T. T. HAYDOCK.

Corner Iron and Rest for Shifting-Rails of Vehicles.

No. 214,296. Patented April 15, 1879.

Fig. 1.

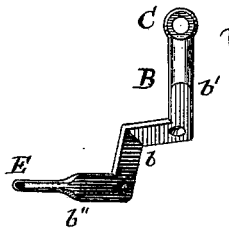


Fig. 2.

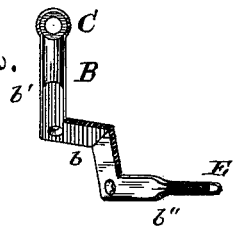


Fig. 3.

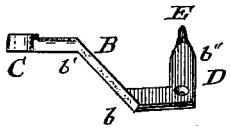


Fig 4.

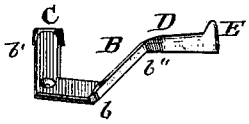
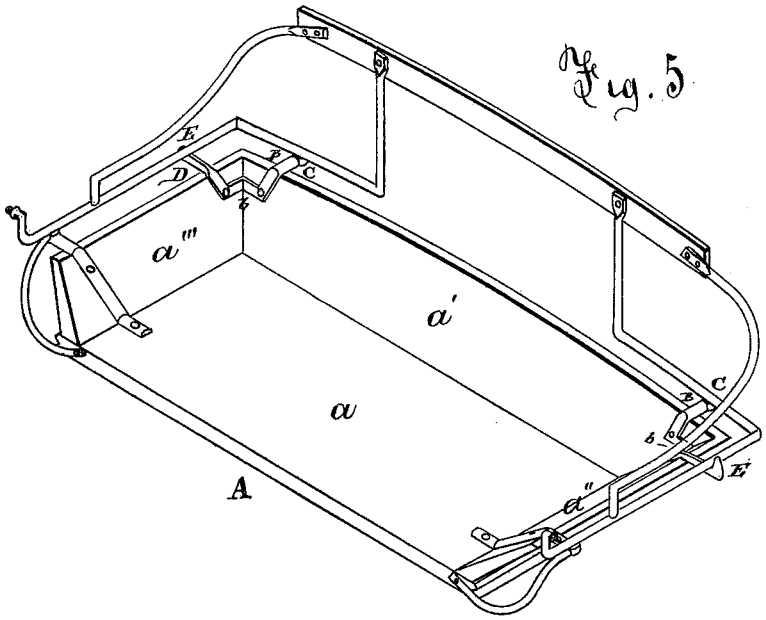


Fig. 5



Inventor:

Thomas T. Haydock

By Knight Bros.

Attys.

Attest

Walter Knight

Walter Allen

UNITED STATES PATENT OFFICE.

THOMAS T. HAYDOCK, OF CINCINNATI, OHIO.

IMPROVEMENT IN CORNER-IRONS AND RESTS FOR SHIFTING-RAILS OF VEHICLES.

Specification forming part of Letters Patent No. **214,296**, dated April 15, 1879; application filed January 10, 1879.

To all whom it may concern:

Be it known that I, THOMAS T. HAYDOCK, of Cincinnati, Hamilton county, Ohio, have invented a new and useful Combined Shifting-Rail Rest and Corner-Iron for Buggy-Seats, of which the following is a specification.

My invention relates to an angular-formed piece, preferably of malleable iron, which, being attached to the rear corners of the seat and extending over its edges, serves to brace and fasten together the wooden slabs that constitute the back and the ends of the seat. One limb of my said iron, which projects over and rests upon the seat-back, terminates in an eye which receives the bolt of the shifting-rail. The other limb, which projects over and rests upon the end slab, terminates in an upturned lip, that serves to retain that part of the shifting-rail which rests upon it.

In the accompanying drawings, Figures 1 and 2 are, respectively, a top view of my right-hand and of my left-hand corner-irons. Figs. 3 and 4 are, respectively, a side elevation and a front elevation of my left-hand iron. Fig. 5 represents, by perspective view on a smaller scale, a pair of my irons in position upon a buggy-seat.

A may represent a customary wooden seat for a buggy, *a* constituting the base, *a'* the back, and *a''* *a'''* the two ends.

My irons are formed in pairs, right and left, and of the shape represented, each being bent or curved, *b*, at its mid-length, to fit the re-entrant corner of the seat, and again bent, *b'* *b''*, so as to project horizontally over the back and ends, respectively. That limb or member, B, which extends over the back, terminates in an eye, C, for the attaching-bolt of the shifting-rail; and that limb, D, which extends over the end terminates in an upturned lip, E, to hold that portion of the shifting-rail which reposes upon said limb.

Orifices F allow the insertion of wood-screws or of bolts, by which the irons are secured to the seat, so as to be supported by and at the same time brace the latter.

These screws or bolts, entering the side instead of the top edge of the slabs, possess a much firmer hold and are less subject to be torn loose than in the customary forms.

One limb containing the socket for the attaching-bolt of the shifting-rail dispenses with the need of a distinct bracket-piece for this purpose.

For seats with rounded corners a correspondingly-curved bend is formed instead of the angular form *b*.

I claim as new and of my invention—

The angularly-formed corner-iron having a limb, B, terminating in an eye, C, and a limb, D, terminating in an upturned lip, E, the whole being formed in one piece or casting, and affording a rest and socket for the shifting-rail, and a brace for the seat-back, substantially as set forth.

In testimony of which invention I hereunto set my hand.

THOMAS T. HAYDOCK.

Attest:

GEO. H. KNIGHT,

L. H. BOND.