

Loeffelholz & Frier,

Car Seat Lock.

No. 110,254.

Patented Dec. 20, 1870.

Fig. 1.

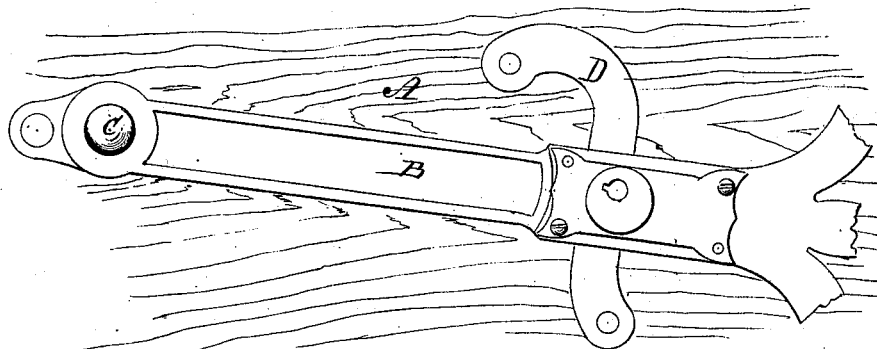


Fig. 2.

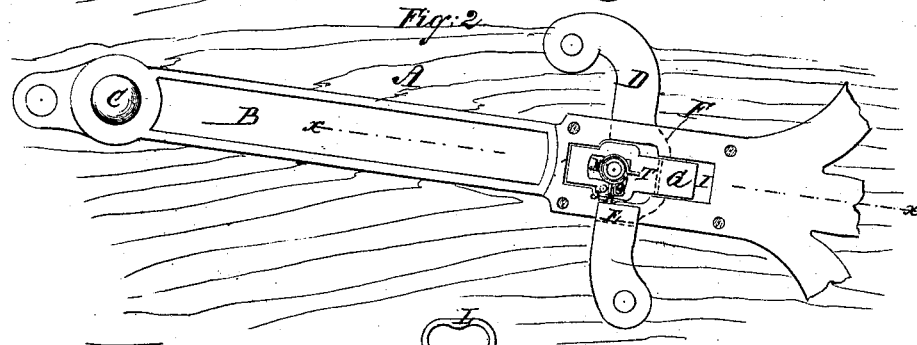
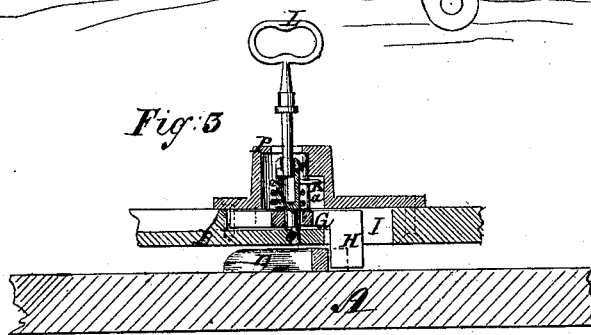


Fig. 3.



Witnesses:

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ADAM LÖEFFELHOLZ AND ANTON PRIER, OF MILWAUKEE, WISCONSIN.

Letters Patent No. 110,254, dated December 20, 1870.

IMPROVEMENT IN CAR-SEAT LOCKS.

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

To all whom it may concern:

Be it known that we, ADAM LÖEFFELHOLZ and ANTON PRIER, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented a new and improved Car-seat-back Lock; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

Our invention relates to car-seat-back locks, and consists in a certain improved construction thereof, which will be first described in connection with all that is necessary to its full understanding, and then clearly pointed out in the claim.

Figure 1 is a side elevation of the seat-back arm and end of the seat, or the frame thereof, complete;

Figure 2 is a similar elevation with the cap of the lock uncovered; and

Figure 3 is a section on the line *xx* of fig. 2.

Similar letters of reference indicate corresponding parts.

A represents the end of the seat-frame, to which the seat-back arm B is usually pivoted, as at C, and which supports the bracket D, having a seat or hook, E, in which the arm rests.

We provide this bracket with a projection, F, (see dotted lines in figs. 2 and 3,) preferably at the edge, opposite the pivot C, and a suitable distance above the seat E for the arm, so that the lug H of a slide-bolt, G, arranged in a long slot, I, in the arm B, will be drawn outward when passing over the projection, and be drawn back under it after passing below it, by a spring, K, to secure the arm in the seat B against being raised up by unauthorized persons, and until released by a key, L.

This bolt G slides in the direction of the length of the arm, and has a slot, M, through it, for the cam-spindle N, which is pivoted at O in the arm B, and

receives a key, L, of any kind, in the outer end, which has a suitable socket for the key and coincides with an opening through the protecting case P, suitably attached to the arm in any way to prevent it from being easily taken off when the arm is locked or resting in the seat E, for instance, by screws inserted at the side of the arm next the frame A.

This cam-spindle throws the bolt back when turned in the way common to locks of this class, that is, by the action of the tappet Q in a notch in the bolt.

The spring is coiled once or more around the spindle, and one end, R, bears against a pin, S, in the bolt, while the other end, T, which projects in a similar way from the spindle, is secured in a notch, *a*, in the case, and so sprung around the spindle, when the case is brought to the right position for fastening to the arm, that sufficient tension is imparted to the spring to cause it to throw the bolt back under the protection F and hold it there.

We are aware of patent No. 39,303, granted to R. B. Moore, and therefore disclaim as any part of our invention all that is therein shown; but—

What we do esteem to be our improvements upon said device, and desire to protect by Letters Patent, is—

The notched bolt G, having slot M and pin S, and the cam-spindle N, having pin thereon, combined with a spiral spring, K, working in a case, P, as described.

The above specification of our invention signed by us this 3d day of September, 1870.

ADAM LÖEFFELHOLZ.
ANTON PRIER.

Witnesses for LÖEFFELHOLZ:

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