

J. LAW.
Rail-Fastener for Vehicle-Seats.

No. 228,083.

Patented May 25, 1880.

Fig. 1.

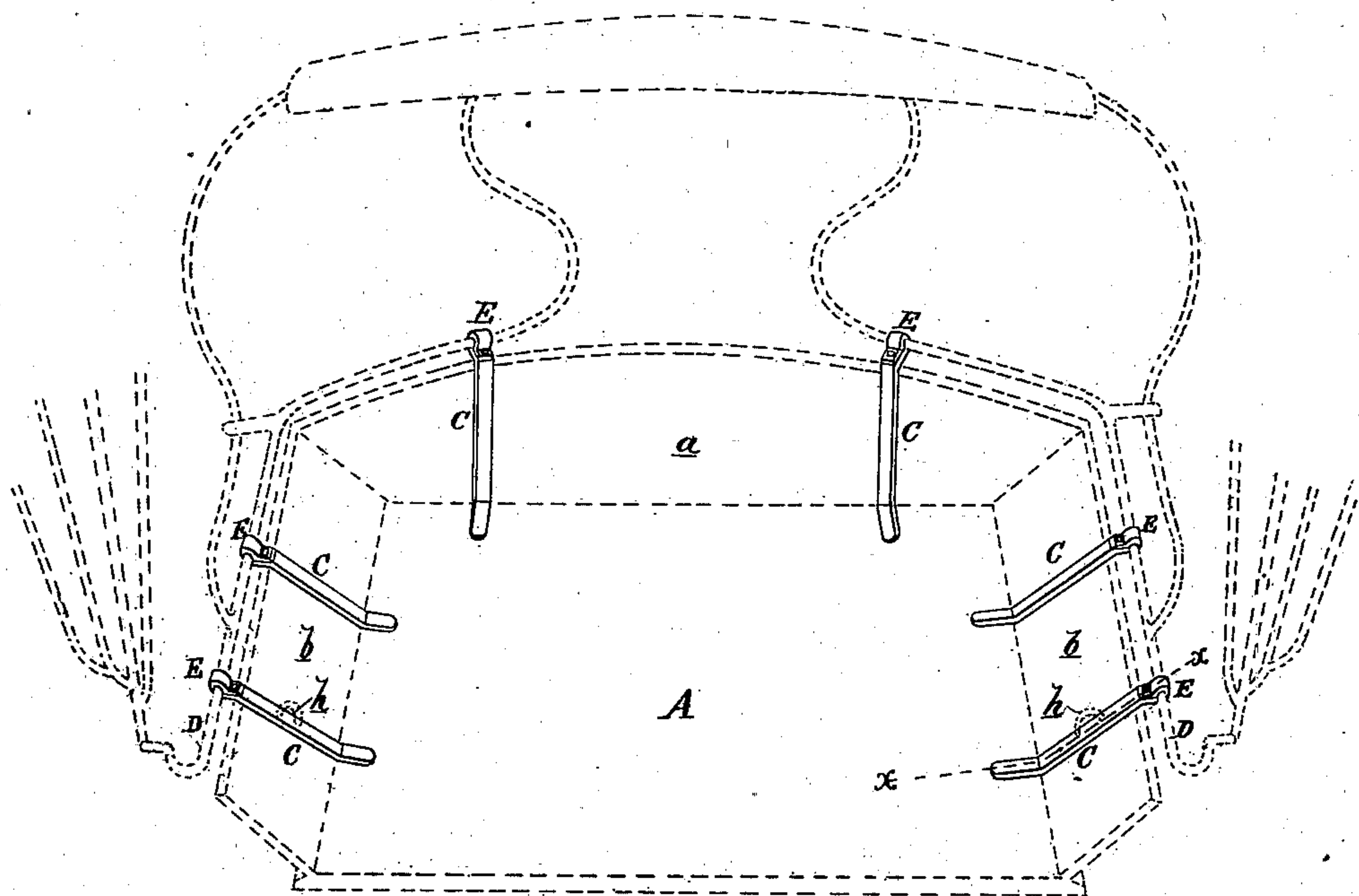


Fig. 2.

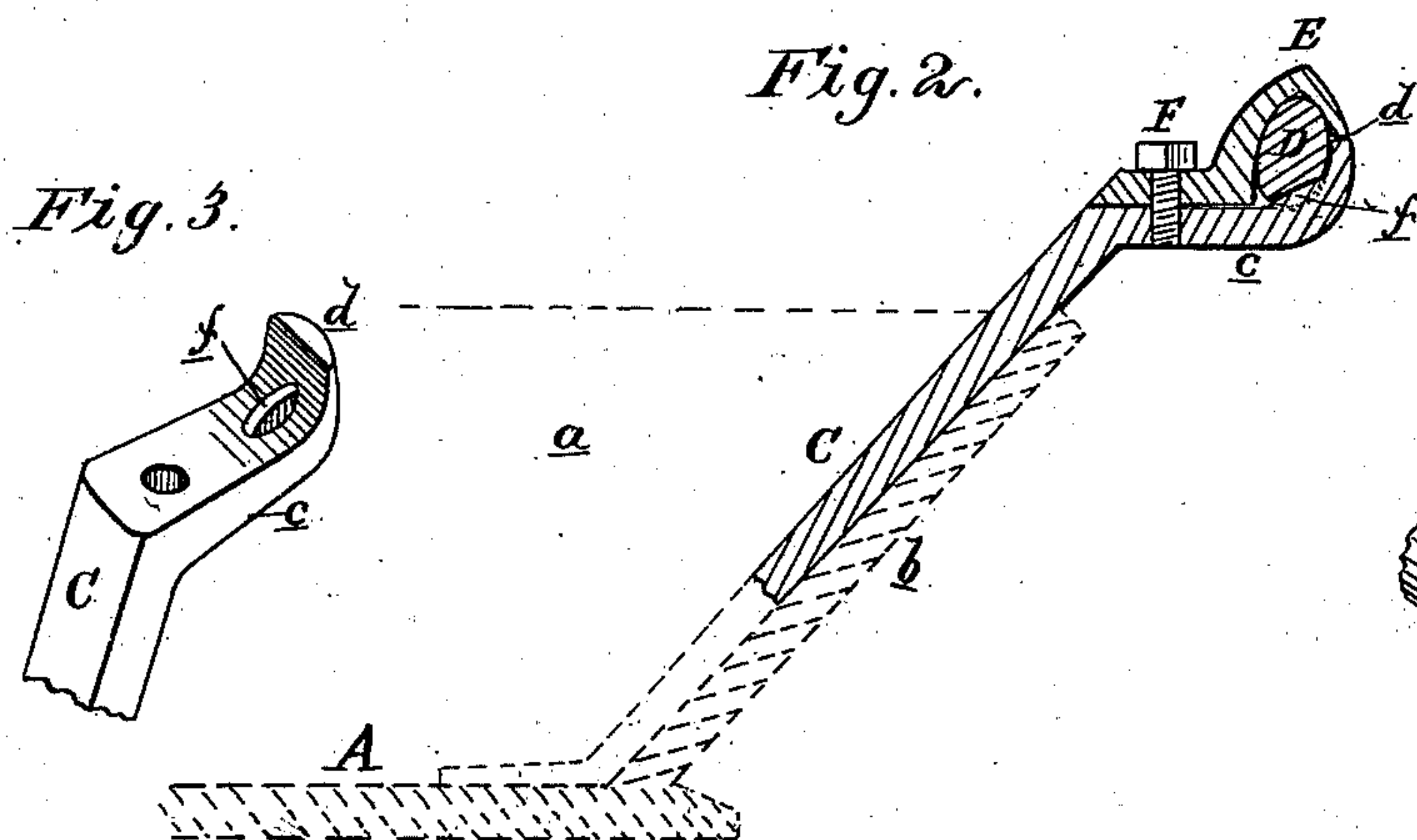


Fig. 3.

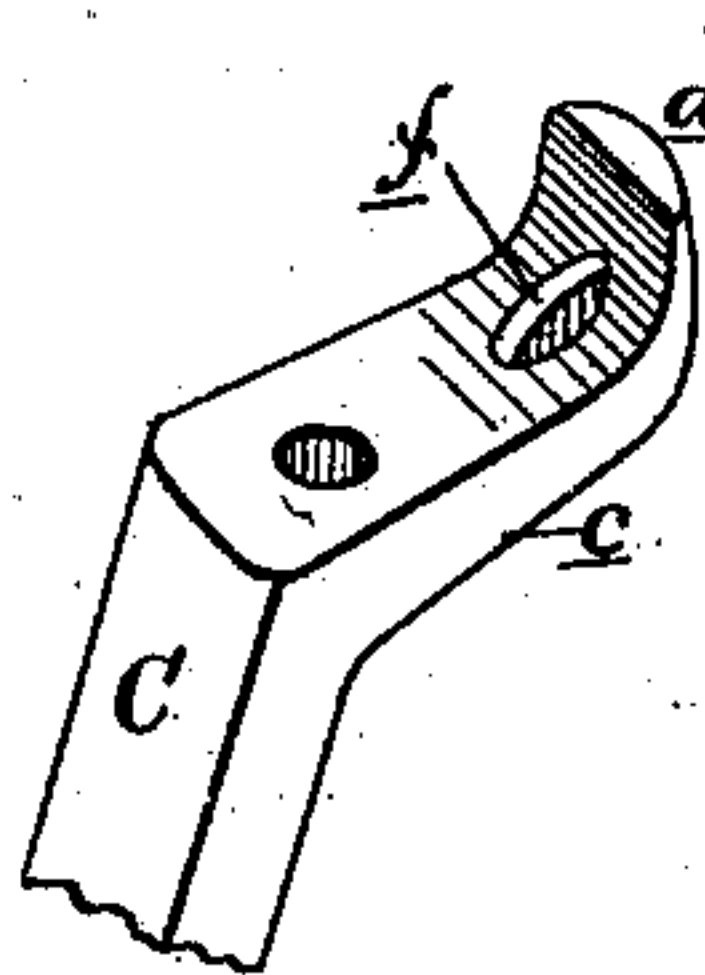
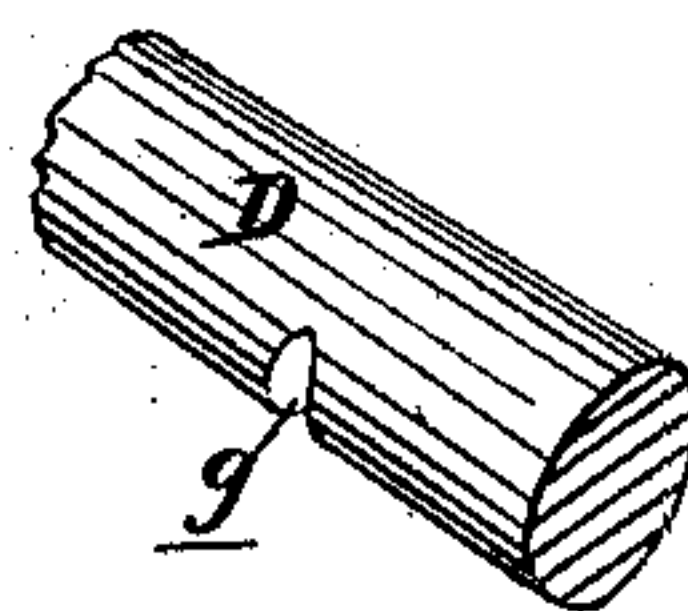


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN LAW, OF LEBANON, OHIO.

RAIL-FASTENER FOR VEHICLE-SEATS.

SPECIFICATION forming part of Letters Patent No. 228,083, dated May 25, 1880.

Application filed February 17, 1880.

To all whom it may concern :

Be it known that I, JOHN LAW, of Lebanon, in the county of Warren and State of Ohio, have invented a new and Improved Rail-Fastener for Vehicle-Seats, of which the following is a specification.

Figure 1 is a perspective view of a shifting-top buggy-seat, showing the improved device attached. Fig. 2 is an enlarged sectional front elevation of the fastener on line *xx*, Fig. 1. Fig. 3 is a perspective view of the upper portion of the fastener. Fig. 4 is a perspective view of a section of a vehicle-rail where it is grasped by the fastener.

Similar letters of reference indicate corresponding parts.

The object of this invention is to provide a simple device to serve both to support the sides and back of the seat and to hold the rails of a shifting-top buggy or other vehicle.

The invention consists of a rod or bar of metal bent and inclined so as to conform with the angle of the bottom and sides of the vehicle-seat, and having its upper portion offset on a horizontal plane and its upper extremity curved or turned upward for supporting the rail; and it consists, further, of a cap corresponding with the offset in the upper portion of the said rod or bar, and designed to be bolted or screwed on the face thereof and grasp and hold the rail.

In the drawings, A represents a vehicle-seat with back and sides *a b*, respectively.

The rail-fasteners C have their lower ends fastened to the seat A by bolts, screws, or other device, and are then bent upward, so

that they may be secured to the back and sides *a b* of the said seat, and have their upper ends extending above said back and sides *a b*, and offset, as shown at *c*, on a horizontal plane, and their upper extremities curved upward, as shown at *d*; and the upper faces of the offsets *c* are provided with raised studs or projections *ff*, that are designed to enter corresponding notches *g* formed in the rail D, so as to prevent the slipping of the said rail D.

E is the cap of a rail-fastener, C, said cap E being shaped to conform with the shape of the rail D. The said cap E is held in place, grasping the rail D, by screw-bolt F or other suitable device.

Handles (indicated by dotted lines at *h*) may be formed on the front fastener, C. This fastener C, it will be seen, serves both to strengthen and support the seat and the sides and back thereof, and to support the rail; and the caps E of the said fastener C can readily be removed, that the rail and its attachments may be taken off whenever desired.

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

The rail-fastener C, having offsets *c d*, studs *ff* on the offsets *c*, and the cap E, to adapt it to be used with a seat having back and sides *a b*, and rail D, having notches *g*, as shown and described.

JOHN LAW.

Witnesses:

JOHN VAN NOTE,
GEO. W. CAREY.