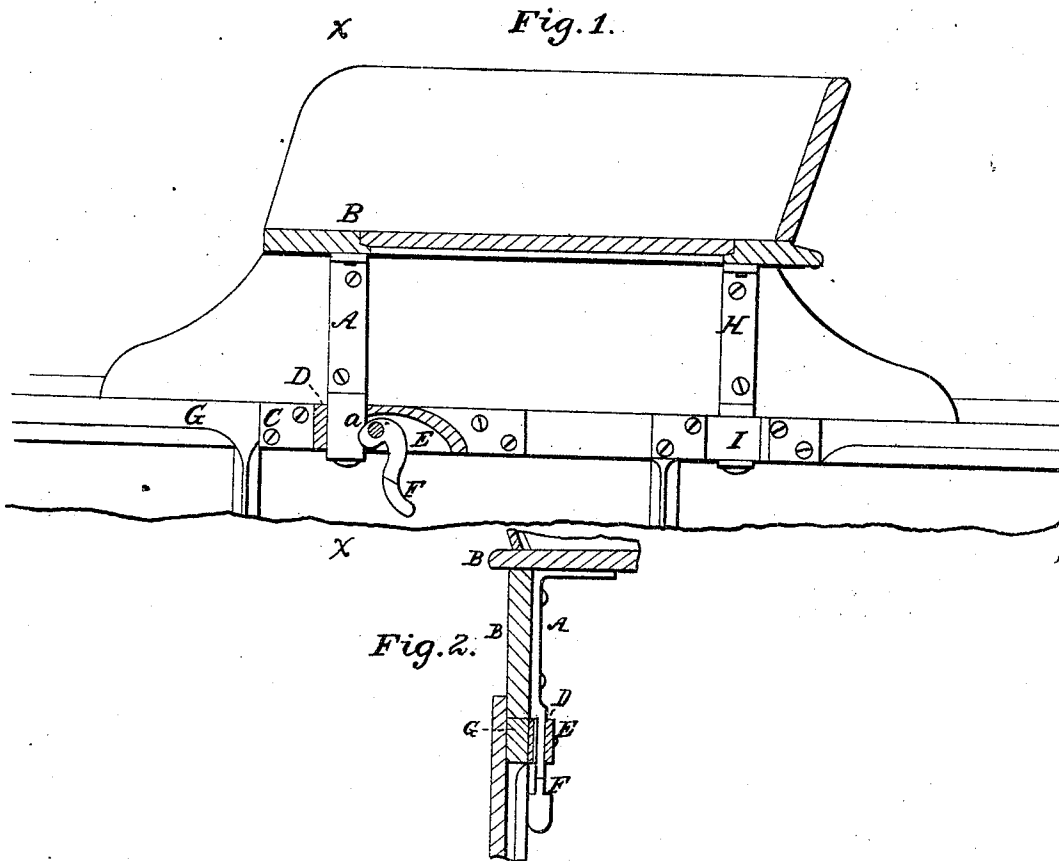


J. H. FELLOWS.
Wagon-Seat Lock.

No. 89,570.

Patented May 4, 1869.



Witnesses:
P. T. Dodge
L. Hailer.

Inventor:
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United States Patent Office.

JAMES H. FELLOWS, OF ALBA, PENNSYLVANIA.

Letters Patent No. 89,570, dated May 4, 1869.

DEVICE FOR FASTENING WAGON-SEATS.

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

To all whom it may concern:

Be it known that I, JAMES H. FELLOWS, of Alba, in the county of Bradford, and State of Pennsylvania, have invented certain new and useful Improvements in Seat-Fasteners; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, like letters indicating like parts wherever they occur.

To enable others skilled in the art to construct and use my invention, I will proceed to describe it.

My invention relates to seat-fasteners, and consists in the construction and arrangement of a novel device by which the seat is securely fastened automatically.

In the drawings—

Figure 1 is a side view of my device, partly in section, showing its mode of construction, application, and operation, and

Figure 2 is a vertical section on the line *x-x* of fig. 1.

The object of my invention is to provide a cheap, strong, and convenient device for fastening the seats of wagons automatically.

I make out of malleable iron, or other suitable material, a seat-iron, A, shaped as clearly shown in figs. 1 and 2, and attach it to the seat B of a wagon, as clearly shown in the same figures.

I also make, of similar material, a body-plate, C, provided with a socket, D, and a chamber, E; and in this chamber E, I pivot a weighted eccentric or cam-lever, F, shaped and arranged as clearly shown in fig. 1.

This plate C, I attach to the rail G of the body of a wagon, as shown in the same figure.

When the seat to which the iron A is attached is placed upon the wagon-body, the end of the seat-iron is entered into the socket D of the plate C. As it enters its lower end strikes against the upper end of the eccentric, or cam-lever F, which projects a short

distance into the side of the socket, and carries it down far enough to slide by it, until a curved notch, *a*, in the side of the seat-iron, comes opposite the end of the eccentric, or cam-lever F, when its weighted end causes it to catch into the notch *a*, and lock, or fasten the seat in place, as clearly shown in fig. 1.

Besides this automatic locking-device, another, consisting of a seat-iron, H, and body-plate I, with a socket for receiving the end of the iron H, may be attached to the same seat, as shown in fig. 1.

Whenever it is desired to remove the seat, it is only necessary to release the seat-iron A, by moving the lower end of the lever.

In the drawings, my device is shown as attached to only one side of the seat and the wagon, but it is obvious that it may be attached to both sides of the same.

It is also shown as attached to a seat in such a way as to strengthen the seat proper and the seat-riser in their connections, but it is obvious that my device may have its seat-iron so shaped as to suit seats with risers of different forms, as desired.

My device, it will be seen, when thus constructed, fastens the seat automatically, and being placed on the inside of the seat and rail, is completely protected from dirt and mud, and not liable to get clogged in any way. It is very simple in its construction, consisting of only three pieces, besides being strong and durable, and not liable to get out of order.

Having thus described my invention,

What I claim, is—

An automatic seat-fastener, consisting of a seat-iron, A, body-plate E, and eccentric, or cam-lever F, constructed and arranged substantially as herein shown and described.

JAS. H. FELLOWS.

Witnesses:

H. B. MUNN,
P. T. DODGE.