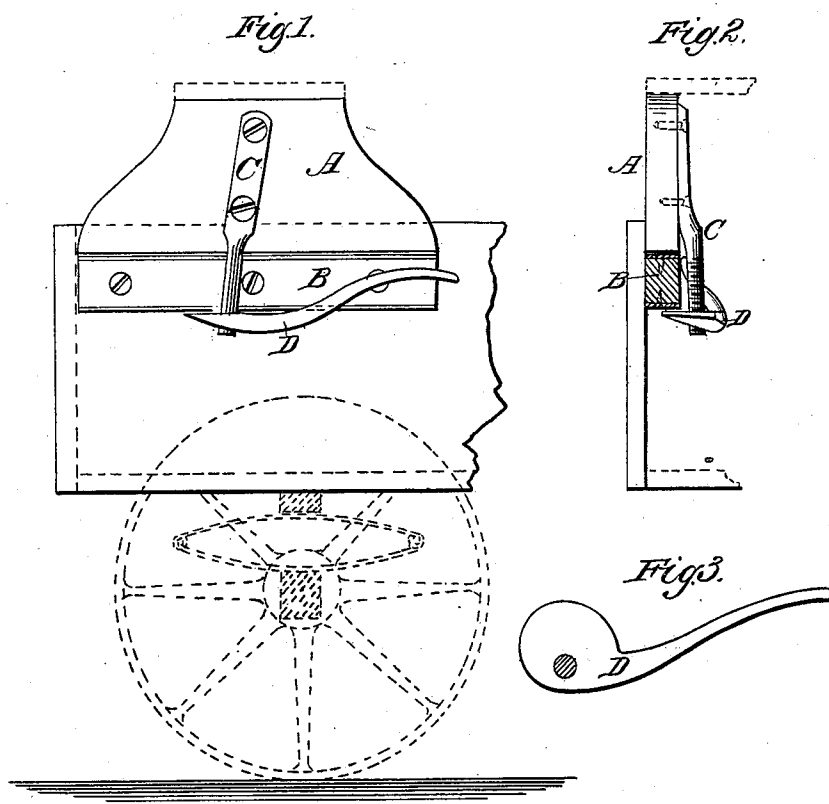


L. BROWN.
Seat Fastener.

No. 100,010.

Patented Feb. 22, 1870.



Witnesses.
Edgar Tate
G. W. Brooks

Inventor.
L. Brown
per *Munn & Co.*
Atty.

United States Patent Office.

LORENZO BROWN, OF ODESSA, NEW YORK.

Letters Patent No. 100,010, dated February 22, 1870.

IMPROVEMENT IN SEAT-FASTENERS.

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, LORENZO BROWN, of Odessa, in the county of Schuyler, and State of New York, have invented a new and useful Improvement in Seat-Fastener; and I 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 drawings forming part of this specification.

This invention relates to a new and useful improvement in a fastening specially applicable for securing seats to wagon-bodies; and

It consists in the construction and arrangement hereinafter described.

In the accompanying drawing—

Figure 1 represents the fastening attached to a wagon-seat.

Figure 2 is a vertical cross-section of fig. 1.

Figure 3 is a top view of the lever-nut detached.

Similar letters of reference indicate corresponding parts.

A represents the end of a wagon-seat.

B is a rail, fixed to the side of the wagon-box, upon which the seat rests, and to which it is fastened.

C is an iron rod, which is fastened to the seat by means of wood screws, or in any other suitable or substantial manner. Upon the lower end of this rod a screw-thread is cut. The rod extends down below the rail B, and upon its end there is a lever-nut, D, the nut being a broad plate, with the rod passing eccentrically through it.

It will be noticed that the rod is placed on the seat in an inclined position. This throws the face of the

plate-nut at an angle with the bottom of the rail before the lever is turned. When the lever is turned, as seen in the drawing, the nut works as a cam on the under side of the rail, and, at the same time, turns upward on the rod by means of the screw-thread, and makes the fastening complete.

It will be understood that this arrangement may be duplicated on the other end of the seat, if desired.

When the lever is turned for fastening, the broad side (or throw) of the nut catches under the rail, as seen in the cross-section, and holds the seat stationary.

It will be perceived that this fastening is equally applicable to gates, sliding doors, &c., the operation and arrangement being substantially the same.

This is a very simple and convenient device for the purposes intended, cheap, and readily applied. Its advantages over ordinary methods must be obvious to all.

Having thus described my invention,

I claim as new, and desire to secure by Letters Patent—

1. The lever nut D and rod C combined, when the rod passes through the nut eccentrically and the nut acts as a cam, substantially as and for the purposes described.

2. The rod C and lever-nut D, in combination with the seat A and rail B of the wagon-body, all constructed and arranged as specified.

LORENZO BROWN.

Witnesses:

P. CATLIN,
CORRIE C. CATLIN.