

C. DIXON.  
Wagon-Seat Fastening.

No. 161,104.

Patented March 23, 1875.

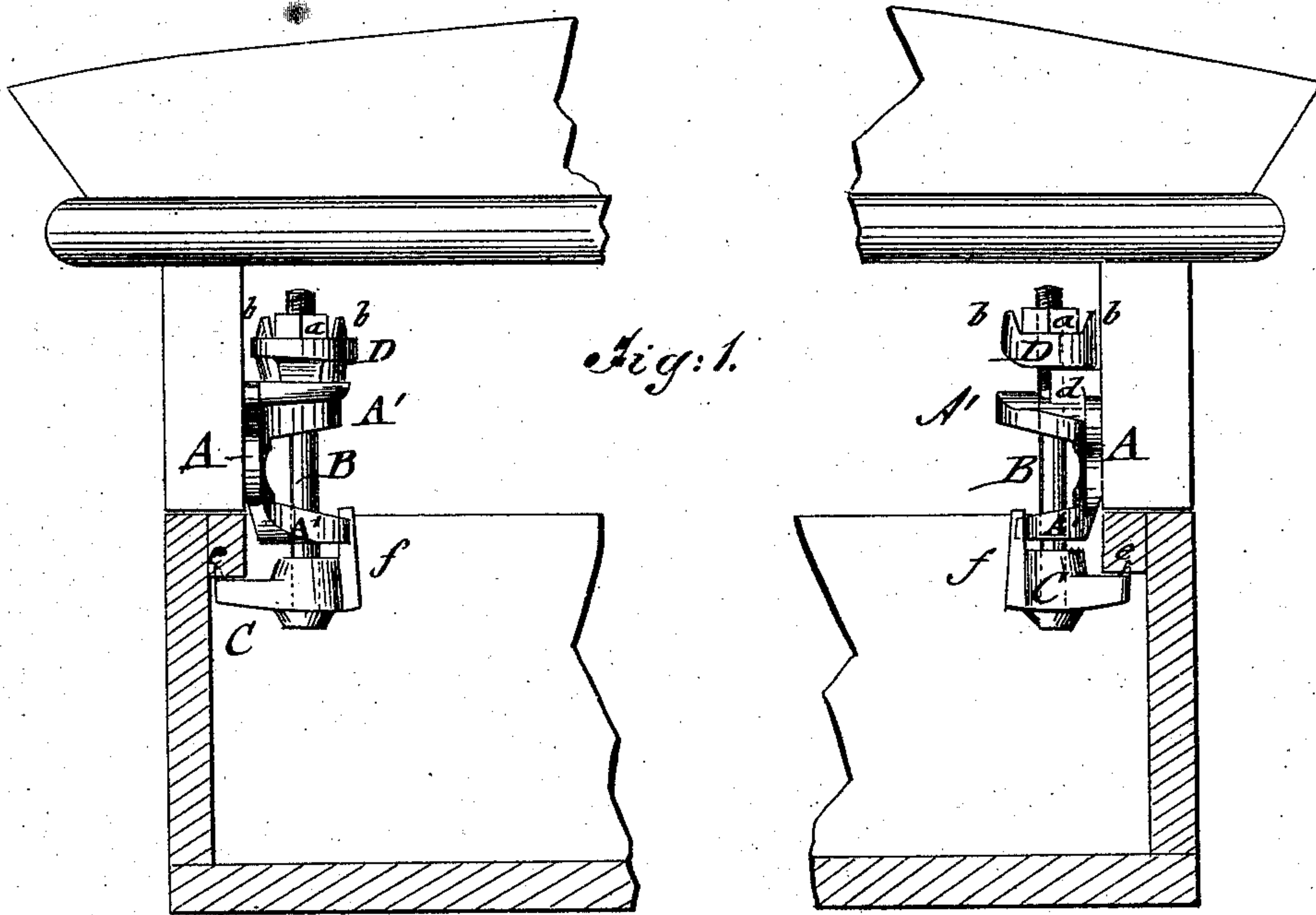
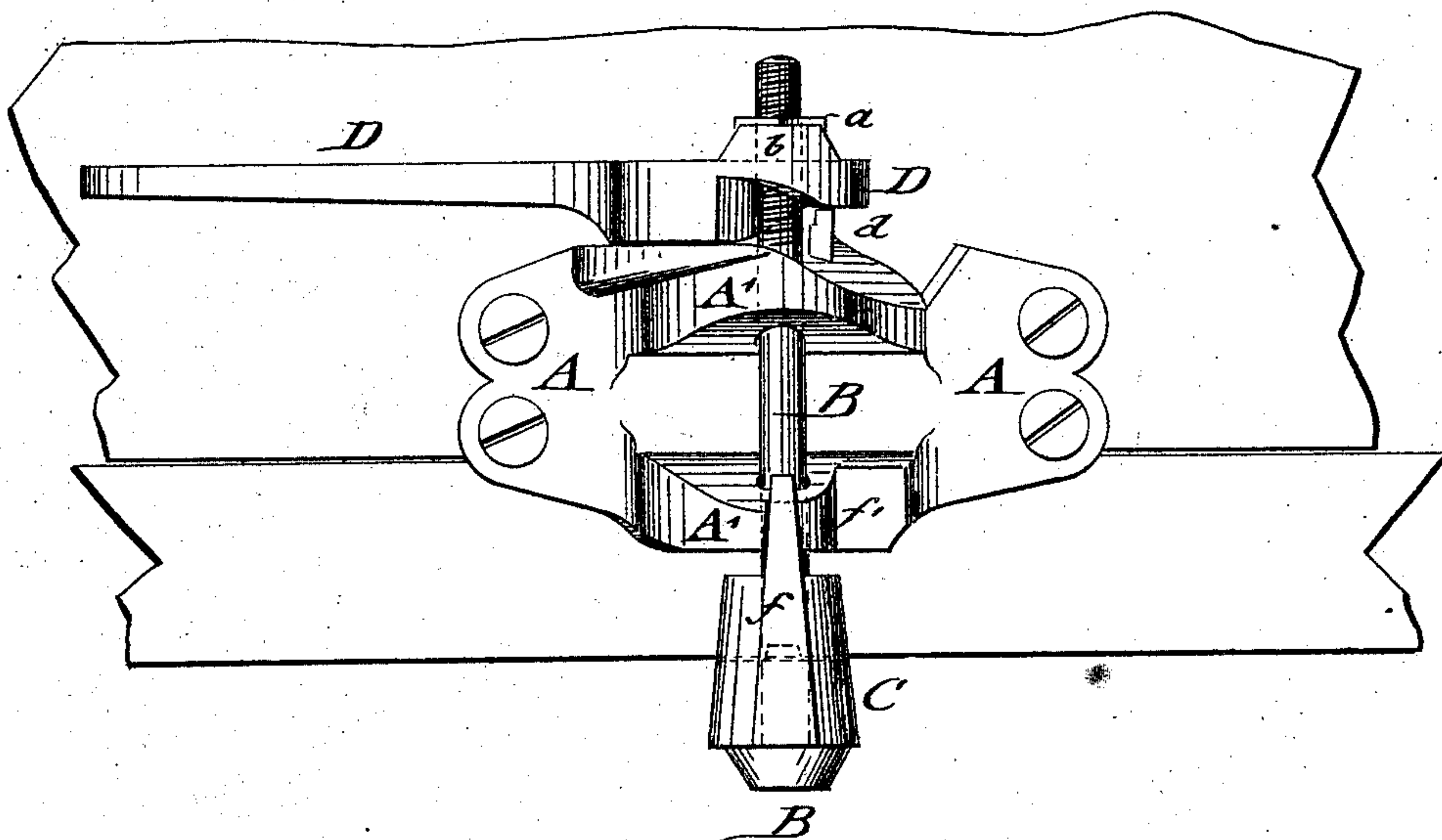


Fig. 2.



WITNESSES:

Chas. Nida  
A. H. Terry

INVENTOR:

Charles Dixon

BY

Munn & Co.

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

CHARLES DIXON, OF WEEDSPORT, NEW YORK.

## IMPROVEMENT IN WAGON-SEAT FASTENINGS.

Specification forming part of Letters Patent No. **161,104**, dated March 23, 1875; application filed October 10, 1874.

*To all whom it may concern:*

Be it known that I, CHARLES DIXON, of Weedsport, Cayuga county, New York, have invented a new and Improved Wagon-Seat Fastening, of which the following is a specification:

In the drawing, Figure 1 represents an end view of a wagon-seat applied by my improved fastening to the wagon-body, and Fig. 2 is a front elevation of the fastening, in enlarged scale, in locked position.

Similar letters of reference indicate corresponding parts.

My invention relates to a strong and durable fastening for attaching seats to wagons, sleighs, and other vehicles; and it consists of a main plate with perforated lugs for the bolt of the clamping-piece, that is firmly secured by an incline and shoulder of the upper lug, in connection with a recessed cam-shaped lever, the required position of the clamping-piece being obtained by a projecting shoulder of the same sliding in a recessed part of the lower supporting-lug.

In the drawing, A represents the main or base plate of my wagon-seat fastener, which is applied by strong screws to the inner side of the riser. The guide-bolt B of the clamping-piece C passes through perforated lugs A' of main plate A, and is adjusted to the various thicknesses of the supporting-strip by a top nut, a, seated in side flanges b of fastening-lever D, which swings on the upper end of bolt B. Lever D slides with its lower recessed and inclined cam part along the inclined surface of the upper lug A' and a side shoulder, d, of the main plate, so that a durable binding of the lever on the same is obtained, and the playing loose of the same, and the consequent detaching of the clamp-piece, are fully prevented. The clamping-piece C swings under the side

strip of the wagon-body, and enters by a projecting end spur, e, rigidly into the strip, adhering firmly thereon on fastening the lever.

The required position of the clamping-piece under the strip is secured by a projecting shoulder, f, of the same, which is extended in upward direction, to slide along a quadrantal side recess, f', of the lower lug, and define thereby the exact place of the clamping-piece in either direction, for attaching and detaching a seat from the vehicle.

When the seat is to be fastened, the clamping-piece is first adjusted and swung under the supporting-strip till stopped by the shoulder f. The lever is then carried over the top lug, and thereby the fastening locked and released again in a simple and readily intelligible manner.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The wagon-seat fastening, composed of main plate, having socket lugs A A', adjustable bolt B, with clamping-piece C and swinging locking-lever D, all combined to operate substantially as and for the purpose set forth.

2. The combination of upper lug A', having inclined surface and side shoulder d, with bolt B, and recessed cam-lever D, for producing rigid locking of parts, as described.

3. The clamping-piece C, having projecting shoulder f, in combination with recess f' of lower lug A', for defining extent of motion of clamp-piece, as specified.

4. The fastening cam-lever D, having side flanges b at upper side, for securing position of bolt-fastening nut, combined as set forth.

CHARLES DIXON.

Witnesses:

PAUL GOEPEL,  
T. B. MOSHER.