

(No Model.)

H. W. BLETHEN.
SEAT LOCK.

No. 435,726.

Patented Sept. 2, 1890.

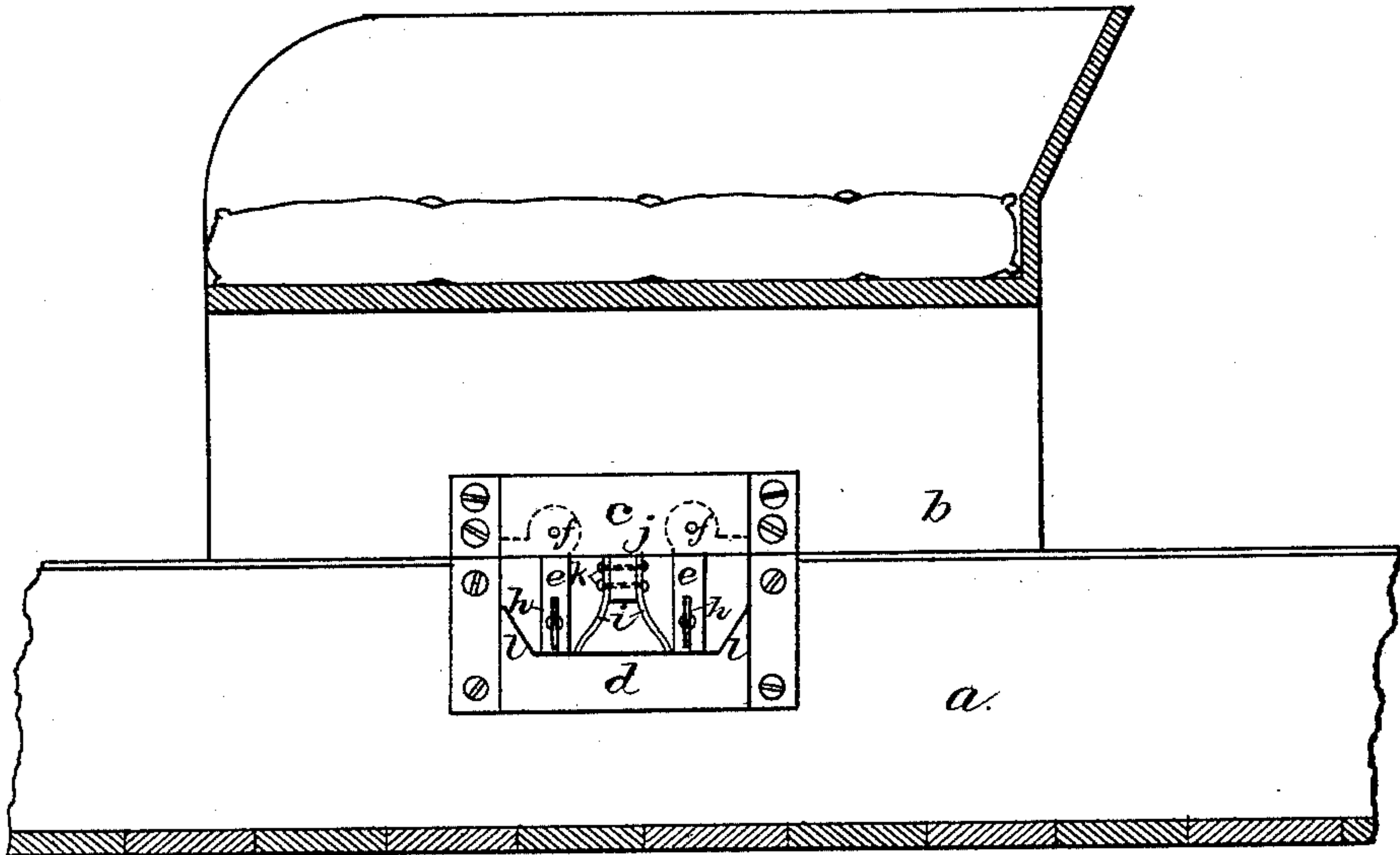


Fig. 1.

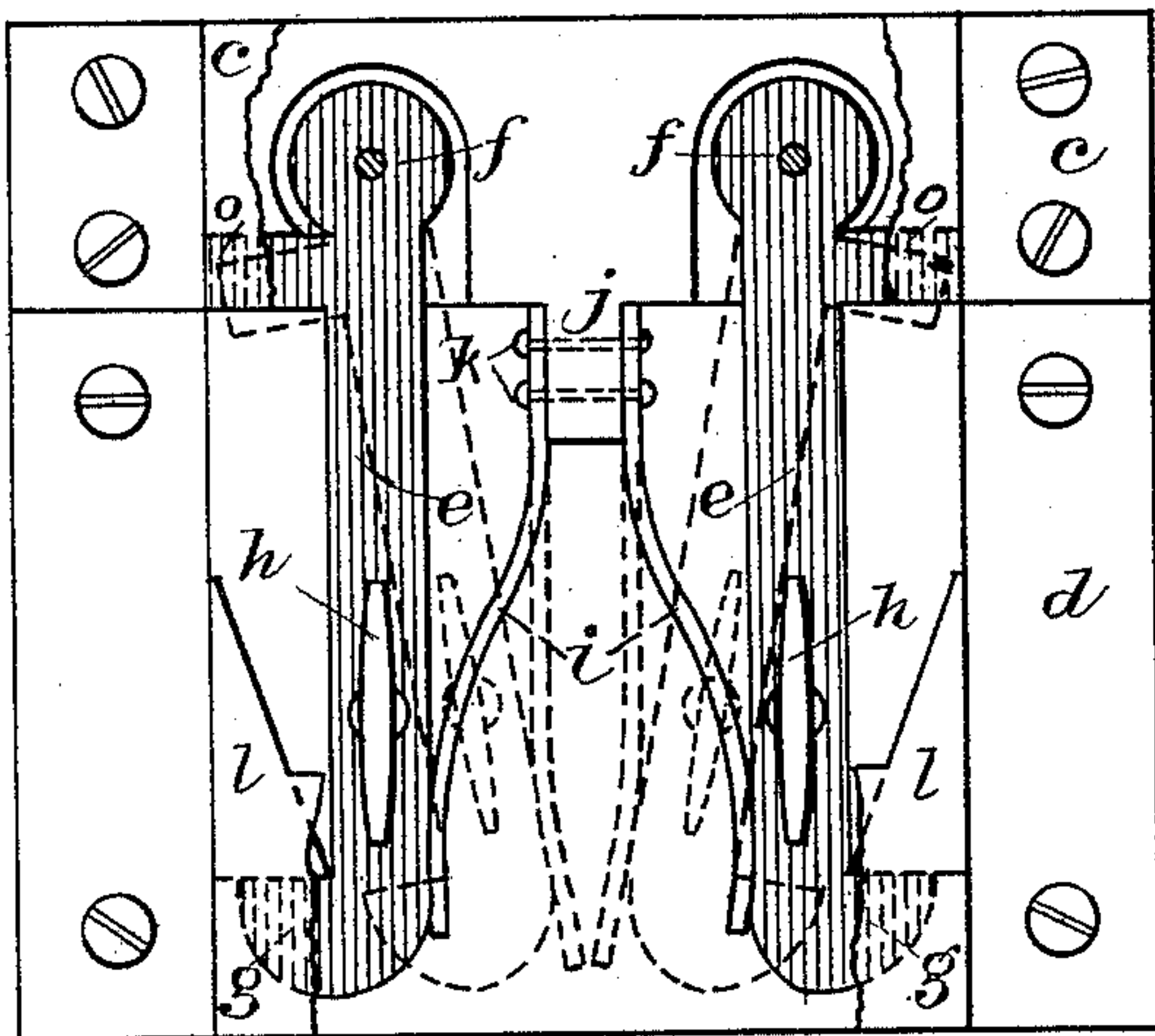


Fig. 2.

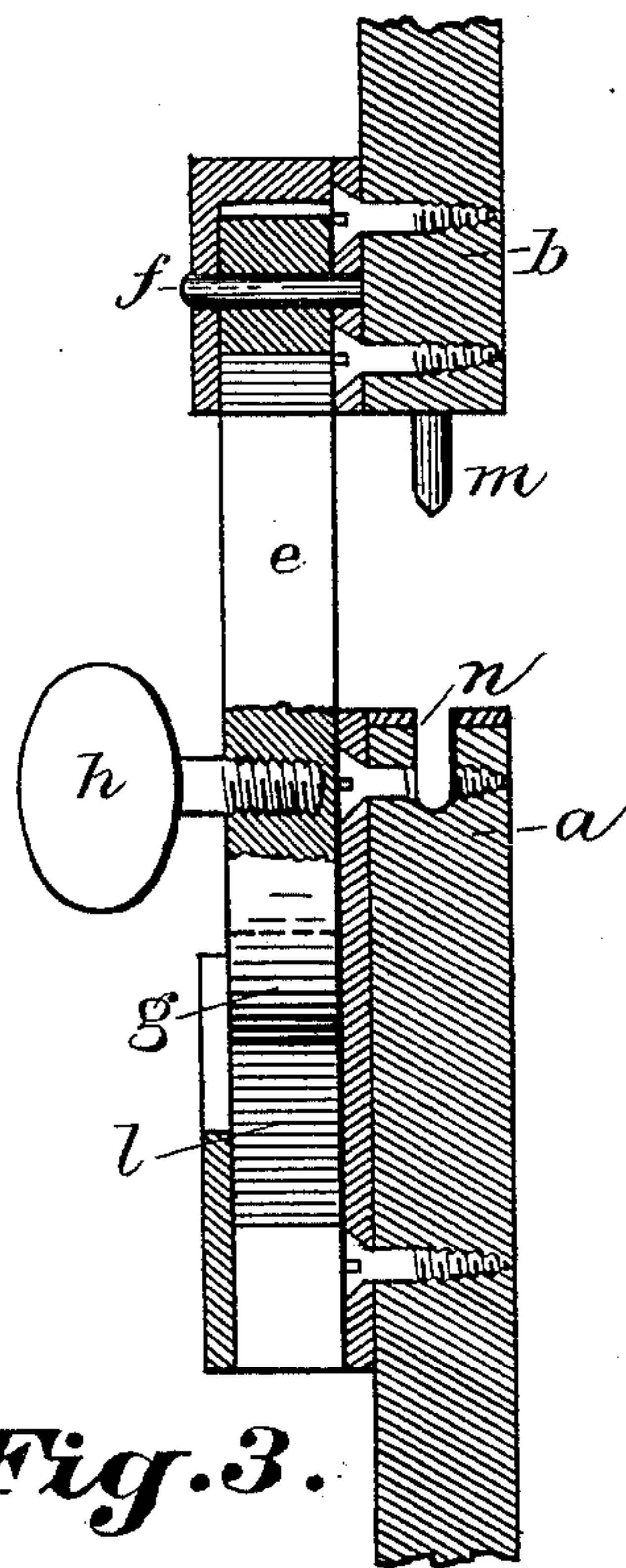


Fig. 3.

Witnesses:
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HARRY W. BLETHEN, OF DOVER, MAINE.

SEAT-LOCK.

SPECIFICATION forming part of Letters Patent No. 435,726, dated September 2, 1890.

Application filed June 9, 1890. Serial No. 354,723. (No model.)

To all whom it may concern:

Be it known that I, HARRY W. BLETHEN, of Dover, in the county of Piscataquis and State of Maine, have invented certain new and useful Improvements in Carriage-Seat Fasteners; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in carriage-seat fasteners, and is designed to lock the seat to the carriage-body.

It consists of latches pivoted to a case attached to the seat, and a spring which constantly tends to force the said latches apart, and a case attached to the carriage-body and having inclined striking-plates, with the under side of which said latches are arranged to engage.

In the drawings herewith accompanying and making a part of this application, Figure 1 is a section of a seat and body, showing method of attaching the fastener. Fig. 2 is a detail view of the fastener with part of the case broken out. Fig. 3 is a sectional view.

The same letters refer to like parts in all the figures.

In said drawings, *a* represents a carriage-body; *b*, a seat; *c*, the case attached to the seat, and *d* the case attached to the body.

Pivoted in case *c* are the latches *e*, extending downwardly and carrying handles *h*, and having at their ends shoulders for the purpose hereinafter specified. Springs *i*, attached to case *c*, are arranged to constantly tend to force said latches apart. These springs *i* may be attached to a lug *j* in said case *c*, or a coil-spring may be set between the two latches. The principal point to be gained is that the latches shall be constantly forced outward.

In the case *d* are inclined striking-plates *l*, with which the ends of the latches engage when the seat is placed on the body, and when the seat is down the ends of the latches are forced under the bottoms of the striking-plates and are held thereby, as shown in Fig. 2. It

will be evident that by means of the inclined ways *l* and the spring the seat will always lock itself.

To release the seat, press the latches toward each other and the finger ends of the latches will be drawn from engagement with the bottoms of the striking-plates into the position shown in dotted lines in Fig. 2. The seat is then free to be raised.

In order to limit the swing of the latches so that they may never be driven outwardly by the action of the spring beyond the striking-plate, a shoulder *o* may be set on the latch adapted to strike against a stop in the case.

The case *d* may be open at the bottom, so that no dirt can collect therein to prevent the free action of the latches.

In order to prevent the seat from moving sidewise, a socket *n* is made in the top of the carriage-body and a dowel set in the seat-frame adapted to enter said socket when the seat is placed in proper position.

The operation of my improved fastener will be sufficiently understood from what has already been said. Its advantages are that it is self-locking, that it operates with absolute certainty, and that it can be so readily unlocked.

Having thus described my invention and its use, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a carriage-seat fastener, the combination, with a case adapted to be attached to a carriage-seat and carrying spring-actuated pivoted latches having locking shoulders on their free ends, of a case adapted to be attached to the side of a carriage-body and having inclined striking-plates, substantially as and for the purposes set forth.

2. In a carriage-seat fastener, the combination, with a case adapted to be attached to a seat and carrying pivoted latches having shoulders at their lower ends and operating-handles set in their sides and springs adapted to hold said latches apart, of a case adapted to be attached to the side of the carriage-body and having inclined striking-plates, substantially as and for the purposes set forth.

3. In a carriage-seat fastener, the combination, with a case-seat having latches pivoted

thereto and a spring adapted to hold said
latches apart, and a dowel in the bottom of
the side frame of the seat, of a carriage-body
having attached thereto inclined striking-
5 plates adapted to engage said latches, and a
socket adapted to receive said dowel, sub-
stantially as and for the purposes set forth.

In testimony that I claim the foregoing as
my own I affix my signature in presence of
two witnesses.

HARRY W. BLETHEN.

Witnesses:

HEYMAN LEVIN,
ELGIN C. VERRILL.