plate J. Or, by simply placing the seat in its position, the weight of it, or a slight pressure downward, will cause the pawl or hook to be automatically pressed back by reason of the wedge-shape of its lower end, until the hook passes the plate J, when the spring will throw it under the edge of said plate, thus securing the seat in its proper position.

Instead of the spiral spring G, a straight or slightly curved spring may be used, having its upper end attached to the plate E and its lower end pressing against the hook F; but I prefer a spiral spring, as shown and described.

What I claim, and desire to secure by Letters Patent, is—

In combination with a movable carriage-seat, as described, the hinged pawl or hook F, spring H, and plates I and J, constructed and arranged to operate substantially as described.

HENRY J. NORTHRUP.

Witnesses:

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