(No Model.)

J. BLAKESLEE.

WAGON SEAT LOCK.

No. 328,178. Patented Oct. 13, 1885.

Fig. 1.

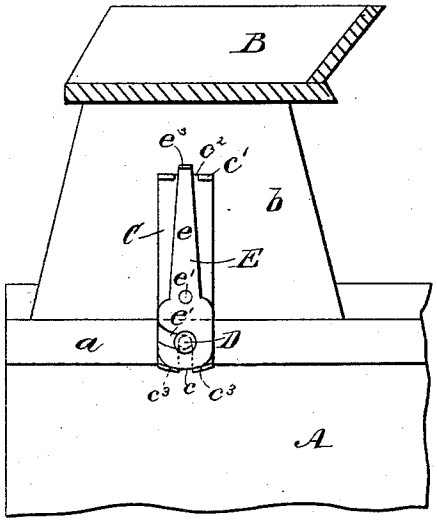


Fig. 2.

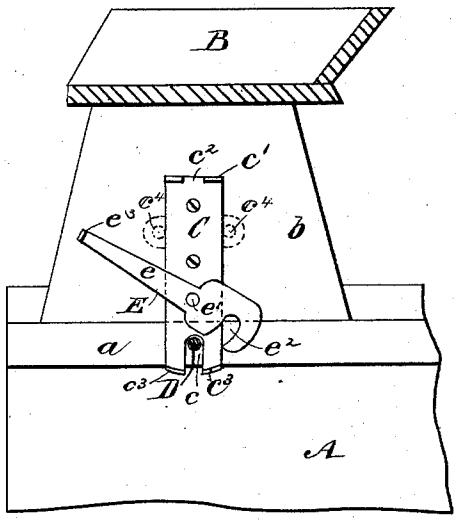
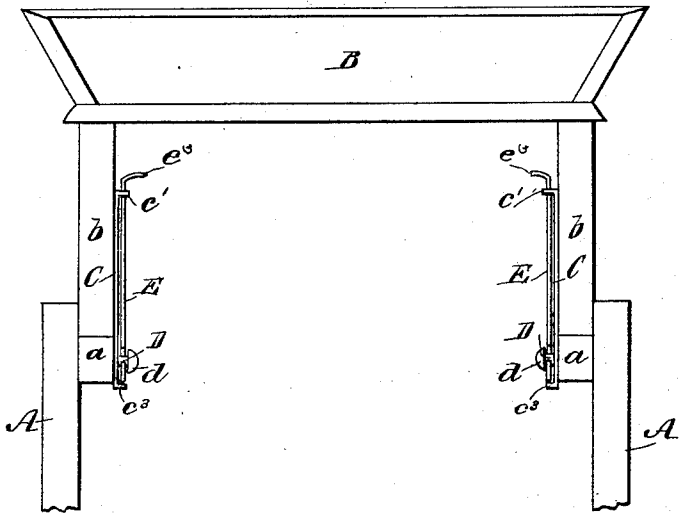


Fig. 3.



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JARED BLAKESLEE, OF STORY CITY, IOWA.

WAGON-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 328,178, dated October 13, 1885.

Application filed August 7, 1885. Serial No. 173,824. (No model.)

To all whom it may concern:

Be it known that I, JARED BLAKESLEE, of Story City, in the county of Story and State of Iowa, have invented a new and Improved Wagon-Seat Lock, of which the following is a full, clear, and exact description.

My invention relates to devices for fastening or locking wagon-seats to the wagon-body, and has for its object to promote greater security of the seat-fastenings than is common with devices of this character.

The invention consists in certain novel features of construction and combinations of parts of the seat-lock and its connections to the wagon-body, all as hereinafter fully described and claimed.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is an elevation showing the inside of part of the side-board of a wagon-body with the seat in section, and showing the seat locked to place. Fig. 2 is a like view with the movable locking-plate swung away from the body pin or stud or in unlocked position, and Fig. 3 is a front view of the wagon-seat with parts of both side-boards of the wagon-body, and showing the wagon-seats locked to place.

The letters A A indicate the opposite side-boards of an ordinary wagon box or body, and *a a* are rails or cleats fastened thereto, on which the end risers *b b* of the seat B rest. To the inner face of each of the seat-risers *b* is fixed by screws or otherwise a plate, C, the lower end of which preferably extends below the bottom of the riser and overlaps the side-board rail *a*. This plate has formed in it the open slot *c*, which is adapted to engage a pin or stud, D, fixed in rail *a*, and behind the head *d* of said stud. The upper end of the plate C has an outwardly-extending flange, c', into a notch, c^2, of which the upper part, *e*, of the plate E is adapted to lock, said plate E being pivoted at e' to the plate C, and having in its lower end the notch or slot e^2, which crosses slot *c* of plate C, and is adapted to engage the stud D behind its head when the plate E is swung into line with the plate C. The upper extremity of the plate E is bent outward from the body of the plate, as at e^3, to form a lip or handle by which the plate may be grasped by the fingers for springing it out of the notch c^2 of plate C prior to turning plate E for unlocking the wagon-seat.

In order to stiffen the hook end of the plate E, and brace the hook against a pressure tending to lift the seat, I provide the lower extremity of the plate C with the out-turned flanges c^3, against which the back of the hook rests when the pin D is engaged by the plate E, as in Fig. 1.

The plate C may be made of wrought-iron, in which case the flanges c' c^3 may be struck up as the plate is stamped in the usual way, and when the plate C is made of malleable cast-iron, as at times may be preferred, perforated lugs, as at c^4 in dotted lines in Fig. 2, may be cast with the plate, through which the attaching-screws may be passed instead of through the body of the plate, as shown in said figure. The plate E will be made of any suitable metal having sufficient elasticity in its upper or handle portion to allow it to spring into the notch c^2 of plate C and remain there until purposely withdrawn to unlock the wagon-seat.

In operation the wagon-seat will be set by its risers on the rails *a* of the wagon-body, so that the studs D enter the slots *c* of the opposite plates, C, on the seat, as in Fig. 2, the lock-plates E then being swung to one side, and the plates E then will be turned to cause their slots e^2 to lock onto the studs D, and their upper ends to lock into the notches c^2 at the tops of plates C, as in Fig. 1, and the fastening of the seat is complete.

It is evident that the slots *c* of plates C, by engaging studs D, prevent forward or backward movement of the seat, and the slots e^2 of plates E, by engaging studs D, prevent rising of the seat from the body-rails *a;* hence the fastening of the seat will be secure and reliable and withal very easily operated to lock or unlock the seat.

Another advantage of these seat-locks at each side of the seat is that the heads *d* of the lock-studs D, by standing outside of both the lock-plates, serve with said plates to prevent spreading of the sides A A of the wagon-body, and the entire locking device is under the seat and quite flat against the risers of the seat, so as to be out of the way of goods or substances loaded into the wagon; hence there will be lit-

tle or no danger of the seat becoming unlocked or loosened by accident, as will readily be understood.

It is obvious that the seat-fastening may cheaply be made, and may be applied by any ordinary workman, and that they are very strong and durable and not likely to get out of order.

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

1. A wagon-seat lock comprising a plate, C, fixed to the seat-riser and having a slot, *c*, a plate, E, provided with a slot, e^2, and pivoted so its slot e^2 crosses slot *c* of plate C, and a pin or stud, D, fixed to the wagon-body and adapted to the notches *c* e^2 of plates C E, substantially as shown and described.

2. A wagon-seat lock comprising a plate, C, fixed to the seat-riser and having a slot, *c*, a plate, E, provided with a slot, e^2, and pivoted so its slot e^2 crosses slot *c* of plate C, and a pin or stud, D, having a head, *d*, and fixed to the wagon-body, and adapted to the notches *c* e^2 of plates C E, substantially as herein set forth.

3. A wagon-seat lock comprising a plate, C, fixed to the seat-riser, and having a slot, *c*, and an upper flange, *c'*, provided with a notch, c^2, a plate, E, provided with a slot, e^2, and pivoted so its slot e^2 crosses slot *c* of plate C, and having an end portion, *e*, adapted to spring into the notch c^2 of plate C, and a pin or stud, D, fixed to the wagon-body and adapted to the notches *c* e^2 of plates C E, substantially as herein set forth.

4. As improved articles of manufacture, the plates C E of a wagon-seat lock pivoted together at *e'*, and plate C, having a slot, *c*, lugs c^3, and a notch, c^2, and plate E, having a slot, e^2, crossing slot *c* of plate C when in locking position, and an end portion, *e*, adapted to spring into the notch c^2 of plate C, substantially as set forth.

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