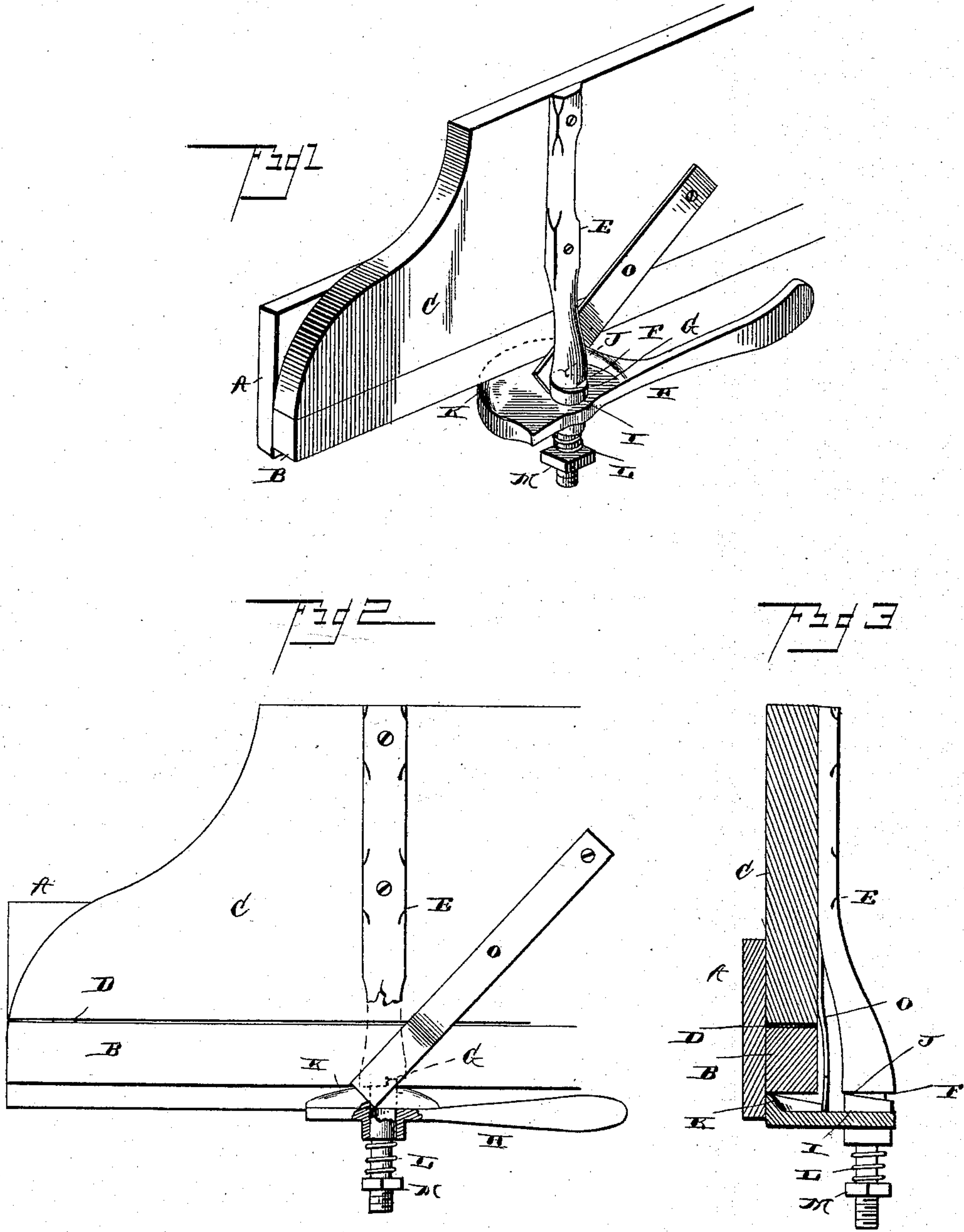


(No Model.)

S. R. LEWIS.
WAGON SEAT LOCK.

No. 416,930.

Patented Dec. 10, 1889.



Witnesses

John Imrie
R. H. Bishop,

By his Attorneys,

C. A. Snow & Co.

Inventor

Sherwood R. Lewis

UNITED STATES PATENT OFFICE.

SHERWOOD R. LEWIS, OF HUNTER, NEW YORK.

WAGON-SEAT LOCK.

SPECIFICATION forming part of Letters Patent No. 416,930, dated December 10, 1889.

Application filed September 7, 1889. Serial No. 323,236. (No model.)

To all whom it may concern:

Be it known that I, SHERWOOD R. LEWIS, a citizen of the United States, residing at Hunter, in the county of Greene and State of New York, have invented a new and useful Wagon-Seat Fastener, of which the following is a specification.

My invention relates to improvements in wagon-seat fasteners; and it consists in certain novel features, hereinafter claimed and described.

In the accompanying drawings, Figure 1 is a perspective view of a wagon-seat, showing my improved fastener in position thereon. Fig. 2 is a side view, partly in section; and Fig. 3 is a vertical section.

Referring to the drawings by letter, A designates the wagon-body, having the ribs B on the inner faces of its side rails, and C designates the end bars of the seat, which rests on the ribs B. The said end bars C are provided at their lower corners with elastic cushions D, which are preferably formed of rubber and bear on the upper surface of the rib B, so as to prevent the rattling of the seat and also to aid in securely fastening the same.

On the inner side of the end bar, I secure a vertically-disposed rod or stem E, the lower end of which is turned slightly outward from the edge of the end bar C, so as to clear the rib B, and it projects downward below the said rib and has its extremity threaded, as clearly shown. At a suitable distance above the threaded extremity of the rod E the said rod is provided with an annular shoulder F, which is shaped to provide the stop G. Below the said shoulder I mount on the rod E a lever H, having a central sleeve I, the upper edge of which is provided with a tooth or stop J, adapted to engage the stop G, to prevent the said lever being turned backward to such an extent to project under rib and thereby make the operation of the device a matter of some difficulty. The lever is provided on its upper side with a rib K, which is substantially wedge shape, and is adapted to bear against the under side of the rib B, so as to bind thereagainst and consequently draw the end bar of the seat down onto the said rib. The lever is normally pressed upward by a spring L, arranged around the rod E and bearing against the under side of

the lever and held on the rod by a nut M, mounted on the lower end of the same, as clearly shown. A latch or keeper O is pivoted on the end bar at its upper end, and its lower end is adapted to project downward beyond the rib B and engage the inner side of the rib K and thereby prevent the said rib slipping from under the rib B on the side rail of the wagon-body.

In practice the lever is turned so as to clear the rib B and the seat is then placed in position on the said ribs, after which the lever is turned so as to engage under the same and thereby secure the seat in place.

It will be observed that my device can be very easily operated and that it is composed of very few parts. When the seat is placed in position, it will be firmly secured by means of the elastic cushions in the end bars of the seat and the wedge-shaped rib on the lever. When it is desired to release the seat, the lever is thrown inward and rearward, thereby relieving the pressure on the supporting-rib, so that the seat can be raised. The lever will be prevented from being thrown so far backward that its end will project under the supporting-rib and thereby prevent the lifting of the seat by reason of the tooth J impinging against the stop G.

The seat can be quickly removed and placed in position, and may be easily adjusted to the desired point of the supporting-rib.

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

1. The combination of the end bar of the seat adapted to rest on the supporting-rib of the body, and the spring-actuated lever mounted on the end bar and having a wedge-shaped rib on its upper side adapted to bind against the under side of the supporting-rib, as set forth.

2. The combination of the end bar of the seat, the rod E, secured thereto and provided with the stop G, and the fastening-lever mounted on the said rod and provided with a tooth J, adapted to engage the said stop G, as set forth.

3. The combination of the end bar of the seat, the fastening-lever supported thereby and having a wedge-shaped rib on its upper side, and the keeper pivoted on the end bar and

adapted to engage the inner side of the said wedge-shaped rib, as set forth.

4. The rod E, secured to the end bar of the seat, the cam-lever mounted on the rod, and
5. the spring L with nut M, for the purpose set forth.

In testimony that I claim the foregoing as my

own I have hereto affixed my signature in presence of two witnesses.

SHERWOOD R. LEWIS.

Witnesses:

H. A. TRAPHAGEN,

A. N. GRAHAM.