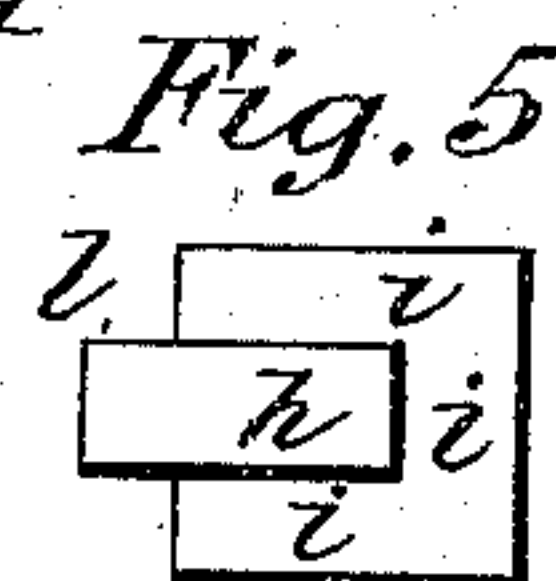
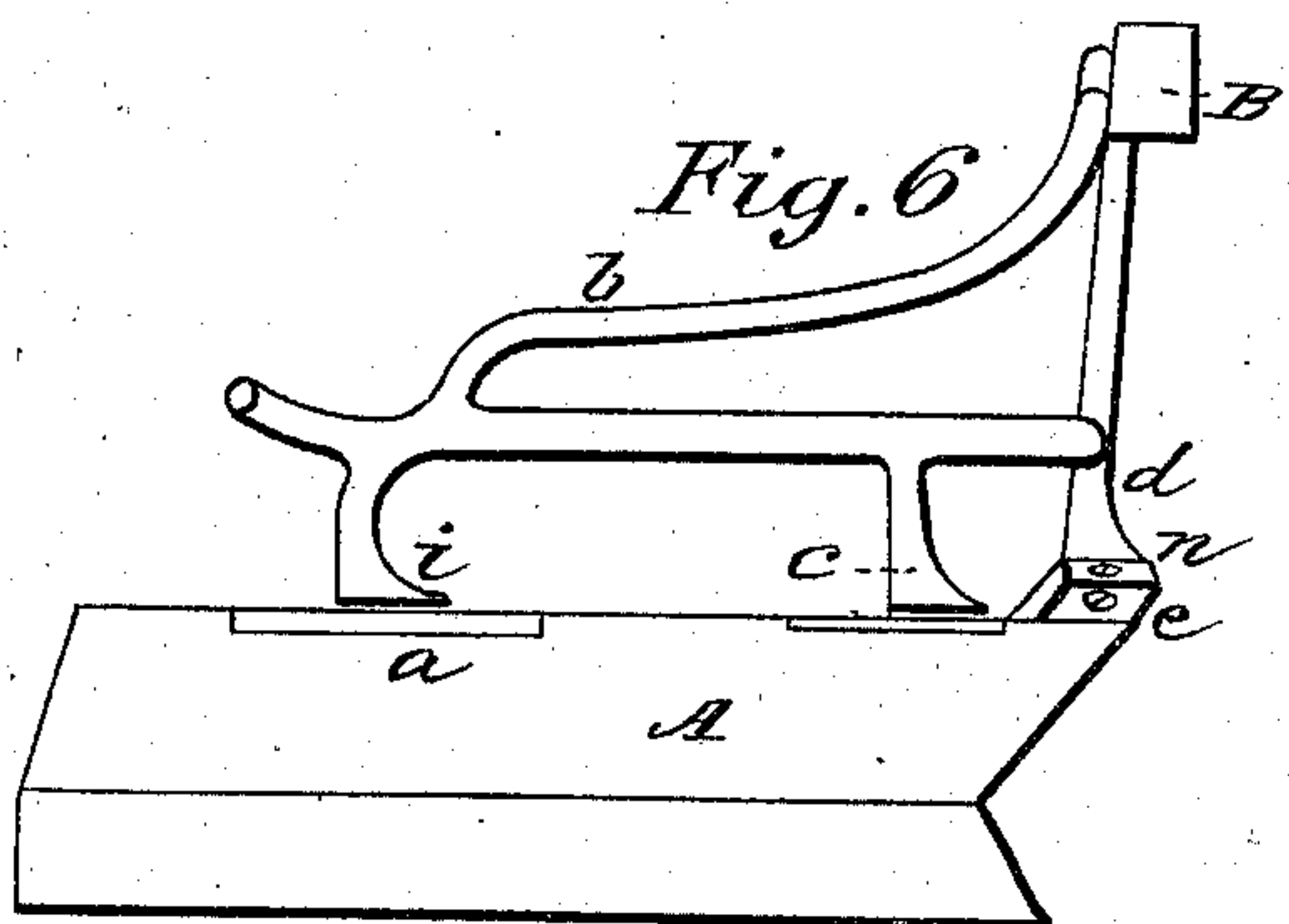
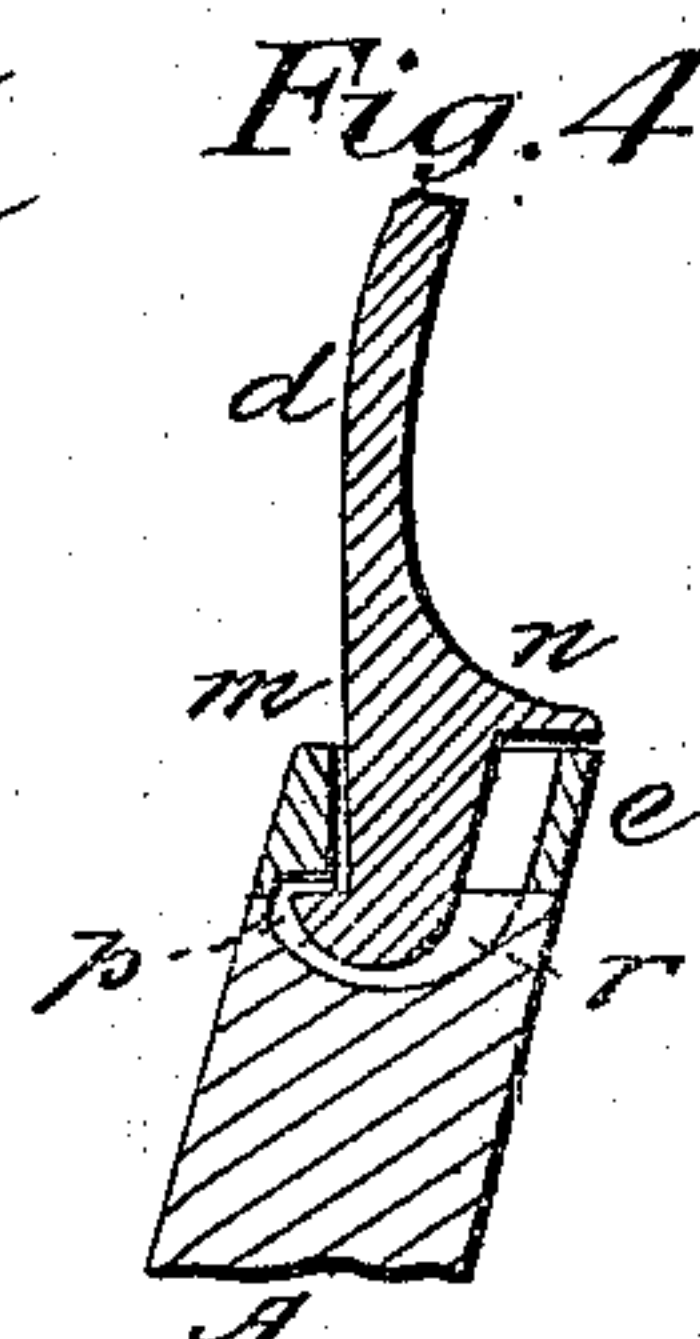
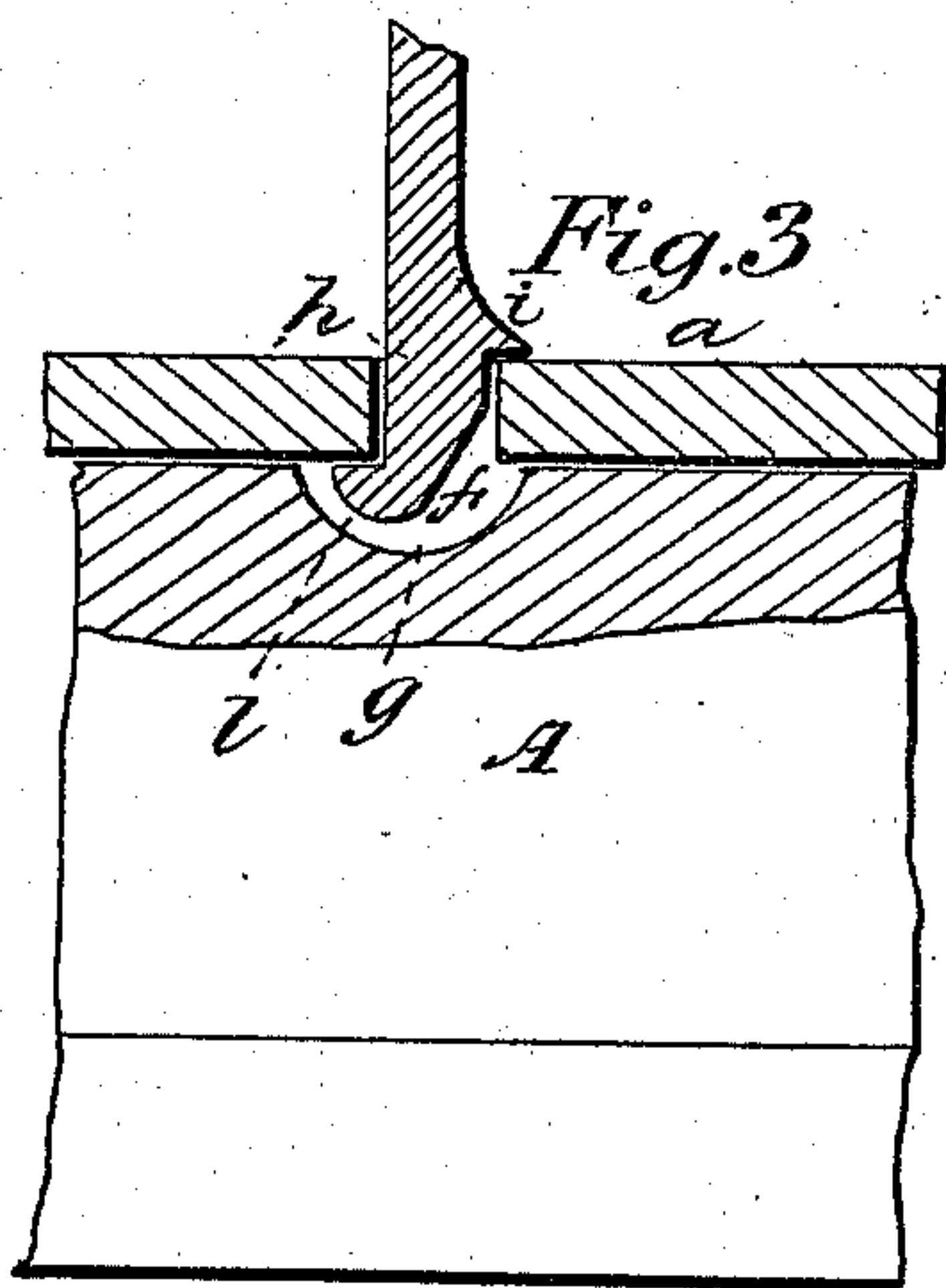
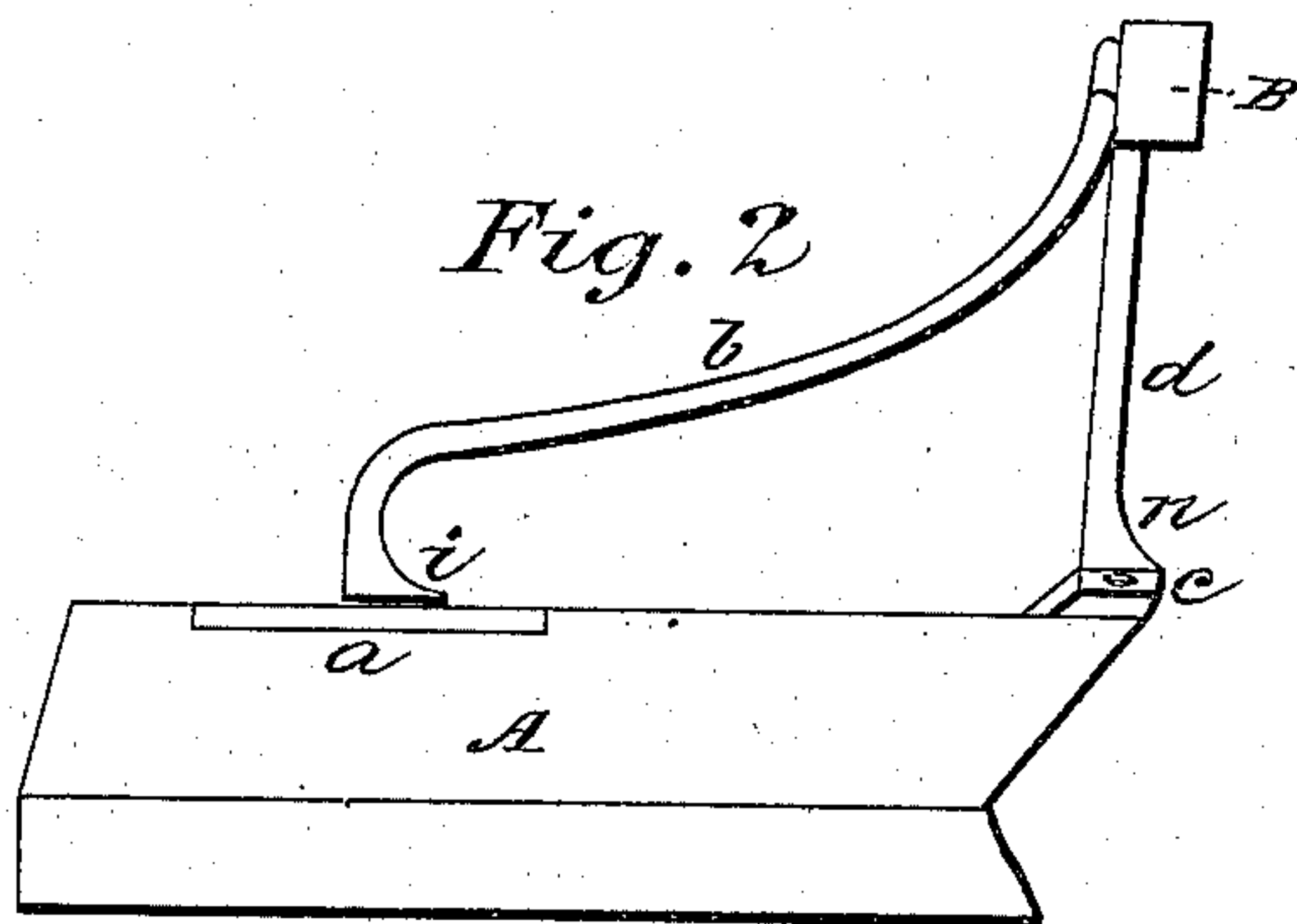
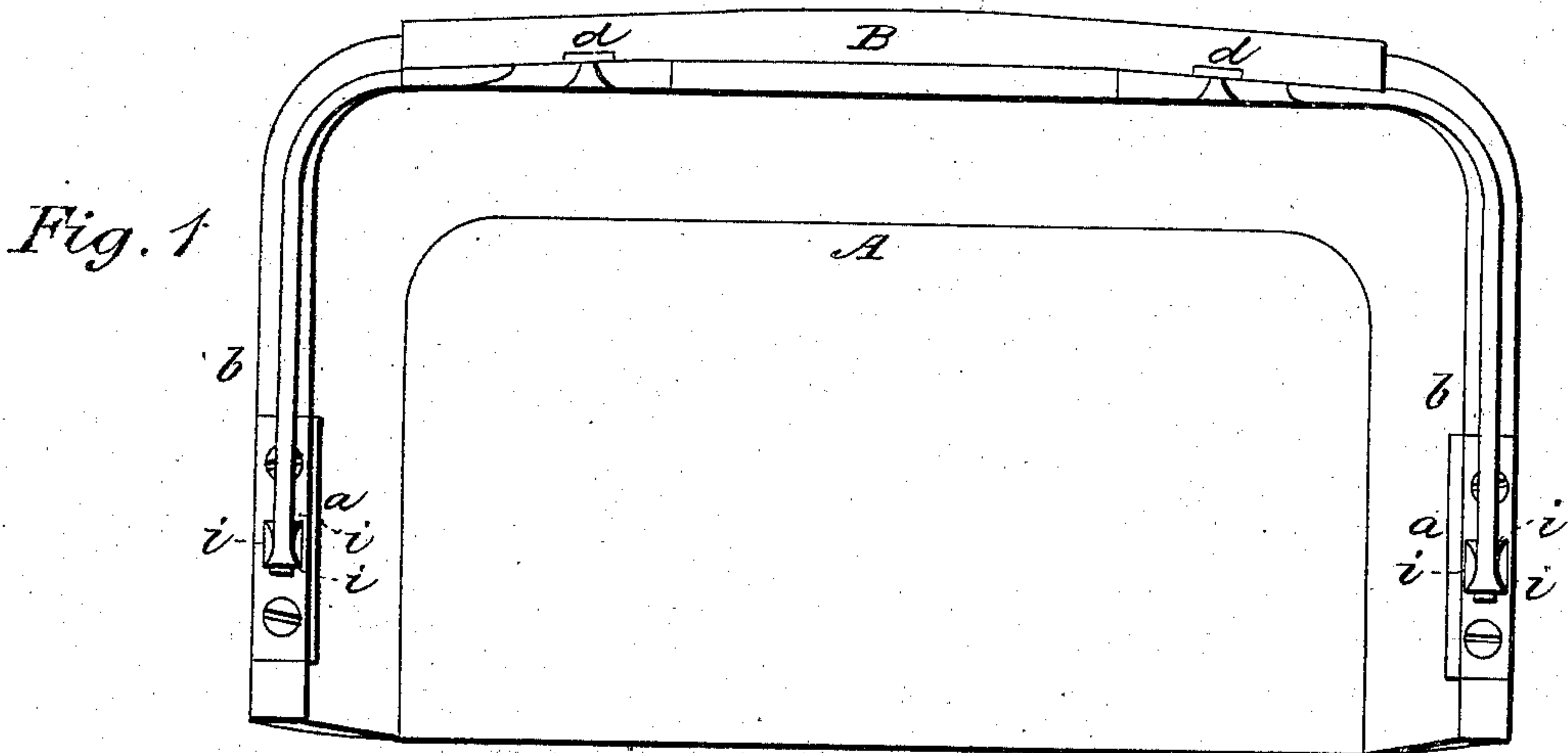


S. TOOMEY.
Carriage Seat.

No. 98,721.

Patented Jan. 11, 1870.



Witnesses:
A. S. Van Franken
Wm. Frank Browne

Inventor:
Samuel Toomey,
Byler's atty.
J. S. Brown

United States Patent Office.

SAMUEL TOOMEY, OF WILMOT, OHIO.

Letters Patent No. 98,721, dated January 11, 1870.

IMPROVED CARRIAGE-SEAT.

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, SAMUEL TOOMEY, of Wilmot, in the county of Stark, and State of Ohio, have invented an Improved Carriage-Seat; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification—

Figure 1 being a top view of a carriage-seat provided with my improvements.

Figure 2, a side view thereof.

Figure 3, a vertical section of a detached portion on an enlarged scale.

Figure 4, a vertical section of another part on an enlarged scale.

Figure 5, a bottom view of the hook-tenon on an enlarged scale.

Figure 6, a side view of a carriage-seat, showing an application of the invention in a modified manner.

Like letters designate corresponding parts in all of the figures.

My invention consists in improved means of connecting a shifting back to the seat of a buggy or other carriage, substantially as herein specified.

Letter A represents the seat; and

B, the removable or shifting back.

The seat A, by my improved construction, is entirely free from projections, having a perfectly smooth and regular outline.

The only parts thereon required, to make the connection with the back, are two forward eye or mortise-plates *a a*, and two back mortise-plates *c c*, all let into the top of the seat-rim, flush with the surface thereof. These mortise-plates are secured to the seat by screws.

Under the forward mortise-plates *a a*, beneath and around the mortises or eyes *f f* therein, are cavities *g g*, to give room for the insertion of the hooks *l l* of the tenons *h h*, on the ends of the arms *b b* of the shifting back; and similar cavities *r r* are made under the back mortise-plates *c c*, for the reception of the hooks *p p* of the tenons *m m*, at the ends of the back-supporting standards *d d*.

The said hooks *l l* and *p p* are short, and of such form as to enable the back to be applied to a seat of usual form, without projections therefrom, and with the usual flaring sides thereof, so that when the back is removed there are no inconvenient or unsightly projections thereon.

The front mortises *f f* are rectangular, and the base of each tenon *h* is of the same form, and of a size to tightly fill the length and breadth thereof, at the top; but the rear part of the tenon slopes for-

ward from near the base, (as shown in fig. 3,) to allow the hook *l* to be inserted, by tipping the back forward, for inserting the tenons in the mortises.

Another feature of the invention, indispensable to its perfect working, is the wide shoulder *i* at the base of the tenon, on the sides and rear thereof, (as represented,) in order to give a firm and well-braced bearing to the arms of the seat, both against the back and side, yielding; but there is no shoulder on the front side, in order not to impede the insertion of the hook-tenons in place.

It is also important to the successful operation of the invention, that when the seat is brought back into position, after locking the front tenons, there should be a spring pressure of the rear shoulders *i i* upon the mortise-plates *a a* of the seat.

By my construction, the elasticity of the arms *b b* secures this pressure when the seat is locked down behind.

The rear hook-tenons *m m* are precisely similar in construction and arrangement to the front tenons *h h*, except that they do not fill the mortises in the plates *c c* from front to rear; but there is sufficient open space to allow the hooks *p p* to enter by pressing the tenons directly down into the mortises, as we must do.

Then, the standards *d d* have sufficient elasticity, and are so arranged as to spring the tenons forward, and cause the hooks *p p* to hook under the plates at the forward edge of the mortises, as shown in fig. 4. This holds the tenons securely in place, and the more the sitters press back on the seat, the more securely the hooks bind.

These tenons also have wide side and rear shoulders *n n*, the same as the front, so that the back is strong and firm.

To remove the back, the standards *d d* are sprung back till the hooks *p p* are relieved from the front edges of the mortises, when the back tenons may be at once lifted out of the mortises.

The lower end of the tenons may be rounded, as shown, so that they may be self-entering into the mortises.

In fig. 6 is shown how a back with a rail is applied to the seat by my improvement.

There may be an intermediate standard, *s*, between the front and the back standards, each side of the seat.

The upper edge of each hook, *l* and *p*, is square, and straight on top, where it bears under the mortise-plate.

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

1. The construction of the forward hook-tenons *h h* with the following peculiarities, to wit: with the rectangular hooks *l l*; with bases completely filling the length and breadth of the mortises, but with their rear edges, bevelled downward and forward therefrom; and with wide shoulders *i i i* at the sides and rear, but none in front; all parts arranged in relation to one another, substantially as and for the purposes herein specified.

2. In combination with the front tenons *h h*, the

back locking-tenons *m m*, when arranged so that they lock by springing forward in their mortises, substantially as and for the purpose herein set forth.

The above specification of my improved carriage-seat, signed by me, this 20th day of February, 1868.

SAMUEL TOOMEY.

Witnesses:

J. S. BROWN,

A. S. VAN VRANKEN.