

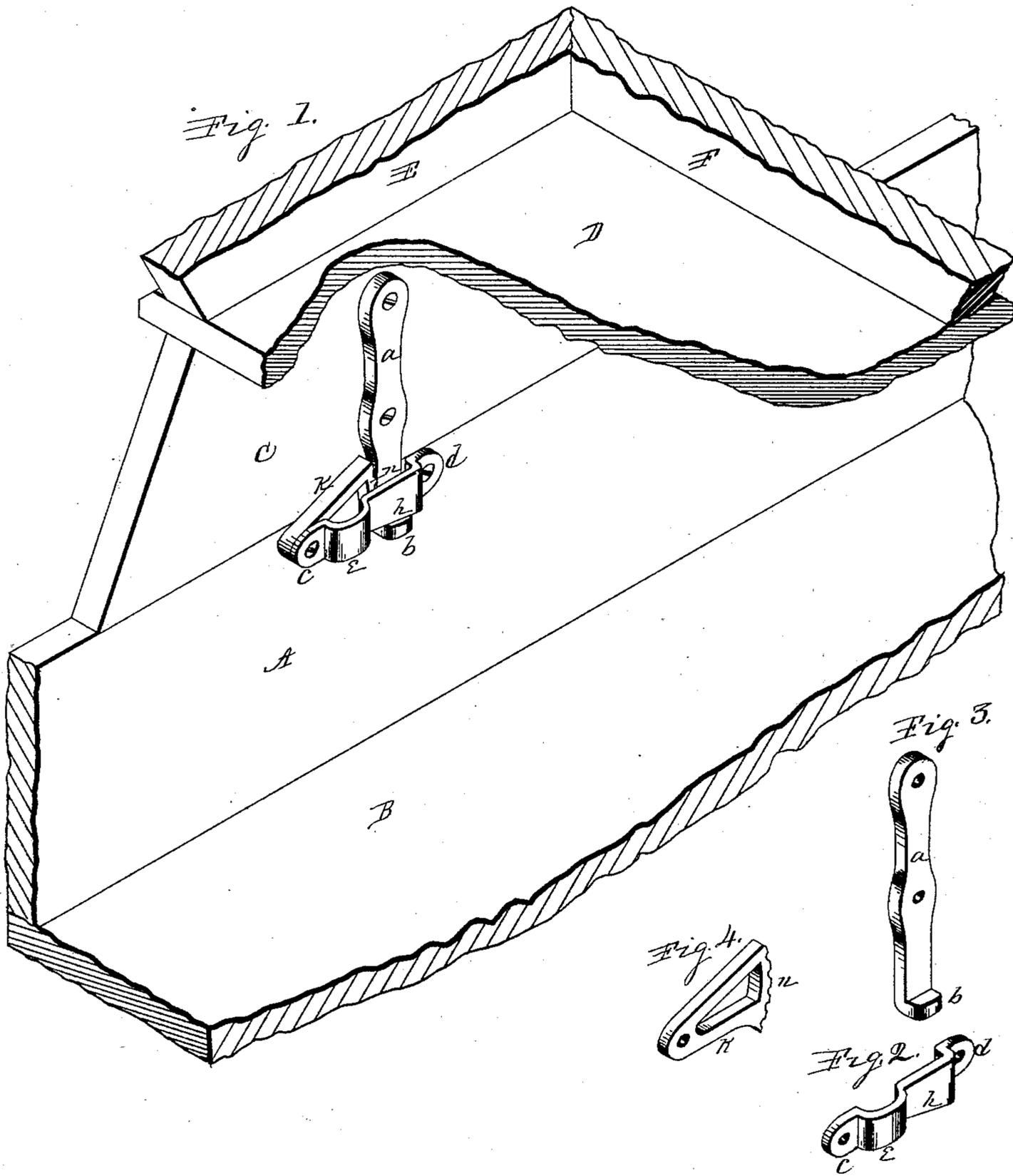
(No Model.)

C. SHUMAN.

SEAT LOCK.

No. 358,895.

Patented Mar. 8, 1887.



Witnesses  
J. H. Behel  
A. O. Behel.

INVENTOR  
Charles Shuman  
Per. Jacob Behel  
Atty.

# UNITED STATES PATENT OFFICE.

CHARLES SHUMAN, OF ROCKFORD, ILLINOIS.

## SEAT-LOCK.

SPECIFICATION forming part of Letters Patent No. 358,895, dated March 8, 1887.

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*To all whom it may concern:*

Be it known that I, CHARLES SHUMAN, a citizen of the United States, residing in the city of Rockford, in the county of Winnebago and State of Illinois, have invented a new and useful Seat-Fastening, of which the following is a specification.

This invention relates to devices employed in fixing seats in place, but more especially in fixing wagon-seats in place on the wagon-body.

Its object is to produce a reliable fastening of cheap construction, of easy application, and readily detachable.

To this end I have designed and constructed the fastening represented in the accompanying drawings, in which—

Figure 1 is an isometrical representation of my improved fastening in place on a wagon body and seat. Fig. 2 is an isometrical representation of the clasp-plate of the fastening. Fig. 3 is an isometrical representation of the clasp-bar portion, and Fig. 4 is an isometrical representation of the latch portion.

In the drawings I have represented portions of a wagon-box consisting of a portion, A, of a vertical side, and a portion, B, of the bottom. An end foot, C, of the seat is shown in place on the edge of the vertical side A, and a portion, D, of a seat having a portion, E of one end and a portion, F, of the back fixed to the seat, is mounted on and fixed to the end foot, C, of the seat, all of which are parts common in the construction of wagons now in use and to be found in the trade. A hook-clasp consisting of the bar portion *a*, with a hook portion, *b*, projecting laterally from its lower end, is fixed in a vertical position on the vertical face of the end foot portion, C, of the seat, having its hook end depending therefrom to overlap the upper edge of the vertical side of the wagon-box. A clasp-plate to receive the bar-clasp is produced with feet *c* and *d* bored to receive screws or bolts to fix it in place.

The clasp-plate is produced with a loop portion, *e*, to admit the hook end of a clasp-bar, and an outward-projecting portion, *h*, to receive the bar portion thereof. The lower edge of the portion *h* of the clasp-plate, from its curved loops to its foot end, is inclined to the

upper edge of the wagon-box, to which it is fixed.

A latch, *k*, is bored at one end to correspond with the bore in the foot *c* of the clasp-plate, and is placed between the foot thereof and the side of the wagon-box, and a screw or bolt passed through the parts serves to fix the plate and hold the latch pivoted between the plate and box to permit a swinging movement of its free end to engage the edge of the clasp-bar.

With the several parts of my improved fastening constructed and applied substantially as shown and described, the seat is put in place by passing the depending hook ends of the clasp-bar through the curved opening in the clasp-plate, and then the seat is shoved against the incline of the plate to cause the hook end of the clasp-bar to engage the inclined edge thereof.

The movement of the seat against the inclined edge of the plate will cause the foot-end portion to engage the support, and the eccentric curved end of the pivoted latch when turned to position will engage the edge of the bar-clasp and hold it against the incline of the plate-clasp to prevent accidental displacement of the parts.

The construction and arrangement of the parts are such that when the seat is in place and locked in position any movement or jarring action will tend to fix the seat more securely in place by the action of gravity upon the latch, but in a manner to be readily disconnected for the purpose of removal, which is accomplished by lifting the pivoted latch from its connection with the clasp-bar, sliding the seat from the incline of the clasp-plate, and lifting the hook end of the bar through the curved opening therein.

I have shown and described my improved seat-fastening in connection with a wagon-seat in place on a wagon-box, to which it is especially applicable; but it is capable of other applications, and therefore I do not wish to confine its use to this particular application.

I claim as my invention—

1. The combination, in a seat-fastening, of a clasp-bar having a hook end to engage a clasp-plate, a clasp-plate to admit the hook end of the bar, said plate having an incline to

engage the hook of the bar, and a latch to engage the clasp-bar, substantially as and for the purpose set forth.

2. The combination, with a bar-clasp having  
5 a hooked end, of a clasp-plate looped and inclined, substantially as described, and a cam-latch pivoted upon one of the securing screws or bolts of the clasp-plate, as set forth.

3. The combination of a clasp-bar having  
10 an outward-projecting hook end, a clasp-plate

with an outward-projecting portion with which the hook engages, and a loop to admit the outward-projecting hook of the bar, and a cam-latch to lock the fastening, substantially as described.

CHARLES SHUMAN.

Witnesses:

A. O. BEHEL,  
JACOB BEHEL.