

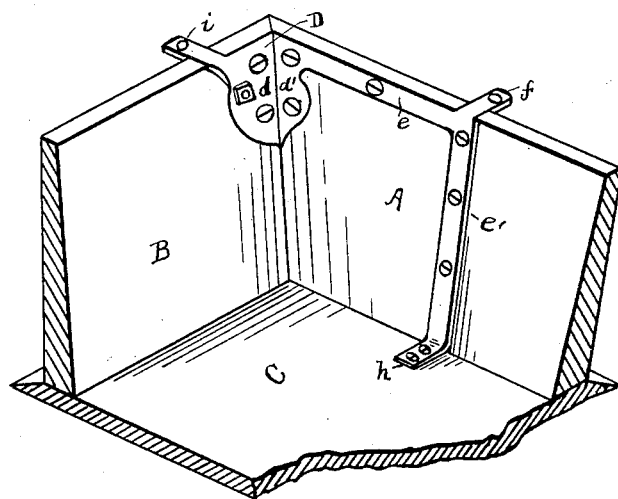
(No Model.)

J. M. DAVIDSON.

CORNER IRON FOR CARRIAGE SEATS.

No. 348,621.

Patented Sept. 7, 1886.



Witnesses
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Geo. B. Barnell

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UNITED STATES PATENT OFFICE.

JOHN M. DAVIDSON, OF COLUMBUS, OHIO, ASSIGNOR TO THE GLOBE SEAT COMPANY, OF SAME PLACE.

CORNER-IRON FOR CARRIAGE-SEATS.

SPECIFICATION forming part of Letters Patent No. 348,621, dated September 7, 1886.

Application filed March 18, 1886. Serial No. 195,671. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. DAVIDSON, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a new and useful Improvement in Corner-Irons for Carriage-Seats, of which the following is a specification.

My invention relates to improvements in corner-irons used for strengthening the various parts forming the seat of a vehicle, and the objects of my improvements are to form a seat-iron with shifting-rail connections of one continuous metal piece, simple in form and adapted to be readily attached to the parts forming the seat in such manner as to greatly strengthen their connection, and to produce the same in a neat form and at a low cost of manufacture. I attain these objects in the manner illustrated in the accompanying drawing, in which the figure is a perspective view of a corner of a carriage-seat, showing my device attached thereto.

Similar letters refer to similar parts.

A represents the back of a carriage-seat, B one end, and C the bottom, which are connected together in the usual manner.

D represents the seat-iron, consisting of an angular piece of metal of such shape as to fit within the angle formed by the connection of the back and end of the seat, and having its diverging wings *d d'* extending from the tops of the parts a short distance down the angle formed by the connected parts, and bearing, respectively, against the end and back of the seat. From the outer upper corner of the wing *d* is made to project outwardly over the top of the end a lug, *i*, which is preferably fitted into a cut in the top edge of the end piece, B, so that its upper surface is flush with the top of said end piece. This lug *i* is provided with a vertical perforation in its outer end for the reception of one of the downwardly-projecting pins or bolts of the shifting-rail. Extending from the upper outer corner of the wing *d'*, a short distance along the inner side,

near the upper edge of the back A, is an arm, *e*, having a perforated lug, *f*, extending longitudinally rearwardly, its upper side being flush with the top of the back, as described for the lug *i*, with which it corresponds in shape. Extending downwardly to the seat-bottom from the extremity of the arm *e*, at nearly right angles therewith, is an arm, *e'*, having a forwardly-projecting flange or lug, *h*, adapted to rest on the upper surface of the seat-bottom. The wings *d d'*, arms *e e'*, and flange *h* are provided with suitable screw-holes, to allow the same to be securely fastened to the parts.

It is well known that the weak points in the usual connections of the back and ends of a seat are at the upper portion of the points. The above-described device dispenses with the use of the heavy irons usually made to extend the full length of the joint, and by means of the wings of the short angle-piece and the back arms, *e* and *e'*, the latter having a flange, *h*, secured to the bottom of the seat at a point distant from the corner, a simple and effective iron is produced, which can be made at a low cost of manufacture.

I am aware of inventions of others in which the corner-irons having flanged tops are made to extend to the seat, and diagonal arms made to extend obliquely therefrom, and do not claim these points.

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

A corner-iron for carriage-seats, consisting of a short angular piece, D, longitudinal arm *e*, and vertical arm *e'*, having a flanged bottom, and rail-supporting lugs *i f*, projecting, respectively, from the wing *d* and arm *e*, the whole secured to the seat parts, substantially as and for the purpose specified.

JOHN M. DAVIDSON.

Witnesses:

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