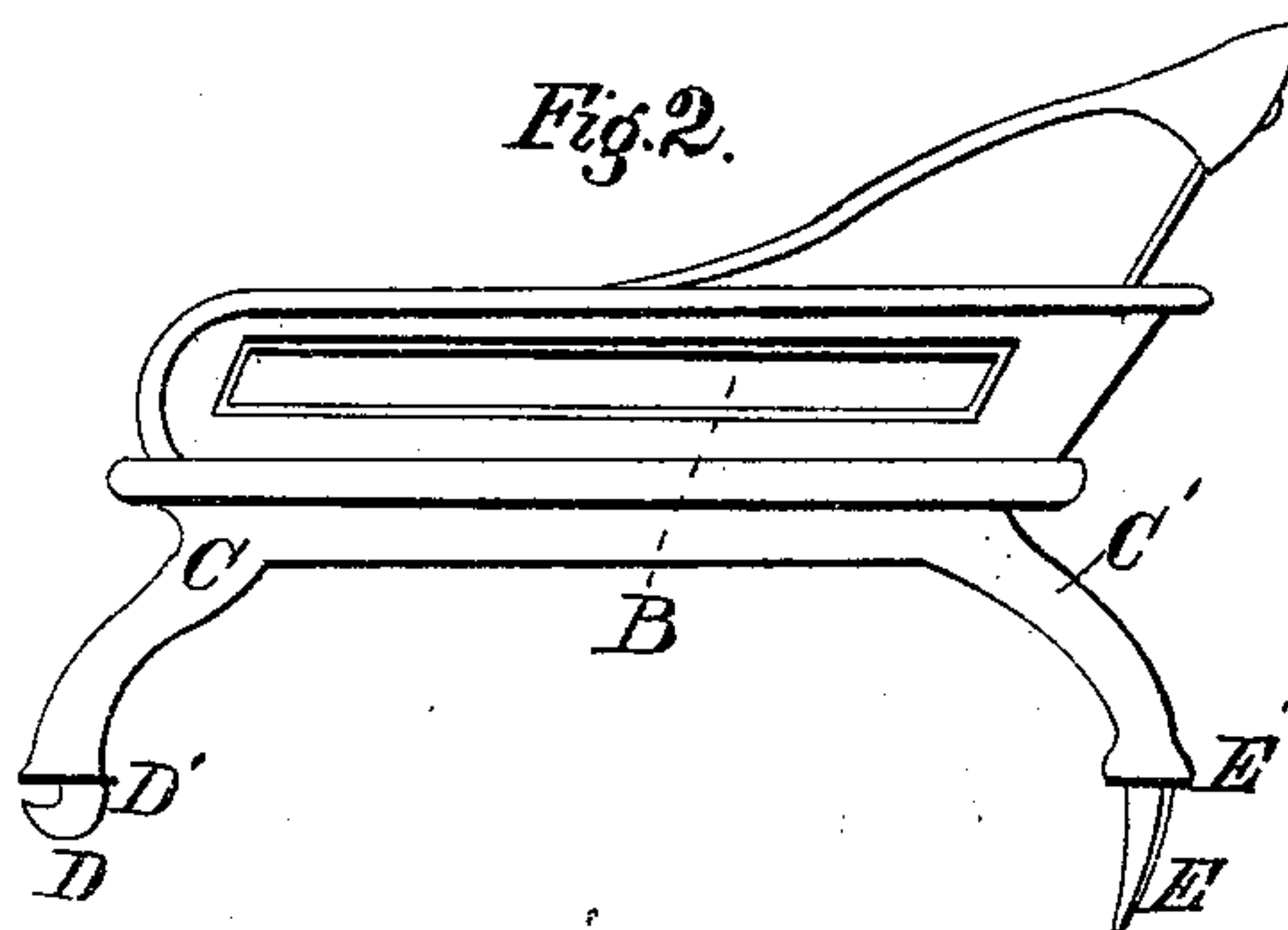
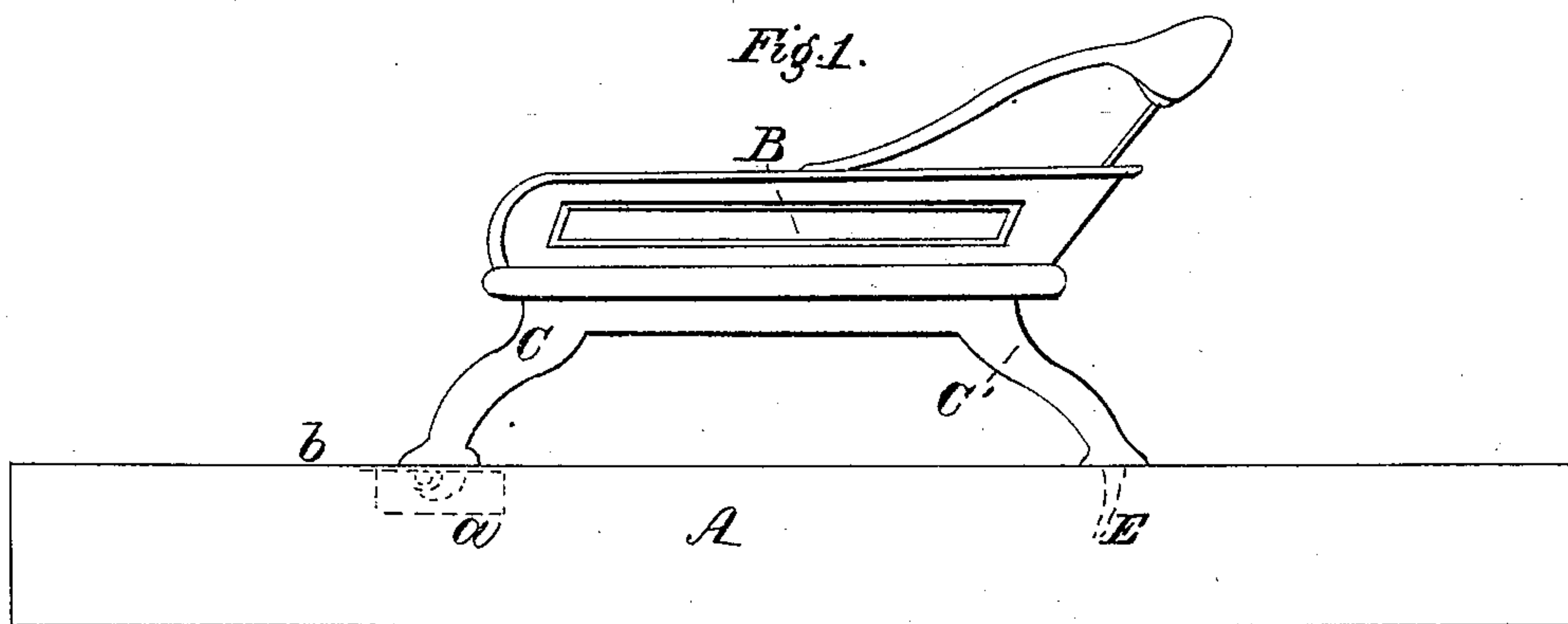


W. BEERS.  
Carriage Seat Fastening.

No. 89,276.

Patented April 27, 1869.



Inventor  
Wm. Beers

Witnesses  
J. H. Burridge  
Frank J. Alden



WILLIAM BEERS, OF MILAN, OHIO, ASSIGNOR TO HIMSELF AND  
WILLIAM McMILLEN, OF SAME PLACE.

*Letters Patent No. 89,276, dated April 27, 1869.*

**IMPROVEMENT IN FASTENINGS FOR CARRIAGE SEATS.**

The Schedule referred to in these Letters Patent and making part of the same.

*To all whom it may concern:*

Be it known that I, WILLIAM BEERS, of Milan, in the county of Erie, and State of Ohio, have invented a certain new and improved Buggy-Seat Attachment; and I do hereby declare that the following is a full and complete description of the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a side view of the seat.

Figure 2, a detached view of the same.

Like letters of reference refer to like parts in the different views.

This invention relates to a peculiar manner of securing a seat to the body of a buggy, so that said seat shall not become detached by any sudden forward movement of the carriage.

In fig. 1, A represents the box, or body of the buggy, and

B, the seat, which is supported upon the legs or standards C C'.

In the end of the front standard C, is secured a flattened hook, D, fig. 2, and in standard C', dowel-pins E.

In the edge of the sides of the box are sunk mortises, indicated by the dotted line *a*, fig. 1. Over said mortise is secured a plate, also indicated by a dotted line *b*, in which is cut a slot, for the admission of the hook referred to.

The manner of attaching the seat is as follows:

The hooks D are first inserted in the mortises *a*, which is done by elevating the rear side of the seat, so as to cause the hook to penetrate under the front end of the slot of the plate. This being done,

the rear end is then depressed, so as to bring the dowels E into their respective holes. The seat, when thus attached, is shown in fig. 1, in which it will be seen that the hook is caught under the front end of the slot of the plate, and therefore cannot pull out, without first elevating the rear side, thereby withdrawing the dowels, and thus allow the hook to be drawn back from under the plate, in order for its removal.

The pins E are bent or curved toward the hook D, hence the distance from D to E is less than from the shoulder of the hook at D' to the shoulder or upper part of the pin at E'. By this means the pressure of the pin by the weight above, will at all times tend to force the hook D into the slot, and retain it there in place, and will also prevent the seat from rising up and moving back out of place.

This manner of securing the seat to the box is simple and easily done, requiring but little time and skill in its performance, and is perfectly safe, hence no accident can occur to those riding, in consequence of the seat becoming detached, by any sudden forward movement of the carriage.

What I claim as my improvement, and desire to secure by Letters Patent, is—

The hook D and plate *b*, in combination with the pins E, seat, and box, arranged in relation to each other, as and for the purpose substantially as set forth.

WILLIAM BEERS.

Witnesses:

G. R. GASTON,  
WM. GALPIN.