

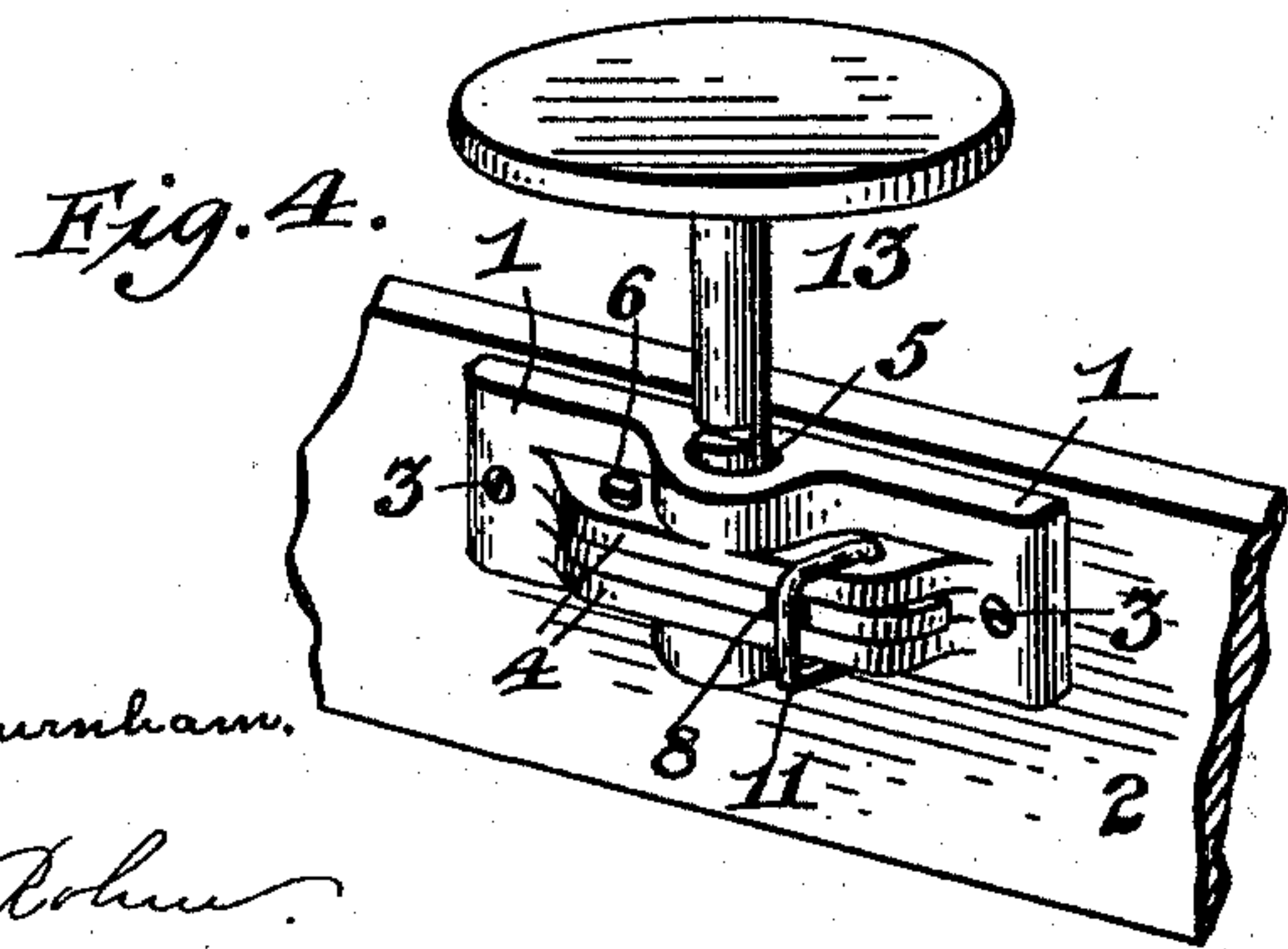
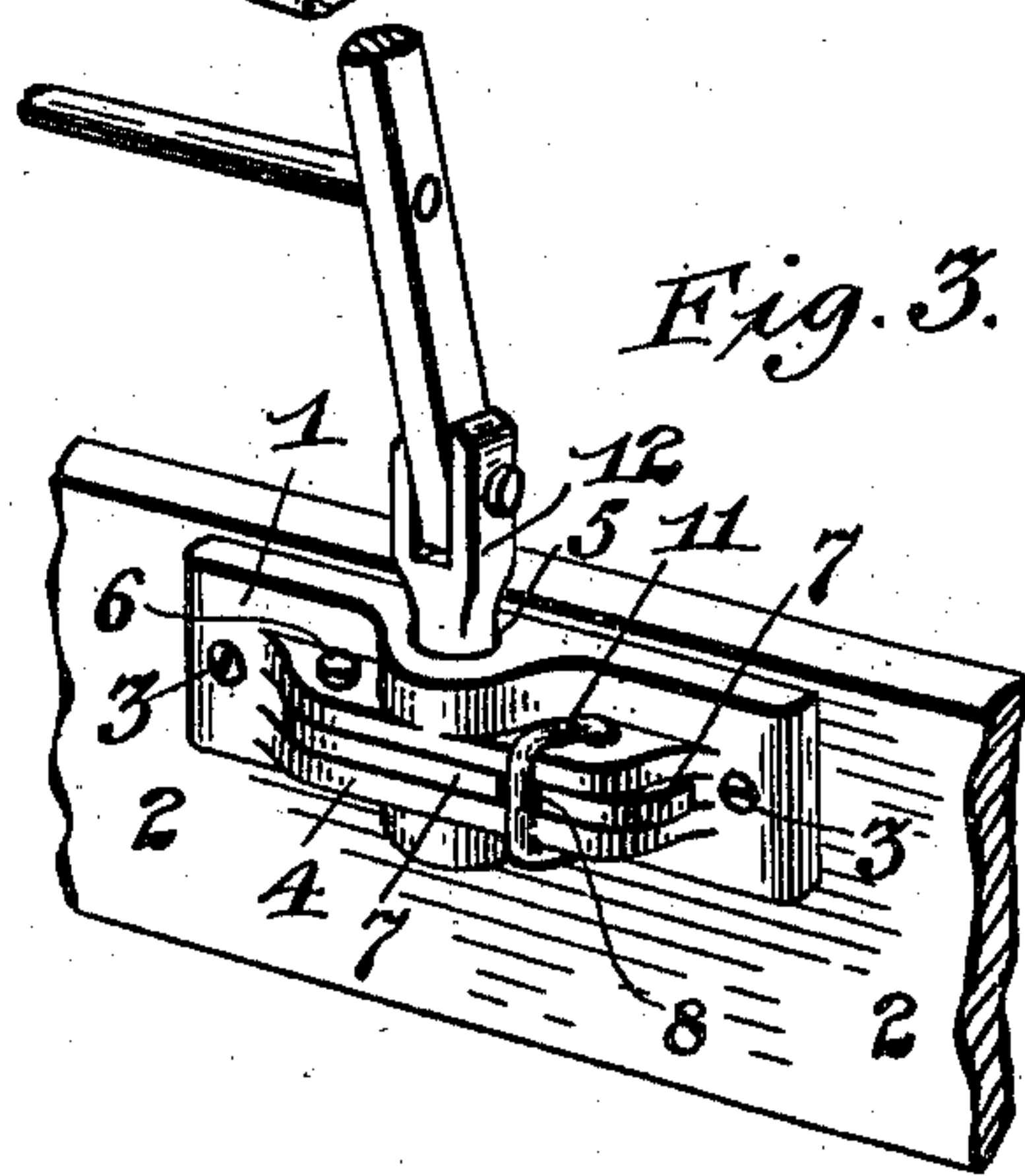
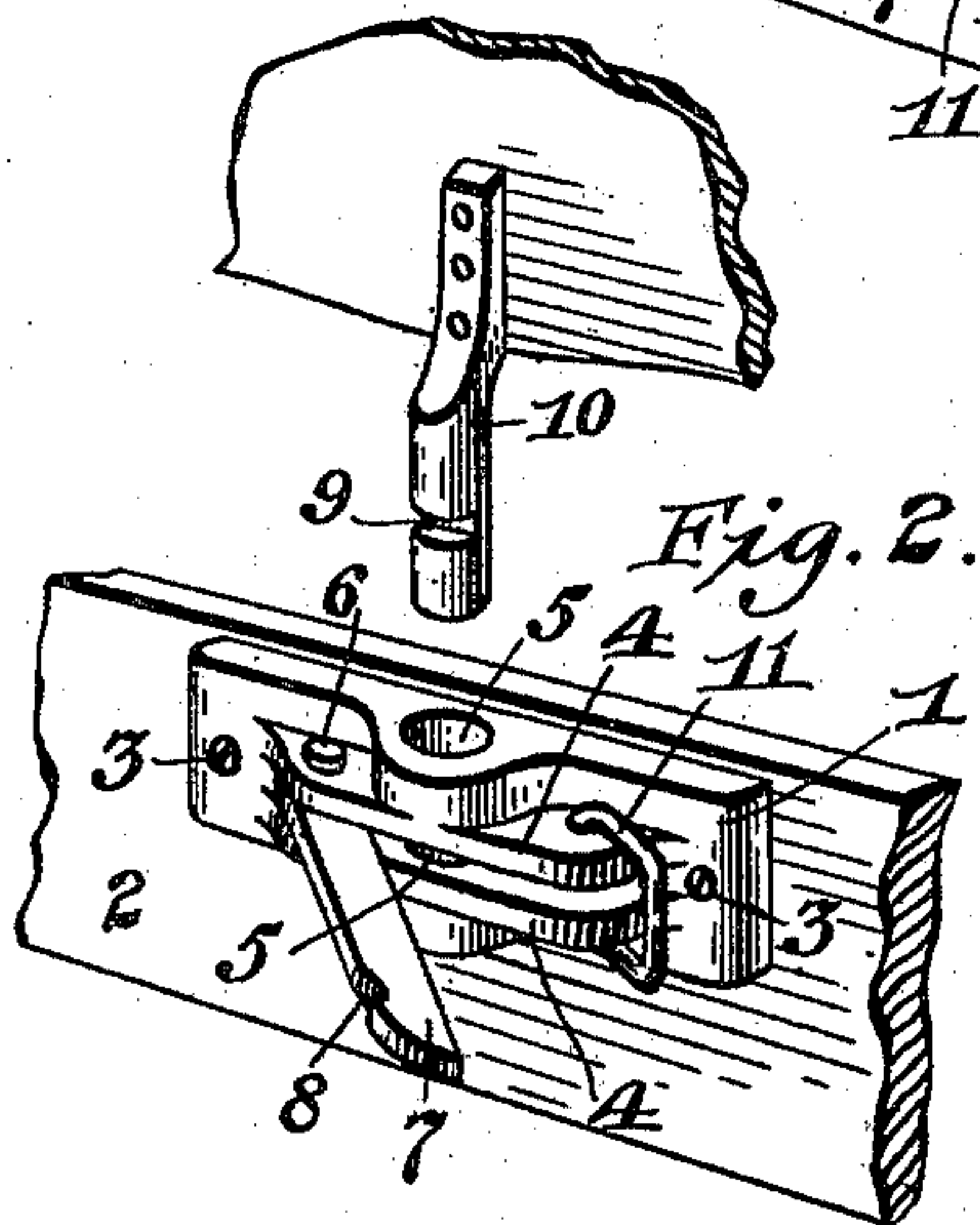
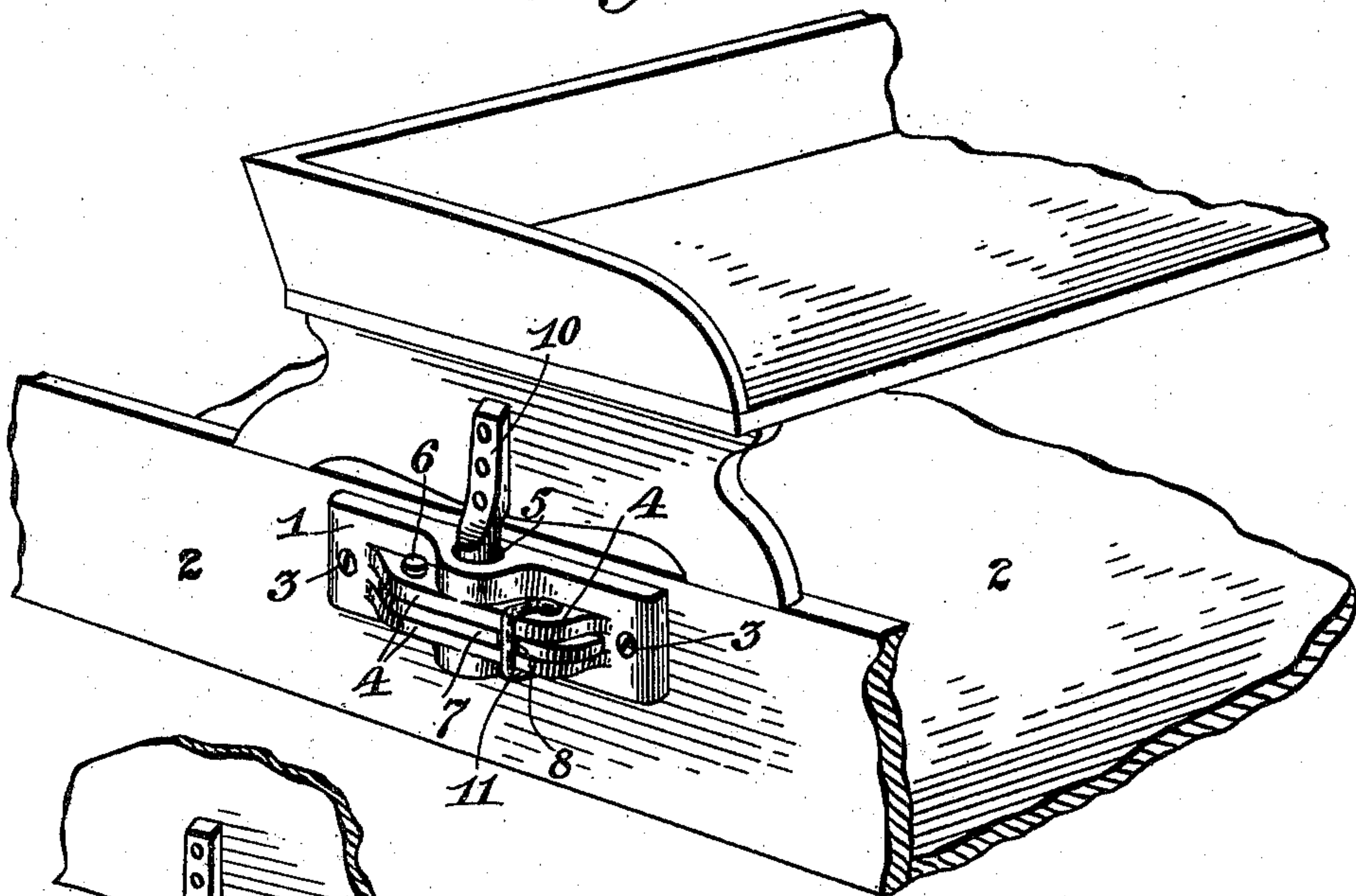
No Model )

F. L. WORLEY.  
SEAT LOCK.

No. 584,657.

Patented June 15, 1897.

*Fig. 1.*



WITNESSES

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# UNITED STATES PATENT OFFICE.

FRANKLIN L. WORLEY, OF RYAN, IOWA.

## SEAT-LOCK.

SPECIFICATION forming part of Letters Patent No. 584,657, dated June 15, 1897.

Application filed March 22, 1897. Serial No. 628,769. (No model.)

*To all whom it may concern:*

Be it known that I, FRANKLIN L. WORLEY, a citizen of the United States, residing at Ryan, in the county of Delaware and State of Iowa, have invented certain new and useful Improvements in Hay-Rack Fasteners, also Upright Seats for a Third Person, and Seat-Locks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to seat-locks for wagons, buggies, and similar vehicles wherein it is desirable that the seat may be secured in a positive and yet easily-removable manner. The utility of my invention is not, however, confined to that indicated, but may receive certain further applications hereinafter to be fully indicated.

In describing my invention I will make use of the accompanying drawings, in which—

Figure 1 represents a perspective view of the lock with portions of a wagon-box and a wagon-seat. Fig. 2 is a segregated view of the parts. Fig. 3 represents the lock as applied to a hay-rigging. Fig. 4 represents the same as supporting an extra seat.

In the several figures the same part is indicated by the same numeral.

In the said drawings the reference-numeral 1 designates a metal plate adapted to be secured to the wagon body or box 2 by screws 3, passing through holes in said plate. This plate is formed with two outwardly-projecting lugs 4, formed with alined holes 5, and also formed with laterally-projecting extensions 4<sup>a</sup>. There is a space between said lugs and extensions to receive a key 7, pivoted at 6 to the extensions 4<sup>a</sup> at one side and formed near the free end with a notch 8.

The numeral 10 designates a seat-iron formed intermediate the ends with a slot 9, with which said key is adapted to engage. Pivoted to the extensions 4<sup>a</sup> opposite to the pivotal point of the key is a bail 11, which is adapted to engage with the notch in the key.

In practice the seat-iron is passed through the alined holes 5 of the lugs 4 and the key is turned in so as to engage with the slot 9 and the bail is then turned so as to engage with the slot in the key. By this means the seat-iron is held securely in place and cannot be removed until the bail is turned back out of engagement with the key and the latter swung out of engagement with the slot 9.

I do not wish to limit my invention to a seat-lock, as the iron 10 may be forked at the upper end, as seen at 12, Fig. 3, so as to be secured to and support the frame of a hay-wagon.

In Fig. 4 I have shown a modified construction in which a single seat-iron is employed to support a circular seat 13.

Having thus fully described my invention, what I claim is—

The combination with the plate formed with two lugs having alined holes and also formed with lateral extensions, of the key pivoted to the extensions at one side of said lugs and formed with a notch near the free end, the bail pivoted to the other extensions and the iron passing through said lugs and formed with a slot with which said key engages, substantially as described.

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

FRANKLIN L. WORLEY.

Witnesses:

HERMAN C. KOEHLER,  
FRED DUNCAN.