

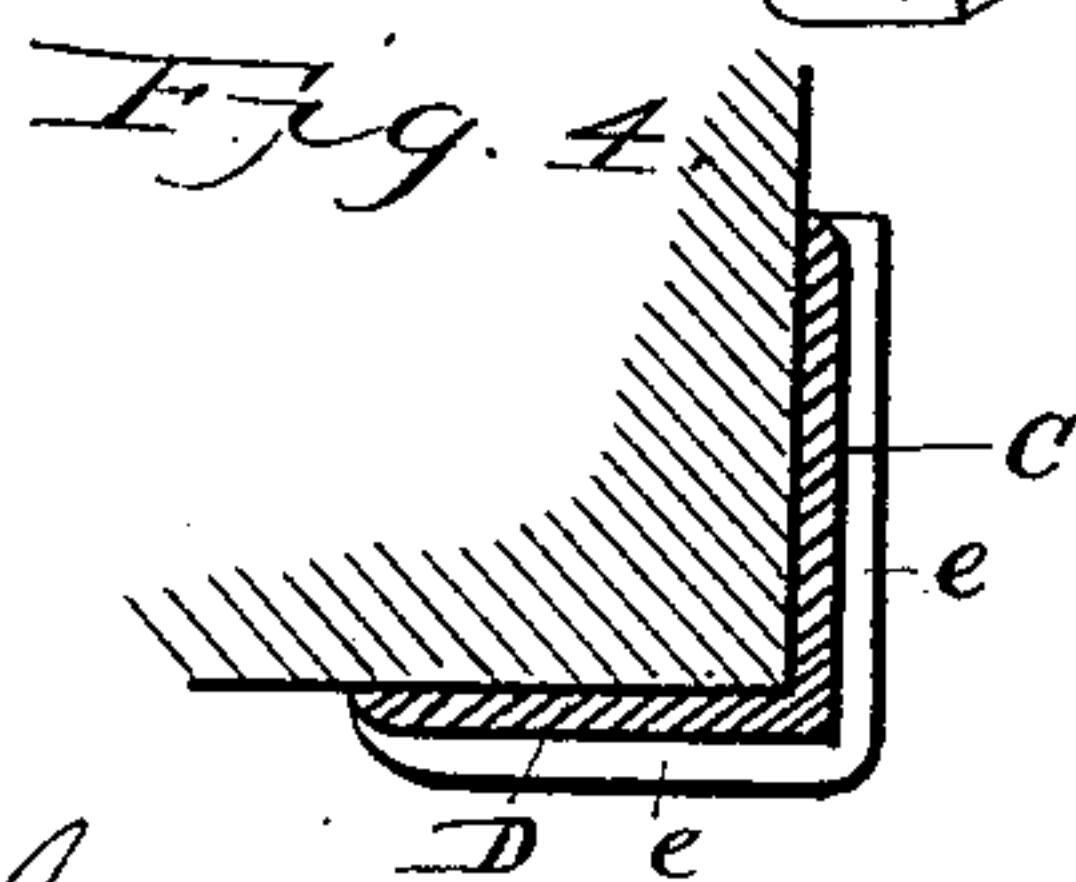
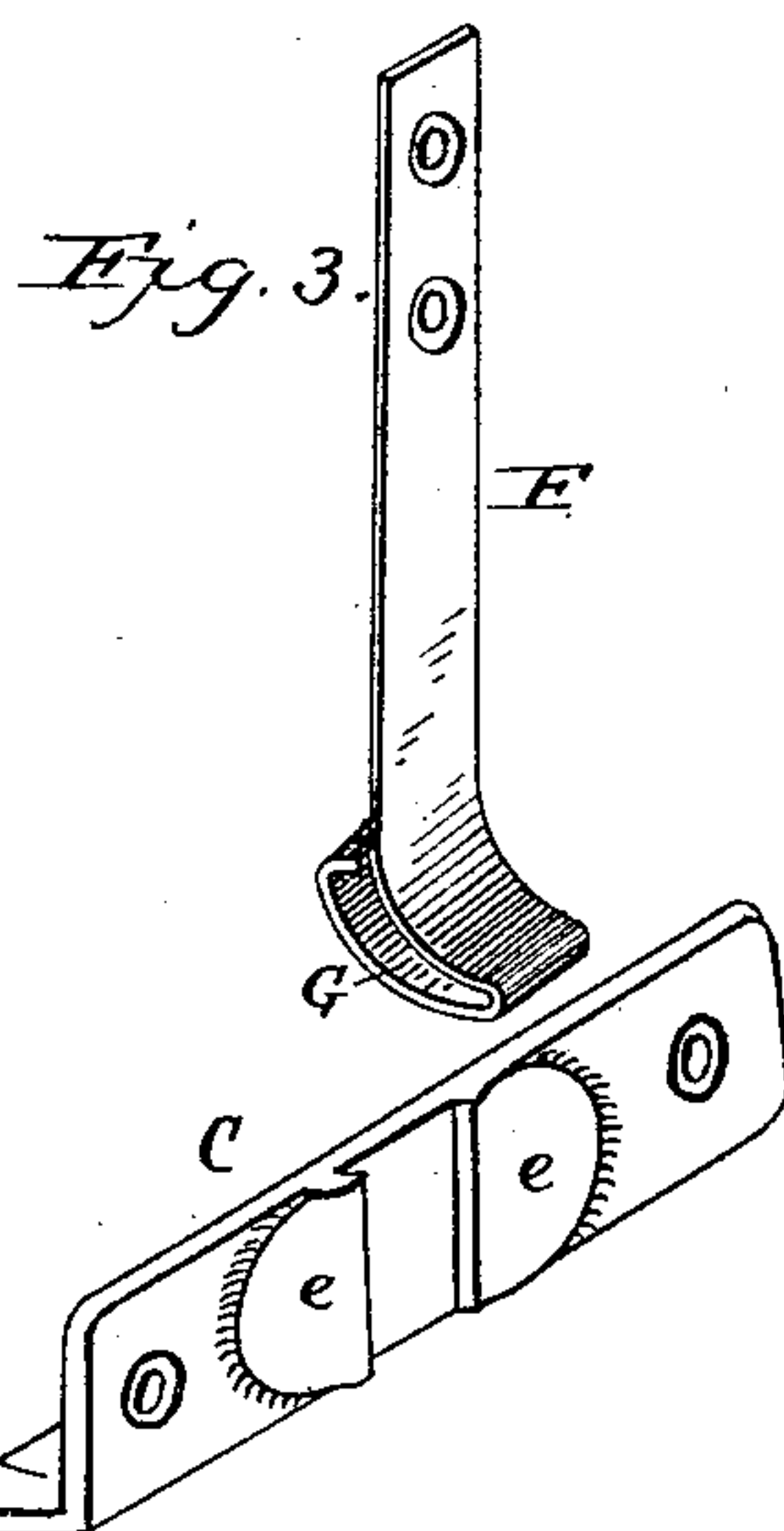
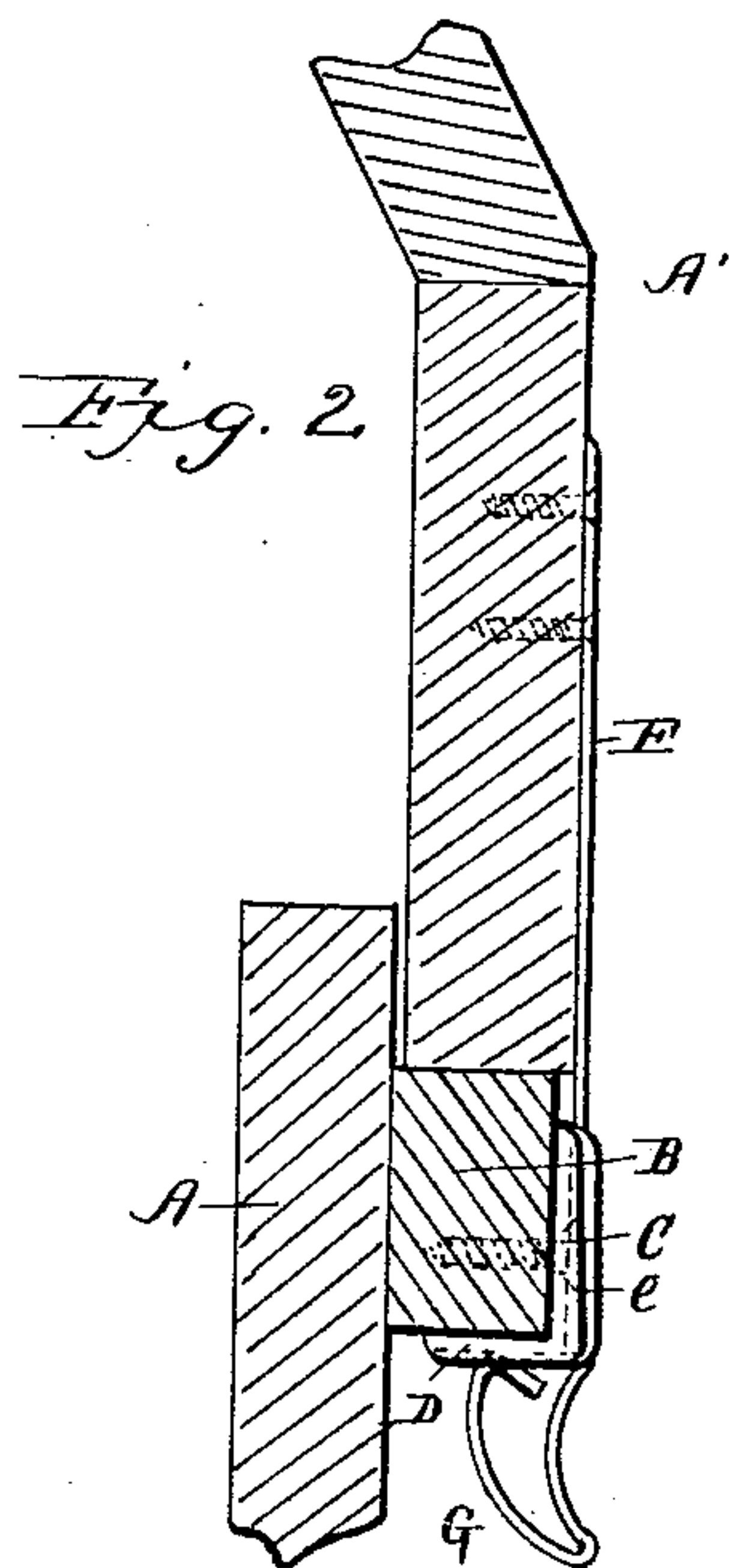
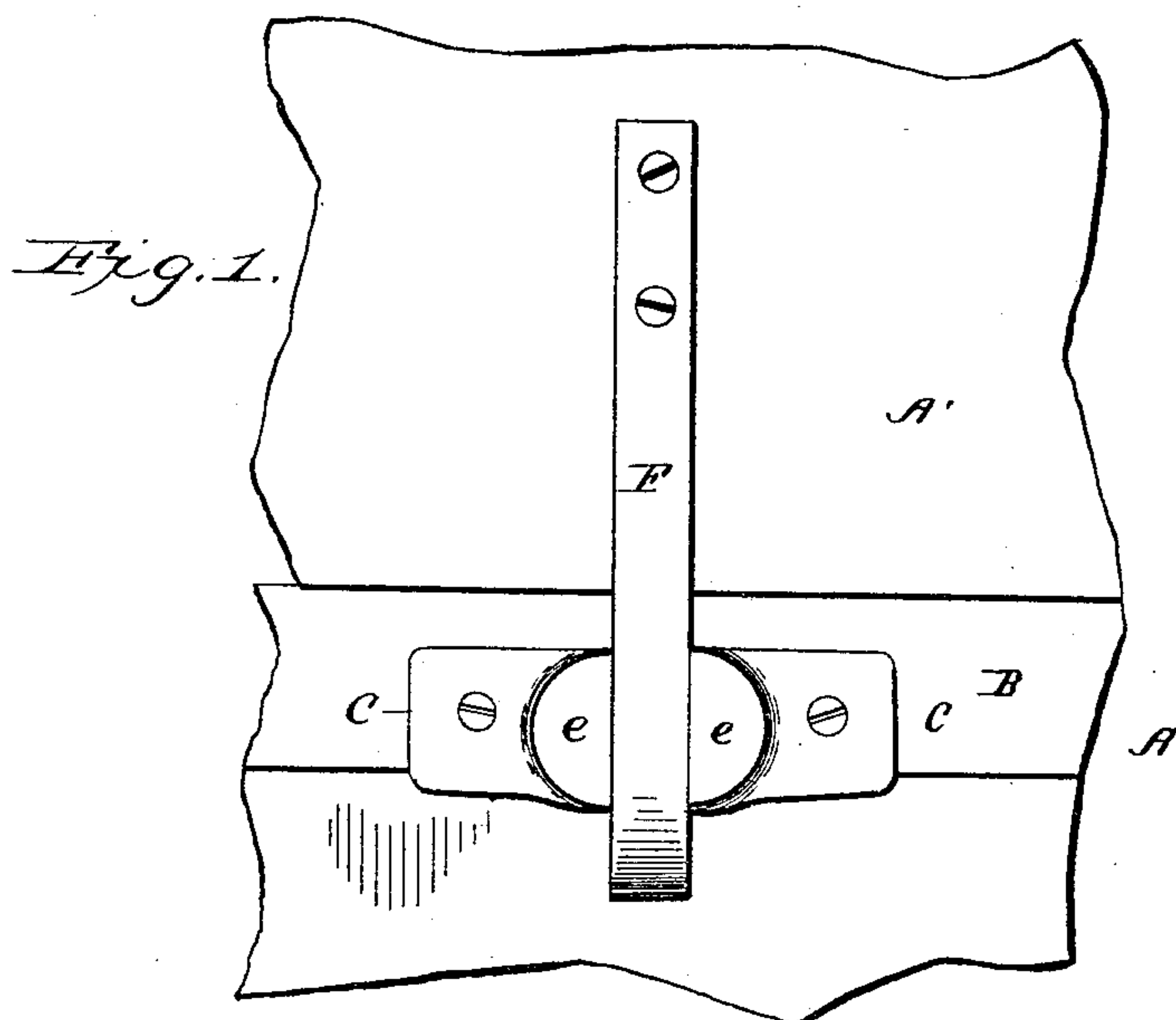
(No Model.)

J. H. GIESEY.

SEAT FASTENER.

No. 354,015.

Patented Dec. 7, 1886.



WITNESSES

*John S. Finch Jr.*  
*Charles Davis*

*John H. Giesey*

INVENTOR;

*By C. H. Alexander*  
Attorney

# UNITED STATES PATENT OFFICE.

JOHN HENRY GIESEY, OF DUBUQUE, IOWA.

## SEAT-FASTENER.

SPECIFICATION forming part of Letters Patent No. 354,015, dated December 7, 1886.

Application filed October 7, 1886. Serial No. 215,586. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN HENRY GIESEY, a citizen of the United States, residing at Dubuque, in the county of Dubuque and State of Iowa, have invented certain new and useful Improvements in Seat-Fasteners, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to fastenings for shifting seats for vehicles; and my object is to provide a fastening which, while it will be simple, will provide against undue motion in any direction, as will be hereinafter particularly described.

In the accompanying drawings, making part of this specification, Figure 1 represents a side view; Fig. 2, a vertical section; and Figs. 3 and 4, views of parts to be described, being views of detached parts.

In the figures, A represents the side rail of a wagon, to which is secured a rib or cleat, B.

A' represents a removable or detachable seat. To this seat, upon its inner surface, is secured a metallic spring, F, said spring being fastened by bolts or screws at its upper end to the seat, the lower end being bent, as represented in the figures.

C represents a plate of metal, which is secured to the rib or cleat B. This plate is provided with a flange, D, which fits beneath the cleat, and upon its face, as also upon the face of the flange, are enlargements *e e*, sufficiently

far apart to allow a wide groove between them for the reception of the spring F at its lower end. The bottom rails of the seat rest upon the cleats B, and the springs at this time rest in the grooves in the plate C and flange D, fitting closely to prevent lateral or perpendicular movement or displacement. The lower portion of the spring is extended below the plate and curved, forming a thumb-piece, G, whereby it may be disengaged from the groove when it is desired to remove the seat.

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

In a seat-lock, the metallic spring F, secured to the seat and provided with bent catch portion G, combined with the cleat or rail B, secured upon the wagon-body, and the plate C, secured upon the rail B, and provided with the flange D, which projects under the lower edge of the said rail, the faces of the said plate C and its flange being provided with wide grooves for the reception and retention of the spring F, preventing any movement of the same when in a locked position, substantially as herein described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN HENRY GIESEY.

Witnesses:

AUGUST BUTT,  
GEO. SALOT.