

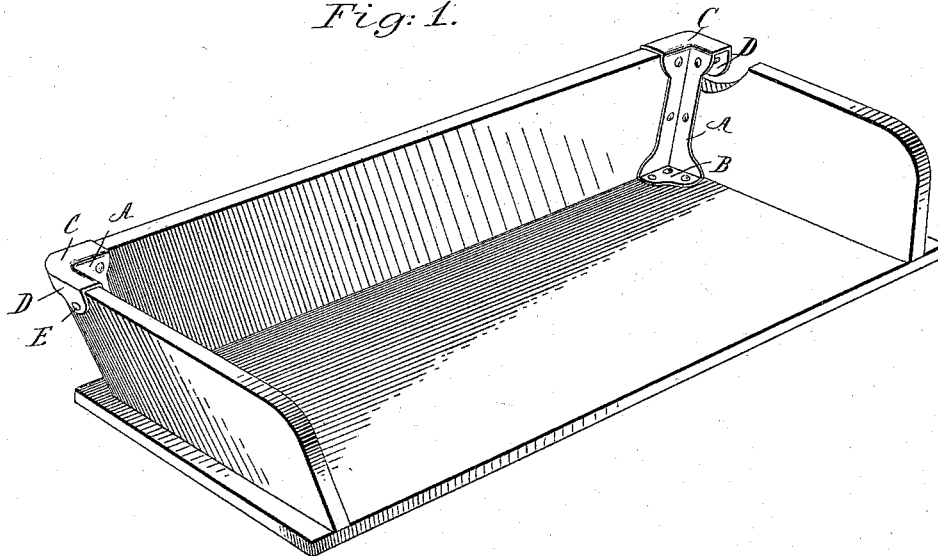
(No Model.)

C. C. FIELD.  
CORNER IRON FOR VEHICLE SEATS.

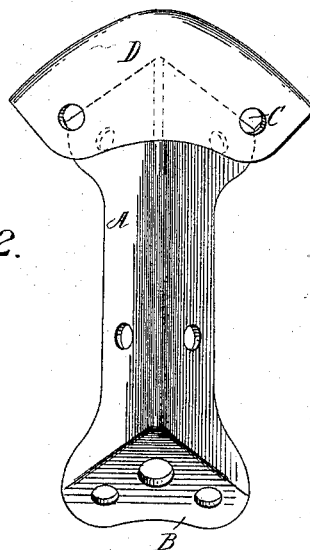
No. 526,223.

Patented Sept. 18, 1894.

*Fig: 1.*



*Fig: 2.*



WITNESSES:

*John A. Rennie*  
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INVENTOR

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# UNITED STATES PATENT OFFICE.

CHARLES C. FIELD, OF NEW YORK, N. Y.

## CORNER-IRON FOR VEHICLE-SEATS.

SPECIFICATION forming part of Letters Patent No. 526,223, dated September 18, 1894.

Application filed May 24, 1894. Serial No. 512,287. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES C. FIELD, of New York, in the county and State of New York, have invented a new and Improved  
5 Seat Corner-Iron, of which the following is a full, clear, and exact description.

The invention consists of an angular body having a base and a top provided at its outer edge with a downwardly extending flange or  
10 flanges to engage the outer face of the seat side or back.

The invention consists of certain parts and details, and combinations of the same, as will be fully described hereinafter and then  
15 pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both figures.

20 Figure 1 is a perspective view of the improvement as applied and with part of the seat broken out; and Fig. 2 is an enlarged rear elevation of the improvement.

The improved seat corner iron is preferably  
25 made as a single casting formed with the angular body A adapted to fit into the corner formed by a side and the back of the seat, as is plainly illustrated in Fig. 1. On the lower end of the body A is arranged a base flange  
30 B adapted to fit on the top of the seat bottom and to be bolted or otherwise secured thereon in a similar manner to that in which the body A is screwed or otherwise fastened to the side and back.

35 On the upper end of the body A is formed the approximately horizontally-extending top C engaging the top edges of the respective side and back, and from the outer edge of the said top C extends downward the flange D,  
40 one part or half of which engages the outer face of the side of the seat, while the other half engages the outer face of the back of the seat. The said flange D forms no angle at

the corner, but is curved so as to extend along the entire outer edge of the top C, as will be  
45 seen best in Fig. 2.

The flange D is formed with apertures for the passage of bolts or rivets E passing through the respective side or back, and also engaging the corresponding side of the body  
50 A, so as to firmly unite the body with the side or back of the seat and the flange.

By the construction described, the several parts of the seat are firmly united, so as to prevent spreading or cracking open of the  
55 joints between the sides, back and seat bottom. The body A being of angular form to fit into the corner where the sides, the back and the bottom meet, the joints at the said corner are afforded a continuous support,  
60 whereby the seat is materially strengthened.

As the seat corner iron is made in a single piece, it can be cheaply manufactured and readily applied, so as to hold the several parts  
65 of the seat firmly together.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

A seat corner iron comprising an angular body adapted to fit into the corner formed by  
70 a side and the back of the seat, a base flange projecting inwardly from the bottom of the said body and adapted to rest on the bottom of the seat, and a top extending outwardly from the upper end of the body and provided  
75 at its outer end with a downwardly extending flange adapted for engagement with the outer faces of the seat back and one of the sides respectively and so curved as to avoid the formation of an angle at the corner, substan-  
80 tially as described.

CHARLES C. FIELD.

Witnesses:

THEO. G. HOSTER,  
C. SEDGWICK.