

(No Model.)

2 Sheets—Sheet 1.

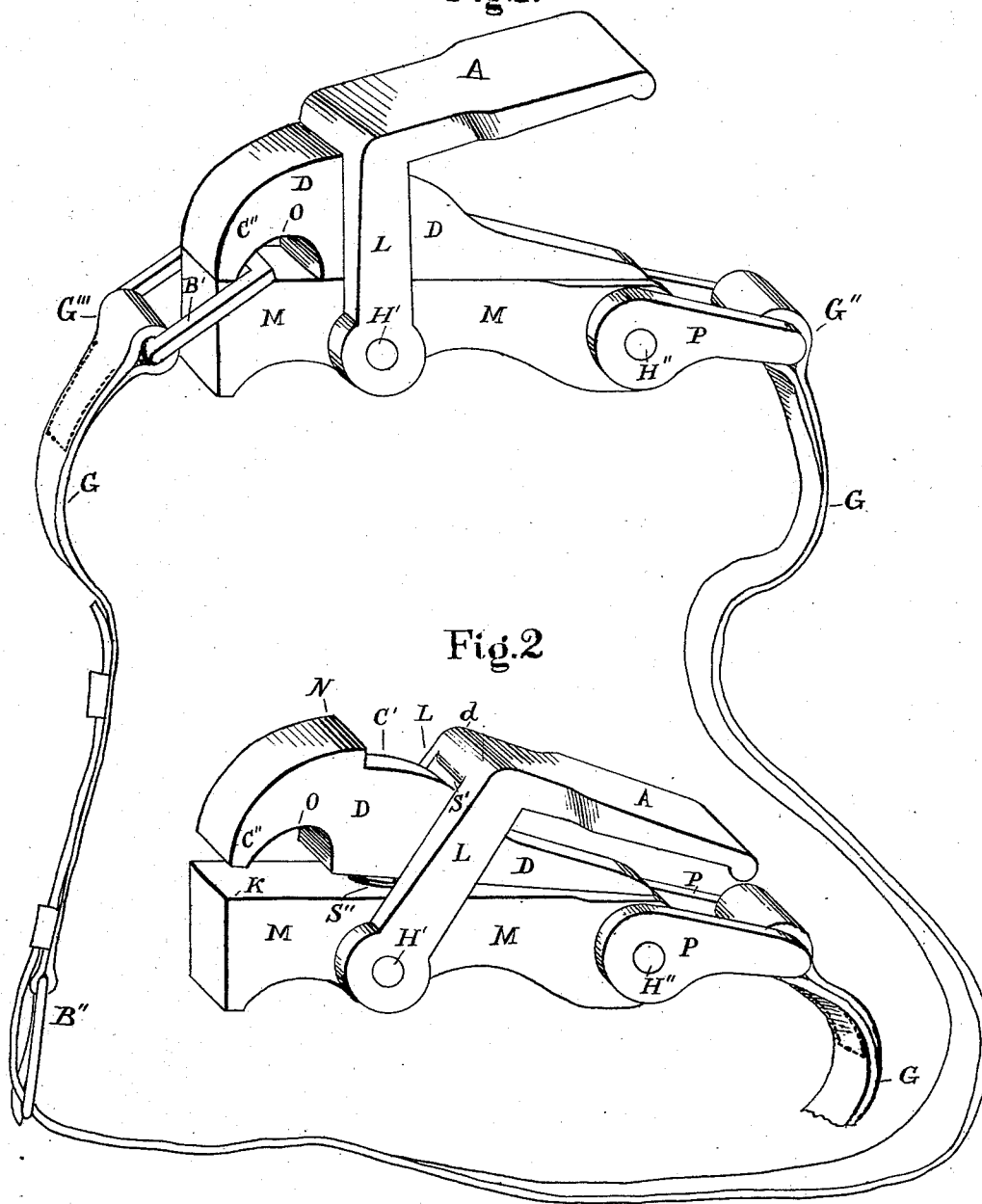
W. J. & A. R. SHAW.

Safety Device for Harvester Seats.

No. 232,655.

Patented Sept. 28, 1880.

Fig. 1.



Witnesses

H. P. Fielding
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(No Model.)

2 Sheets—Sheet 2.

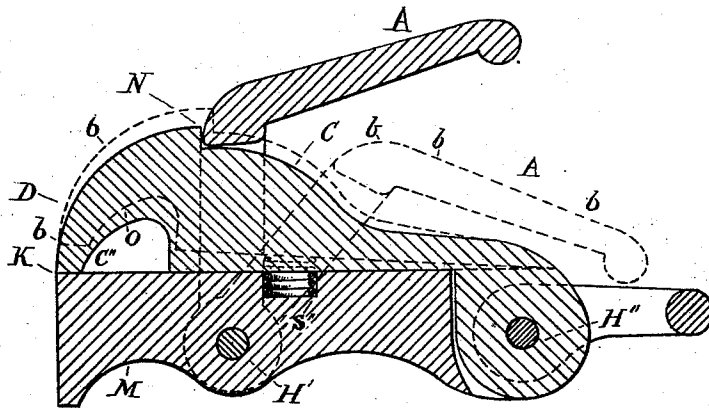
W. J. & A. R. SHAW.

Safety Device for Harvester Seats.

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Patented Sept. 28, 1880.

Fig. 3



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM J. SHAW, OF HEBRON, NEW YORK, AND ALBERT R. SHAW, OF
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SAID WM. J. SHAW.

SAFETY DEVICE FOR HARVESTER-SEATS.

SPECIFICATION forming part of Letters Patent No. 232,655, dated September 28, 1880.

Application filed June 24, 1880. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM J. SHAW, of the town of Hebron, county of Washington, State of New York, and ALBERT R. SHAW, of Woodbridge, county of Middlesex, and State of New Jersey, have jointly invented a new and useful device to prevent the riders in or drivers of vehicles from being thrown from their seats when riding or driving, of which the following is a specification.

Our invention relates to a manner of constructing and arranging for attachment and detachment a body-girth connected to the seat of the vehicle, so that when the latter is suddenly tilted or tipped by the unevenness of the ground, or turned suddenly and abruptly, the person encircled by the girth will not be thrown out, the object being to furnish a means by which the drivers of mowing-machines or steam-fire engines and the riders of hook-and-ladder trucks or other rapidly-driven vehicles may be firmly held in seats while riding, and from which they can extricate themselves suddenly, when necessary.

In the accompanying drawings there are three figures illustrating our invention, in all of which the same reference-letters are used to designate the same parts.

Figure 1 shows, in perspective, a view of the girth as connected by means of the apparatus. Fig. 2 shows, in perspective, a view of the connecting apparatus as it appears when disconnected. Fig. 3 illustrates a longitudinal vertical section taken through the center of the attaching mechanism.

The several parts of the apparatus are indicated by letter-reference, and described as follows: M designates the girth-plate, to one end of which is attached the girth or girdle G, the latter having, at one of its ends, the buckle-loop B', and intermediately as to it and its attached end the length-adjusting buckle B''.

To the girth-plate M there is hinged, at H'', the claw-catch D, and between which and the girth-plate there is placed the spring S'', as shown in Figs. 2 and 3. The claw-catch is hollowed out to form its claw end C'', as in-

dicated at O. Upon the top of the claw-catch there is formed the cam-surface C' and the cam-stop N. At A is shown an angular lever having downwardly-projecting legs LL, formed in it by means of the vertical slot S', and these legs are hinged at their lower ends to the girth-plate, as shown at H'.

The operation of the parts in connecting and disconnecting the girth is as follows: When it is desired to attach the girth by the apparatus it is passed through the seat-rail or any opening in the seat and around the person of the rider or driver, so as to bring the attaching and detaching mechanism at the front. The buckle-loop is then inserted within the opening O in the claw and the lever A pulled outwardly. When this is done the end d of the slot S' engages with the cam-surface upon the catch at C' and crowds the latter down against the spring and so that the claw end of catch (shown at C'') engages with the surface K of the girth-plate, and thus inclosing securely between the two, and within the opening O, the loop end of the girth, as shown in Fig. 1. When it is desired to disconnect the girth and release it from the person, a blow with the hand is struck upon the end of the lever A, which, in connection with the action of the spring, instantly disconnects the parts, they taking the position shown in Fig. 2.

At P there is shown a hinged link to which the end of the girth attaches to facilitate the adjustment of the girth to the body; and at N there is indicated a cam-stop to hold the lever at its point of cam engagement, and to secure the claw end of the catch to a holding contact with the girth-plate.

The girth or belt may be made of any suitable material; and, if desired, the link P may be dispensed with and the end of the belt or girth may be riveted to the inside surface of the plate, although the belt adjusts itself better when the link is employed.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

In combination, to connect and disconnect a

girdle or belt that attaches to a vehicle-seat
or vehicle and is arranged to encircle the body
of a person riding or driving, the tongueless
buckle or loop B', attached to one end of the
5 belt, and upon the other end of the latter, the
claw-catch D, hinged at one of its ends to the
girth-plate, and at its other end having the
claw C'' with the cam C' and the cam-stop N
upon its outer face, the spring S'', arranged
10 between the claw-catch and girth-plate, and

the angular lever A, having its legs L L hinged
to the girth-plate, and constructed to operate
as herein shown and described.

Signed at New York city this 30th day of
March, 1880.

WILLIAM J. SHAW.
ALBERT R. SHAW.

Witnesses:

E. L. McWILLIAMS,
LORENZO L. BROWN.