

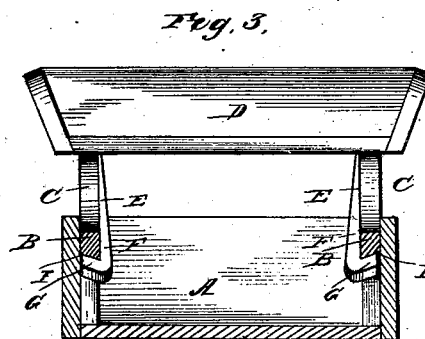
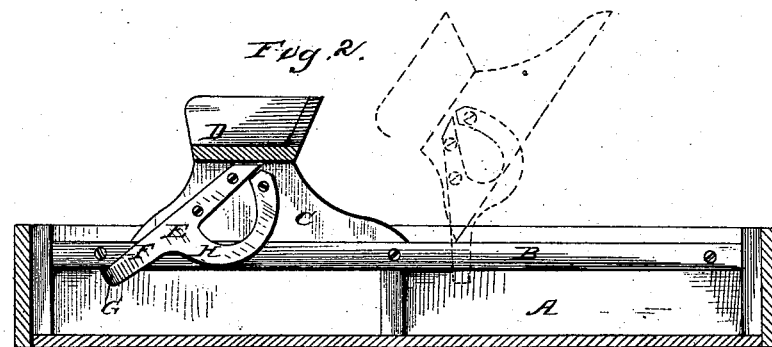
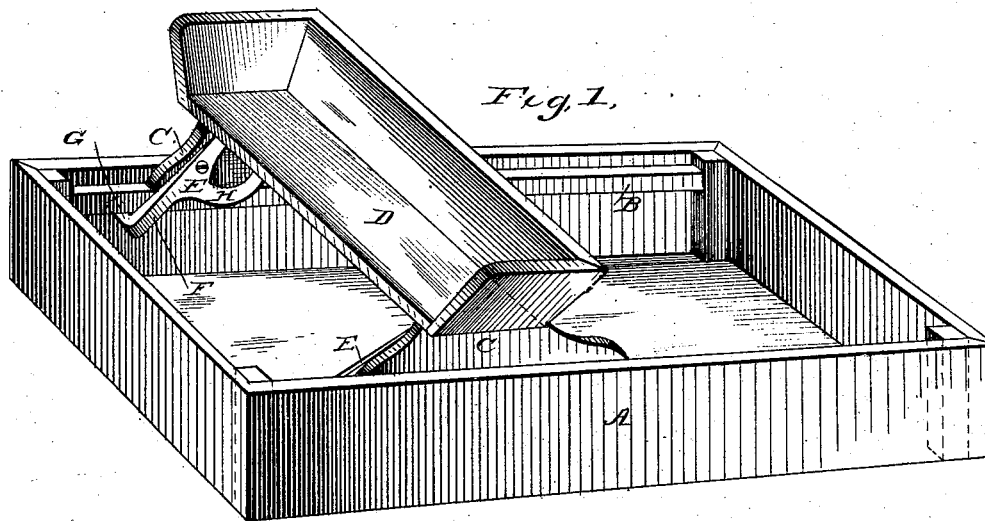
(No Model.)

W. G. QUEAL.

SEAT LOCK.

No. 261,628.

Patented July 25, 1882



WITNESSES:

And. G. Dietrich,
Jos. W. Stockett,

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UNITED STATES PATENT OFFICE.

WILLIAM G. QUEAL, OF WINDSOR, NEW YORK.

SEAT-LOCK.

SPECIFICATION forming part of Letters Patent No. 261,628, dated July 25, 1882.

Application filed May 19, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM G. QUEAL, of Windsor, in the county of Broome and State of New York, have invented certain new and useful Improvements in Attaching Seats to Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to the means for attaching seats to wagon and buggy bodies, &c., and has for its object to provide a simple, inexpensive, and efficient method of attaching the seat that will prevent any upward motion of the forward part or overturning of the same.

To this end it consists in certain improvements in the construction and operation.

In the drawings, Figure 1 is a perspective view of a wagon-body equipped with my improved seat. Fig. 2 is a longitudinal sectional view of the same, and Fig. 3 is a transverse sectional view.

Referring by letter to the drawings, A designates the wagon-body, the sides of which are provided on their inner surfaces with longitudinal rails B B, on which rest and slide the supports C C of the seat D.

Secured on the inner faces of the seat-supports C C are metallic plates E E, preferably formed of malleable or cast iron, each having an arm or extension, F, projecting at its lower front end down some distance forward of the supports C C, and provided with an outturned end, G, rectangular in cross-section, and fitting under the rails B B.

The plates E E are also shown extended downwardly to form a lip, H, by the side of the longitudinal rails of the wagon-body, which prevents any lateral movement or strain of the

seat should the rear end jump up a short distance.

The under sides or edges, I I, of the rails B B may be beveled upwardly and inwardly to form a semi-dovetailed shape, to which the ends G G are adapted to fit. This will prevent the sides of the wagon-body from spreading outwardly.

The operation and advantages of my invention will be readily understood. In view of the plate extending in front of the seat, it is impossible for the front end of the seat to jump up or overturn under any circumstances, and when the seat is down the outturned ends G G, being rectangular in cross-section, will have one of their A-edges clamp or bind the under side of rails B B, thus firmly and automatically locking the seat in position without the aid of screws, keys, bars, &c. By elevating the rear end of the seat, as shown in dotted lines, Fig. 2 of the drawings, to remove the ends G G from engagement with the under side of the rails B B, the seat may be slid back and forth on the latter to any point desired, and by turning one end G from under the rail B the seat may be readily separated from the body or adjusted on the same by a reverse motion.

I claim and desire to secure by Letters Patent—

The combination, with a vehicle-body having longitudinal rails on which slides the seat, of a seat provided with a metallic plate at each side, having a lip or extension adapted to bind against the sides of the longitudinal rails to prevent lateral strain or movement.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

WILLIAM G. QUEAL.

Witnesses:

J. W. BARNES,
JOHN C. DRAPER.