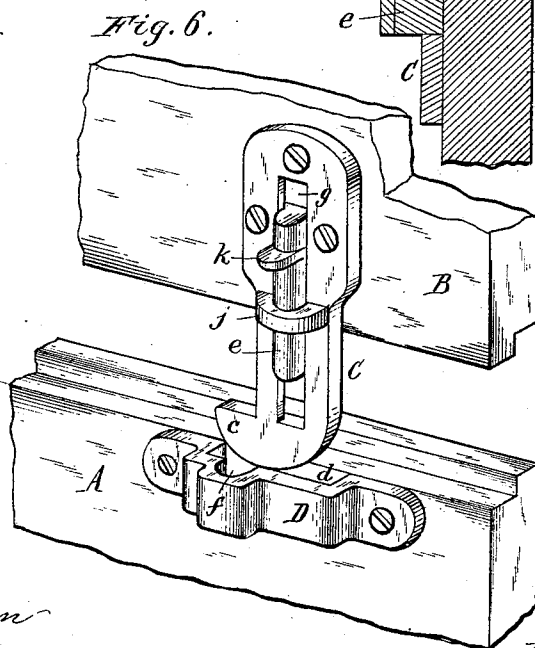
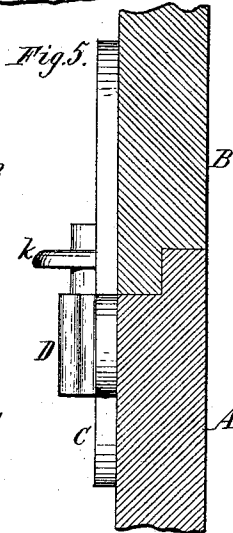
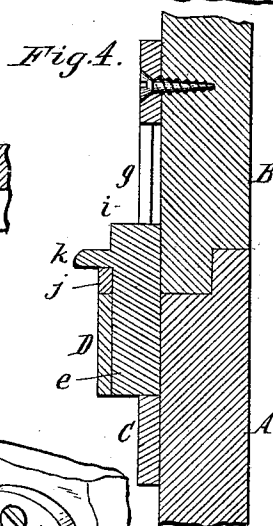
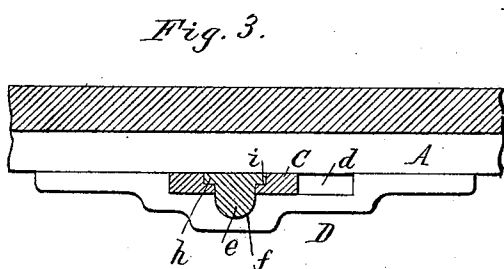
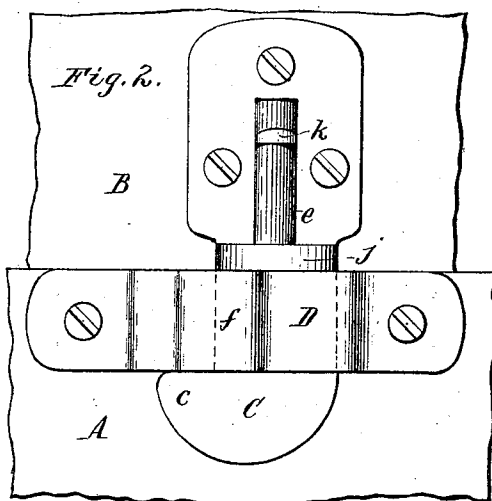
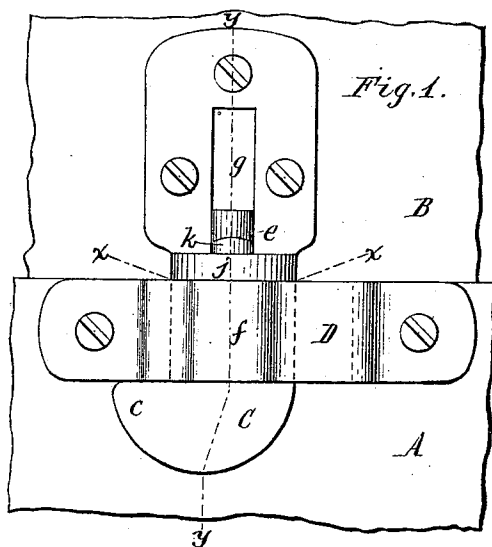


(No Model.)

E. P. SEARS.
WAGON SEAT FASTENER.

No. 282,786.

Patented Aug. 7, 1883.



Geo. C. Pitman
Theo. L. Popp

Witnesses.

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UNITED STATES PATENT OFFICE.

EDWIN P. SEARS, OF BUFFALO, NEW YORK.

WAGON-SEAT FASTENER.

SPECIFICATION forming part of Letters Patent No. 282,786, dated August 7, 1883.

Application filed May 29, 1883. (No model.)

To all whom it may concern:

Be it known that I, EDWIN P. SEARS, of the city of Buffalo, in the county of Erie and State of New York, have invented a new and useful Improvement in Seat-Fasteners, of which the following is a specification.

This invention relates to an improvement in that class of seat-fasteners which are composed of a tongue or hook secured to the seat or its standard and a socket secured to the box or body of the wagon, and adapted to receive and hold the tongue or hook of the seat.

The object of my invention is to provide the tongue with a simple and reliable locking device, whereby it is readily secured in the socket when desired; and my invention consists of the improvements in the construction of the seat-fastener, which will be hereinafter fully set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of my improved seat-fastener, showing the tongue secured in the socket. Fig. 2 is a similar view, showing the locking-bolt raised. Fig. 3 is a horizontal section in line *x x*, Fig. 1. Fig. 4 is a vertical section in line *y y*, Fig. 1. Fig. 5 is an end elevation at right angles to Fig. 1. Fig. 6 is a perspective view, showing the position of the parts preparatory to inserting the tongue in the socket.

Like letters of reference refer to like parts in the several figures.

A represents the side pieces of the body or box of the vehicle, and B the side piece or standard of the seat.

C represents the hook or tongue secured to the seat, and D the socket secured to the inner side of the box or body of the vehicle. The tongue C is provided at its lower end with a rearwardly-extending projection or shoulder, *e*, adapted to engage under the socket, and the opening *d* in the socket is made long enough to permit this enlarged lower end of the tongue to pass down through it, so that after inserting the tongue in the socket and pushing the seat backward until the projection *e* bears against the under side of the rear portion of the socket the tongue is held in the socket against vertical movement in a well-known manner.

e represents a vertical sliding bolt attached

to the tongue C, and *f* is a recess, groove, or opening formed in the socket D for the reception of the lower end of the bolt when the tongue has been placed in the socket, with its lip *e* engaging against the under side of the socket, as hereinbefore described. The tongue C is provided with a vertical slot, *g*, in which the bolt *e* moves vertically. This slot is preferably enlarged on the rear side of the tongue, as represented in Fig. 3; or made of dovetail form, and the bolt is constructed on its rear side with laterally-extending upright ribs or flanges *h*, running in the enlargements *i* of the slot *g*, or the bolt is made of dovetail form to correspond with a dovetail slot.

When the parts are constructed as last above described, the bolt *e* can be introduced into the slot *g* from the rear side of the tongue before the latter is secured to the seat. After the tongue is secured to the seat the bolt is confined in the slot, in which it is, however, free to move vertically.

The tongue may be constructed with a bridge-piece, *j*, which extends across the slot and forms a stop for the thumb-piece *k* of the bolt, and a support whereby the tongue rests on the socket. When the seat is to be secured to the body of the vehicle, the tongue is placed over the socket, as represented in Fig. 6, and then lowered into the socket. The lower end of the bolt *e* strikes on the upper side of the socket, and the bolt remains stationary while the tongue is further lowered. When the bridge-piece *j* strikes on the upper side of the socket, the projection *e* on the tongue has passed below the lower side of the socket. The seat is now moved backward until the tongue rests against the rear side of the socket, when the projection *e* bears against the under side of the rear portion of the socket. In this position of the tongue the bolt *e* coincides with the recess *f* and drops into the latter, thereby locking the tongue against horizontal movement, and securely holding the tongue in the socket. Upon raising the bolts on both tongues, secured to opposite ends of the seat, the tongues are free to be moved forward in the sockets, and to be lifted out of the same. A number of sockets may be secured, at suitable distances apart, to each side of the body or box of the vehicle. All of these sockets are plain castings, and

two tongues secured to the seat and provided with the fastening-bolts described are employed for securing the seat in any pair of the sockets, thereby furnishing a simple and reliable fastening for securing the seat in one of several positions.

I claim as my invention—

1. The combination, with the socket D, provided with a recess, *f*, located on the outer or front side of said socket, of a tongue or hook, C, adapted to engage in and under the socket D, and a fastening-bolt, *e*, adapted to move

vertically on said tongue or hook, and to enter the recess *f*, substantially as set forth.

2. The combination, with the socket D, having a recess, *f*, of a tongue or hook, C, provided with a vertical slot, *g*, and a fastening-bolt, *f*, sliding in said slot, substantially as set forth.

EDWIN P. SEARS.

Witnesses:

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