

(No Model.)

J. CASNER.
VEHICLE SEAT LOCK.

No. 345,672.

Patented July 20, 1886.

Fig. 1.

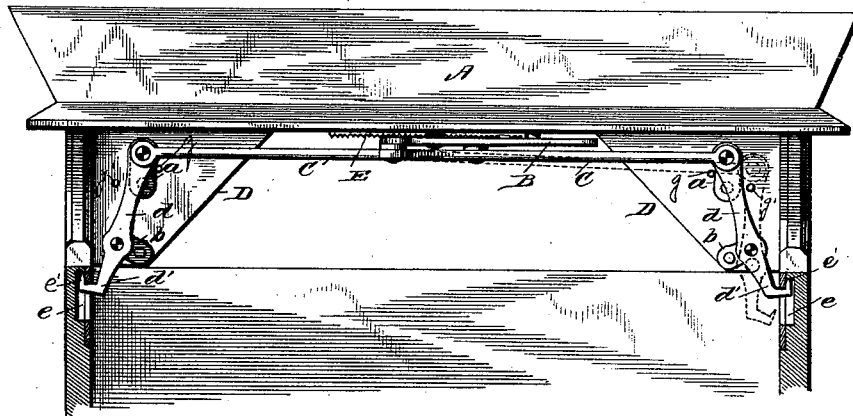


Fig. 2.

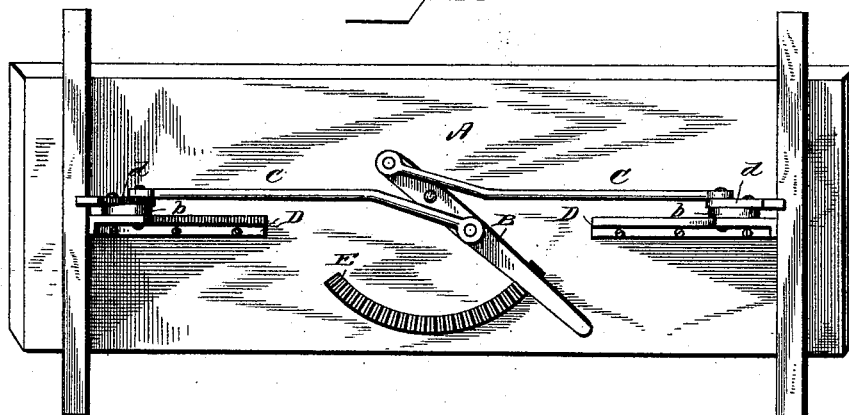
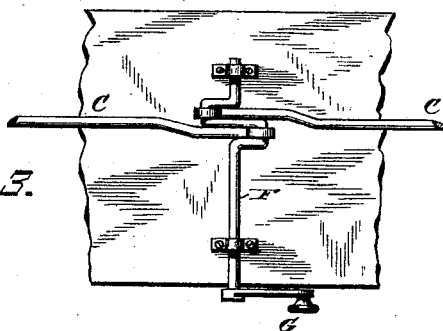


Fig. 3.



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JOHN CASNER, OF CHERRY FLATS, PENNSYLVANIA.

VEHICLE-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 345,672, dated July 20, 1886.

Application filed October 26, 1885. Serial No. 180,911. (No model.)

To all whom it may concern:

Be it known that I, JOHN CASNER, a citizen of the United States, residing at Cherry Flats, in the county of Tioga and State of Pennsylvania, have invented certain new and useful Improvements in Seat-Locks for Vehicles; and I do hereby 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 letters of reference marked thereon, which form a part of this specification.

Like letters refer to similar parts throughout the several views.

My invention relates to devices for securing vehicle-seats, and has for its object to provide a simple and inexpensive device for locking vehicle-seats securely in place, and of releasing the same when desired.

Referring to the drawings, Figure 1 is a rear view of a vehicle-seat secured in position by means of my locking mechanism; the vehicle-box being shown in cross-section. Fig. 2 is a bottom view of a vehicle-seat with my locking mechanism attached. Fig. 3 is a modification.

A represents the seat of an ordinary vehicle constructed in the usual manner and form.

B represents a small metallic lever pivoted to the bottom or under side of the bottom board of the seat A.

Pivottally secured to the lever B, and at equal distances from the bolt which holds the same in place, are metallic rods C C, which are bent near their inner extremities, as shown.

At or near the outer ends of the seat, and secured to the under side of the same, are flat braces D D, either of wood or metal.

To each of the braces D D, at points equally distant from the outer edge of the same, and arranged one above the other, the short crank-arms *a b* are pivottally attached upon bolts extended through the brace. The metallic locking-plate *d*, provided at its lower end with a hook, *d'*, is pivottally attached at its upper extremity to the outer end of the crank-arm *a*, and at a point near its lower or hooked end it is pivottally attached to the outer end of the crank-lever *b*. The outer ends of the levers C C are pivottally attached to the outer ex-

trimities of the crank-arms *a a*, in common with the upper ends of the locking-plates *d d*.

Along the upper inner edge of each side of the wagon-box the slot *e* is extended, its upper edge being provided with a downwardly-extending flange, *e'*.

Before the seat is locked in place the levers occupy the positions indicated by dotted lines in Fig. 1.

A side movement of the lever B operates the crank-levers *b c*, by means of the connecting-lever C, and the lower ends of the locking-plates are thrown outward, thus causing the hooks to enter the grooves *e e* and engage with the inner faces of the flanges *e' e'*.

Secured to the bottom of the seat, directly beneath the operating-lever B, is a strip of metal, E, having a corrugated face, adapted to engage with corresponding corrugations upon the upper side of the operating-lever B, and secure the same in the position desired.

The throw of the crank-arm *a* is regulated by the stops *g g'*.

In Fig. 3 of the drawings I have shown a modification of the operating mechanism, in which a double-crank shaft, F, is substituted for the operating-lever B. The lever-arms C C are attached to the crank-shaft, which is operated by a small crank, G, either at the rear of the seat or in front of the same.

Having thus described my invention and set forth its merits, what I claim to be new, and desire to secure by Letters Patent, is—

1. In a device for securing vehicle-seats, a hook supported loosely on pivoted arms attached to the seat, and adapted to be thrown in or out of engagement with an engaging-stop on the side-board by the oscillation of said arms upon their pivots, as set forth.

2. The combination, with a vehicle-seat, of hooked locking-plates *d d*, crank-arms *a b*, levers C C, and operating-lever B, substantially as described.

3. In a device for the purpose described, the combination of hooked locking-plates *d d*, crank-arms *a b*, levers C C, and operating-arm B, with the slot *e* and flange *e'*, as and for the purpose described.

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

Witnesses: JOHN CASNER.

MARTIN EMDERGER,
HORACE N. HOSMER.