J. H. Fellows.

Wagon Seat

117874

Patented Aug 8 1871

Fig. 1.

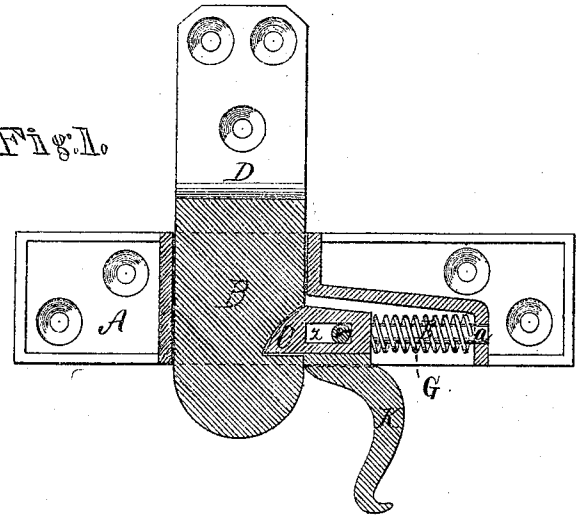
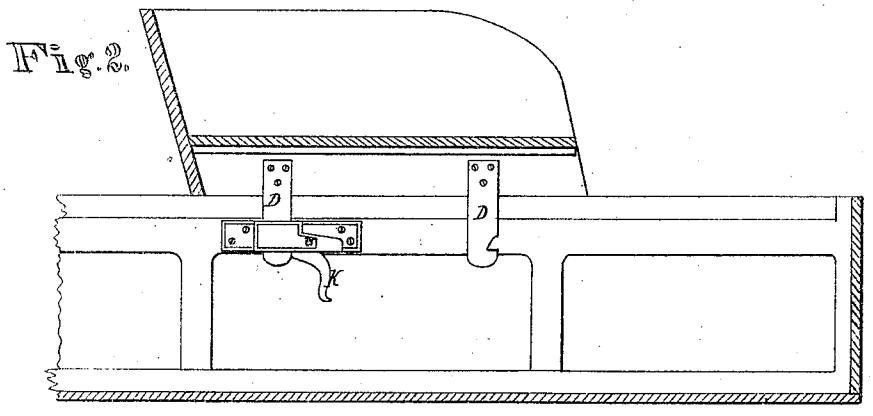


Fig. 2.



Witnesses.
Chas. Kenyon
Villette Anderson.

Inventor.
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Attys

AM. PHOTO-LITHOGRAPHIC CO. N.Y. (OSBORNE'S PROCESS.)

UNITED STATES PATENT OFFICE.

JAMES H. FELLOWS, OF ALBA, PENNSYLVANIA.

IMPROVEMENT IN WAGON-SEAT FASTENINGS.

Specification forming part of Letters Patent No. 117,874, dated August 8, 1871; antedated August 4, 1871.

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 a new and valuable Improvement in Seat-Fastener for Carriages; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a central vertical section of my invention. Fig. 2 is a view, showing the application of my fastener to the seat and body of a wagon.

My invention has relation to an improvement in my wagon-seat fastener, for which Letters Patent were granted to me May 4, 1869; and it consists in the construction and novel arrangement of devices whereby a spring-bolt is adapted for use in connection therewith, as hereinafter described.

A of the drawing designates the lock-plate, with its socket B, made in one piece. C represents the sliding bolt, having its end beveled in order that it may readily be carried back by the rounded end of the iron tongue D, which projects downward from the seat. E represents a spiral spring encircling the stem *a* of the bolt. The bolt and spring lie in the recess G, at one side of the socket B. This recess is open at the bottom for the more convenient introduction of the bolt. Z designates a slot made in the bolt C, in front of the spring, and the length of this slot is designed to correspond with the strike of the bolt. *v* represents a pin or rivet, which passes through the side walls of the chamber or recess G, and through the slot *z* in the sliding bolt, thus serving to regulate the strike of the latter, and to prevent the spring from being broken by undue contraction. The stem *a* of the bolt passes through a perforation in the rear wall of the recess G. When the tongue D is inserted into the socket B it engages with the beveled end of the bolt C and presses it back, the stem *a* protruding through the perforation in the rear wall of the recess G, wherein the spring is compressed. The tongue having descended until the notch therein comes opposite the end of the bolt, the latter is immediately forced forward by the action of the spring, and, becoming inserted in the notch, secures the tongue. K represents the projection or handle of the bolt C, by means of which it is disengaged from the tongue D when it is desired to remove the seat. In order to facilitate the operation of the tongue D, the form of its end is made semicircular and beveled on each side, as shown.

I claim—

In a wagon-seat fastening, the combination, with the lock-plate A, having socket B and perforated recess G, of the sliding bolt C slotted at Z to receive the rivet *v*, and operating automatically by the spiral spring E and the tongue D, the whole being placed under the seat, as shown, to secure it firmly and prevent it from tipping, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JAMES H. FELLOWS.

Witnesses:

E. P. ROCKWELL,

D. PALMER.