

EZRA CASWELL.

Improvement in Wagon Seat Fastenings.

No. 120,035.

Patented Oct. 17, 1871.

Fig. 1.

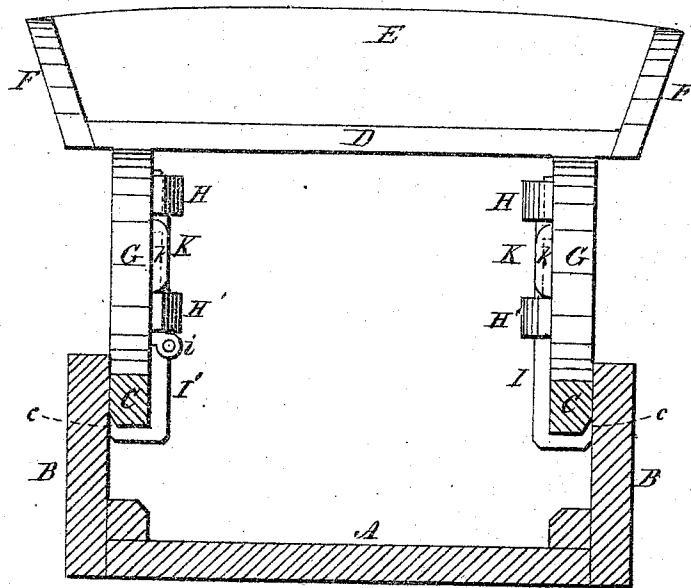


Fig. 2.

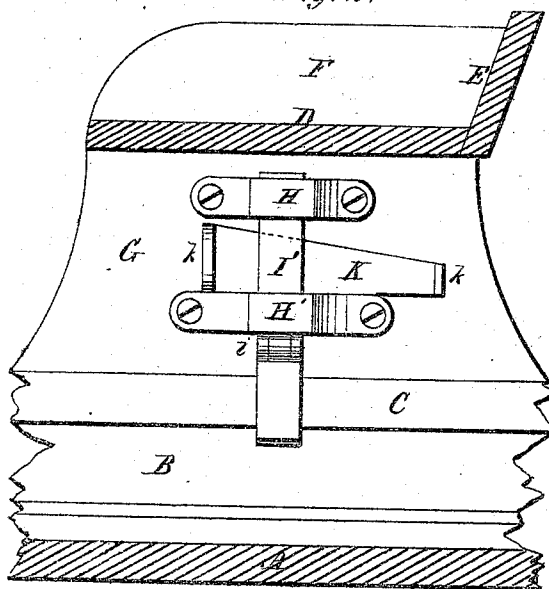
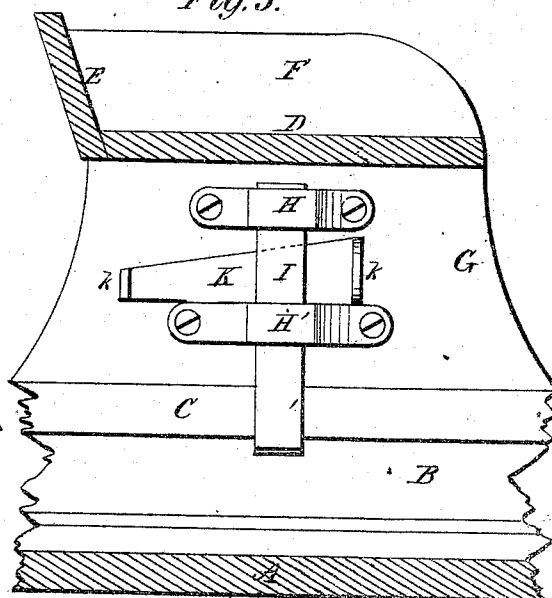


Fig. 3.



Witnesses.

Alfred M. Smith
John B. Young

Inventor
Ezra Caswell, by
Prindle and Dyer, his
Attys.

UNITED STATES PATENT OFFICE.

EZRA CASWELL, OF LYONS, NEW YORK, ASSIGNOR OF ONE-HALF HIS RIGHT TO
A. H. TOWAR, OF SAME PLACE.

IMPROVEMENT IN WAGON-SEAT FASTENINGS.

Specification forming part of Letters Patent No. 120,035, dated October 17, 1871.

To all whom it may concern:

Be it known that I, EZRA CASWELL, of Lyons, in the county of Wayne and in the State of New York, have invented certain new and useful Improvements in Seat-Fasteners for Wagons; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is a front elevation of a seat and a vertical cross-section of a wagon-box, connected together by means of my fastening; and Figs. 2 and 3 are vertical sections of said seat and box on the lines *xx* and *zz* of Fig. 1.

Letters of like name and kind refer to like parts in each of the figures.

The object of my invention is the production of a simple, cheap, and effective fastening for attaching seats to or upon wagon-boxes; and it consists, principally, in a hooked locking-bar, working vertically within suitable guides attached to the inner face of the seat-foot, and caused to engage with the supporting-rail by means of a wedge, substantially as and for the purposes hereinafter specified. It consists, further, in providing one of said locking-bars with a joint, substantially as and for the purpose hereinafter shown.

In the annexed drawing, A represents the bottom, and B the sides of a wagon-box, attached to the latter of which, upon the inner face and near the upper edge of each, is a horizontal rail, C, for supporting the seat; all of usual construction. The seat D is provided with the usual back E, ends F, and feet G, the latter of which rest upon the supporting-rails C, and between the upper edges of the sides B of the box. Working vertically within suitable guides or straps H and H', secured to or upon the inner face of each seat-foot G, is a metal bar, I, which, passing downward along the inner face of the rail C, has its lower end bent horizontally outward beneath the same, and then turned upward, so as to fit into a corresponding groove, *c*, formed between said rail and the sides B, the whole being so arranged as that if said bars are drawn upward against said rails, the seat will

be firmly held thereon. In order that the bars I may be drawn upward when desired, they are each provided upon their outer faces, between the straps H and H', with a horizontal recess, which receives a wedge, K, having about one-half the thickness of said bar, which wedge rests at its lower edge upon the upper edge of the lower strap H', while said bar is in turn supported by means of the shoulder forming the upper end of the recess, which rests upon the corresponding edge of said wedge.

As thus arranged, it will be seen that if the wedges are moved sufficiently forward the locking-bars will be raised until their hooked ends are caused to embrace the lower sides of the supporting-rails and firmly connect the seat and box, while an opposite movement of said wedges will permit said bars to drop downward so as to release said seat from said box. Suitable shoulders *k* upon the ends of each wedge prevent the same from passing outward in either direction so as to become detached from the locking-bar.

In order that the seat may be wholly disconnected from the box, when desired, one of the locking-bars I' is provided with a joint, *i*, immediately below the strap H', which permits the lower portion of said bar to be swung inward so as to entirely remove its hooked end from beneath the rail C, in which position said end offers no resistance to the upward movement of the seat.

By the use of this device a seat can be readily connected with or removed from a wagon-box, and when in position said seat is as firmly held as though permanently attached to and forming a part of said box; in addition to which advantage the fastening is durable and so simple in construction as to enable it to be furnished at a comparatively small cost.

Having thus fully set forth the nature and merits of my invention, what I claim as new, is—

1. The hooked locking-bar I working vertically within suitable guides H, and the wedge K working horizontally through a recess within said locking-bar, in combination with each other, with the seat-foot G, and with the support-

ing-rail C, substantially as and for the purpose specified.

2. The locking-bar I', when jointed and combined with the straps H, the wedge K, the seat-foot G, and the supporting-rail C, substantially as and for the purpose shown.

In testimony that I claim the foregoing I have

hereunto set my hand this 23d day of August, 1871.

EZRA CASWELL.

Witnesses:

C. S. PALMETER,

A. F. REDFIELD.

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