O. OAKES.

Wagon-Seat Fastener.

No. 220,544. Patented Oct. 14, 1879.

Fig. 1.

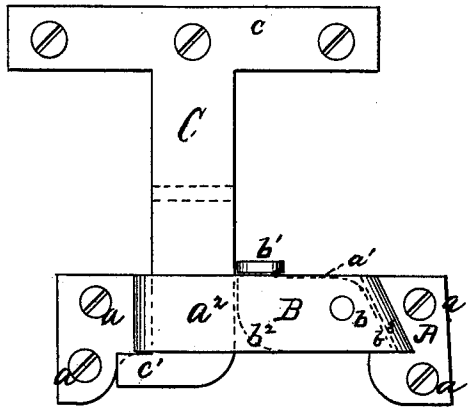


Fig. 2.

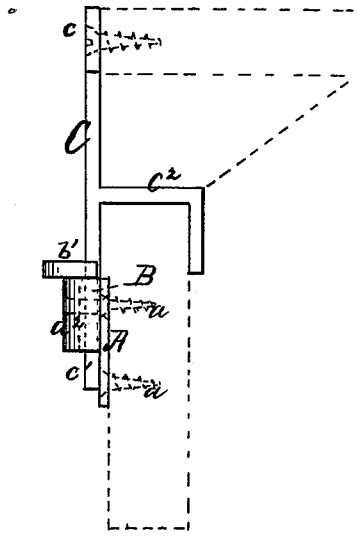


Fig. 3.

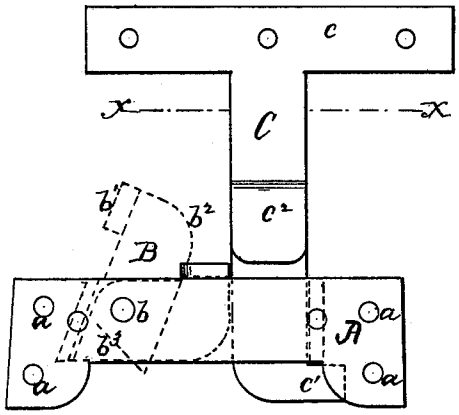
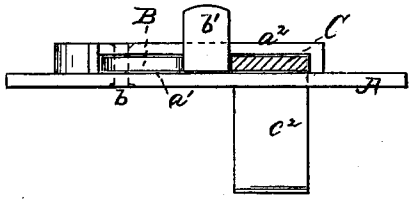


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

OLIVER OAKES, OF SOUTHBRIDGE, MASSACHUSETTS.

IMPROVEMENT IN WAGON-SEAT FASTENERS.

Specification forming part of Letters Patent No. **220,544**, dated October 14, 1879; application filed August 21, 1879.

To all whom it may concern:

Be it known that I, OLIVER OAKES, of Southbridge, county of Worcester, State of Massachusetts, am the inventor of an Improved Wagon-Seat Fastener, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a device for fastening the seat upon the body of a wagon; and it consists in the combination of parts hereinafter particularly described and recited in the claim, whereby the seat may be firmly locked in its place upon the wagon-body, and may be readily and quickly detached and removed and replaced.

Figure 1 is a side elevation of the devices embodying my invention, and intended to be bolted or otherwise fastened upon the seat and wagon-body, as hereinafter described, the view given showing the parts in position when the seat is locked in place upon the body. Fig. 2 is an end view of the same. Fig. 3 is a reverse view of Fig. 1; and Fig. 4 is a plan, the stud which is secured upon the seat being seen in section on line *x x* of Fig. 3.

A is a plate, preferably of iron or other metal, and adapted to be secured to the side of the wagon-body by means of bolts or screws, as seen at *a*. In this plate is the vertical slot a^1. This may be constituted by means of a loop or band of iron, as seen at a^2, secured on the plate A, as shown, or the plate may be bent outwardly to form a slot or recess between its inner wall and the wagon-body, or in any other manner desired. In this slot is arranged the latch B, pivoted to the plate at *b*, and provided with the finger-piece or handle b^1 for raising the same.

C is a stud or arm, which is fixed upon the seat by means of a broad head, *c*, provided with holes for the fastening-screws. This stud depends from the lower edge of the end of the seat, and upon its lower end has the hook c^1. Upon its side is the clip c^2, arranged to rest upon the top edge of the wagon-body.

The slot a^1 in the plate A and the latch B are so adapted in size and arrangement that when the latch is raised to the position shown in dotted lines in Fig. 3 the stud or arm C and its hooked end c^1 may pass down through the slot a^1, and that when the latch is then swung down, as shown, the stud or arm C will be forced into the end of the slot, and its hook c^1 project beyond the lower edge of the end wall thereof, and the arm C be thereby prevented from escaping upward out of the slot.

The nose b^2 of the latch is rounded off, as shown, to permit of its swinging upward to release the arm C, and the butt-end of the latch is preferably beveled, as seen at b^3, the inner wall of that end of the slot a^1 being correspondingly beveled, so that the fall of the latch is thus limited to the desired position.

It is evident that by means of this combination of devices the seat of a wagon may be locked firmly in place upon the wagon-body, and it may be readily and conveniently released, removed, and replaced.

I am aware that a stud carrying a hook and fixed on the seat has been heretofore used in connection with a slotted band or strap-piece on the wagon-body. I do not claim these devices, broadly.

I am also aware that such a hooked stud has been locked in place in the slot in the strap by means of a cam working in said slot bearing upon said stud, and held in position by means of inclined planes on the outer face of the strap, upon which rode the inner face of a thumb-piece fixed to the cam shaft or axis. These devices I do not show or claim.

My intention is to claim the specific devices I have hereinbefore described—namely, the hooked stud, the slotted plate or strap, and the latch, with its thumb-piece and beveled butt-end, adapted to fit against the correspondingly beveled end wall of the slot, thus locking the hooked stud in place, while the downward fall of the latch is limited, as set forth.

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

The combination, as a fastening for vehicle-seats, of the plate A, having vertical slot a^1, the end wall of which is beveled as described, and the latch B, provided with handle b^1 and beveled butt-end b^3, together with the stud or arm C, carrying hooked end c^1, constructed and arranged to operate as specified.

OLIVER OAKES.

Witnesses:
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H. J. CONANT.