W. J. ELSOM.

VEHICLE-SEAT FASTENERS.

No. 194,513. Patented Aug. 28, 1877.

Fig. 1.

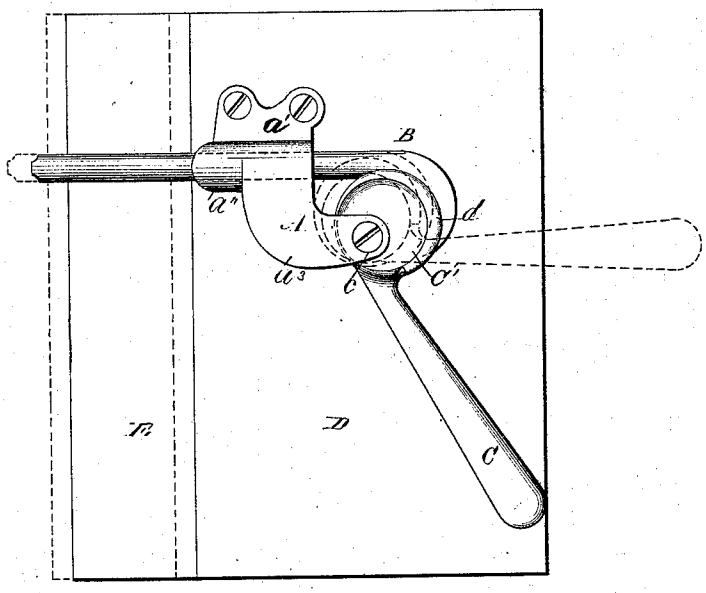
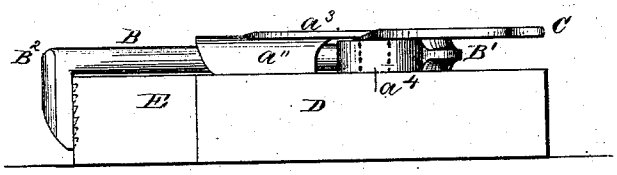


Fig. 2.



Attest.

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WILLIAM J. ELSOM, OF CORTLAND, NEW YORK.

IMPROVEMENT IN VEHICLE-SEAT FASTENERS.

Specification forming part of Letters Patent No. **194,513**, dated August 28, 1877; application filed July 12, 1877.

To all whom it may concern:

Be it known that I, WILLIAM J. ELSOM, of Cortland, county of Cortland, and State of New York, have invented certain new and useful Improvements in Vehicle-Seat Fasteners, of which the following is a clear, full, and exact description, reference being had to the accompanying drawings, making a part hereof, in which—

Figure 1 is a plan of my device, and Fig. 2 is an edge view.

Like letters refer to like parts in both figures.

D represents the seat riser or support, and E the rail or frame-work, of a carriage.

My device consists, essentially, of three principal parts: a supporting-plate, A, a tie-rod, B, and a cam-lever, C.

The supporting-plate A consists of the base-flange a^1, which is extended in such a manner as to form a slot or way for the reception and operation of the tie-rod B, and farther extended to form a bracket, a^3, and hub a^4, Fig. 2, for the support and bearing of the cam-lever C, and is constructed of one piece of metal.

The base-flange a^1 is provided with apertures for the reception of screws or bolts, for the purpose of attaching the supporting-plate to the seat-riser. A screw, *c*, is also passed through the hub a^4 as a further means of attachment, though I may dispense with it without departing from the spirit of my invention.

The tie-rod B consists of a double hook, the body of which is round, and fits more or less loosely the sockets a'', formed in the supporting-plate A. Its lower extremity is formed into a serrated straight branch or hook, B^2, and its upper extremity into a hook, B^1, of circular contour and smooth bearing-surface, adapted to receive and be operated upon by the cam-lever C. This hook B^1 extends in a direction at right angles to that of the hook B^2.

The cam-lever C is provided with a flange, *d*, upon its outer face, and a depression, C′, on its cam-face, as shown in dotted lines in Fig. 1, and apart from those indicating the cam-lever in an upright position.

The operation of my device is as follows: The lever C is raised to the position indicated by the dotted lines in Fig. 1, and the tie-rod turned in its socket until the hook B^1 extends at a right angle from the seat-riser. The seat is then placed upon the body of the carriage or other vehicle, and the tie-rod turned until the hook B^1 lies against the riser and over the cam. This position of the hook B^1 determines the position of the hook B^2 to be beneath the rail E of the carriage-body. The lever C is now depressed, the hook B^1 being retained in its position on the cam by the flange *d*, the hook B^2 clamping the rail E, and retained in position by the serrations upon the binding-face of the hook B^2.

The depression of the cam-lever C binds the riser to the rail, and at or near the end of its throw a further depression causes the extreme end of the hook B^1 to drop into the depression C′ for the purpose of locking the lever C in such position against all liability of its becoming loosened accidentally. A reversal of these directions serves to release and detach the seat from the carriage-body.

It is evident that all of the three parts of my construction are not absolutely essential to an operative device, because I may dispense with the supporting-plate, and by means of the double hook and cam-lever, provided with the flange *d*, to hold the lever in position, I may firmly secure the seat to the rail. In like manner I may or may not dispense with the depression C′ upon the face of the cam.

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

1. The hook B B^1 and B^2, in combination with the cam-lever C, provided with the flange *d*, substantially as shown and described.

2. The hook B B^1 B^2, in combination with

the cam-lever C, provided with the flange *d* and depression C′, substantially as shown and described.

3. The combination of the supporting-plate A, having the hub a^4 integral therewith, the hook B B^1 B^2, and the cam-lever C, provided with the depression C′, as shown and described.

4. The combination of the supporting-plate A, hook B B^1 B^2, cam-lever C, provided with the flange *d*, and depression C′, as shown and described.

In witness whereof I have hereunto set my hand this 6th day of July, 1877.

WILLIAM J. ELSOM.

Witnesses:

R. H. DUELL,

L. P. FITZGERALD.