

W. B. C. HERSHEY.
 Corner-Iron for Carriage Seats.

No. 204,326.

Patented May 28, 1878.

Fig. 1.

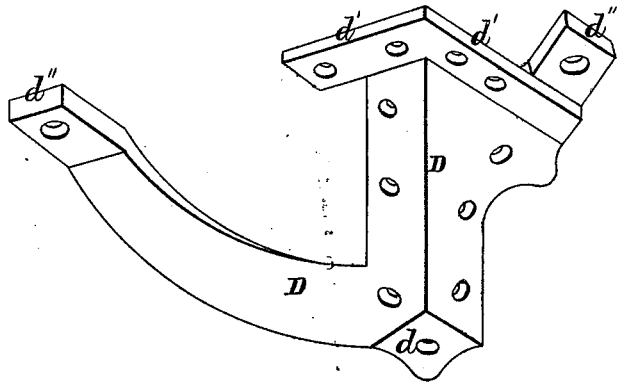


Fig. 2.

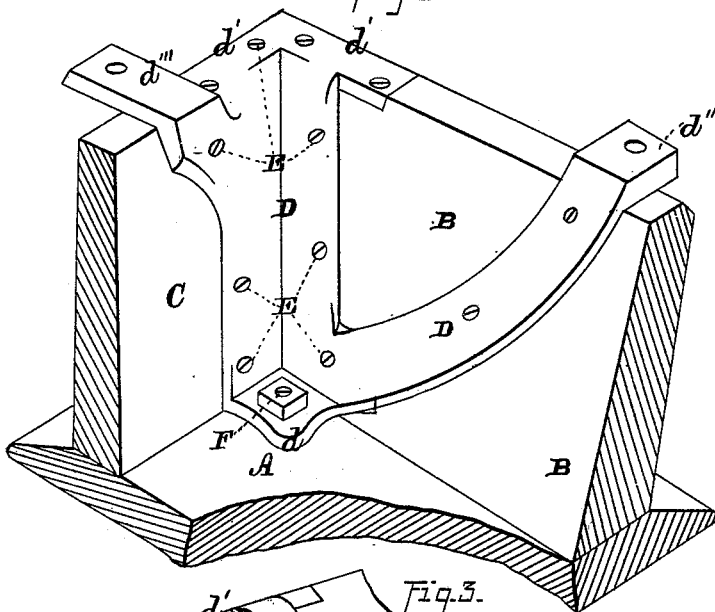
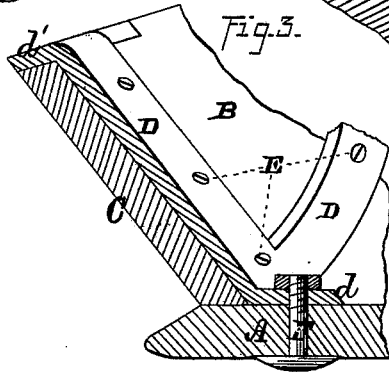


Fig. 3.



WITNESSES-

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UNITED STATES PATENT OFFICE.

WILLIAM B. C. HERSHEY, OF COLUMBUS, OHIO.

IMPROVEMENT IN CORNER-IRONS FOR CARRIAGE-SEATS.

Specification forming part of Letters Patent No. **204,326**, dated May 28, 1878; application filed December 7, 1877.

To all whom it may concern:

Be it known that I, WM. B. C. HERSHEY, of Columbus, in the county of Franklin, and in the State of Ohio, have invented certain new and useful Improvements in Carriage-Seats; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view, from the outer side, of my device detached. Fig. 2 is a like view of the inner side of the same attached to and in position upon a seat, and Fig. 3 is a vertical section.

Letters of like name and kind refer to like parts in each of the figures.

The design of my invention is mainly to enable the corners of carriage-seats to be securely and easily connected together.

To this end it consists, principally, in a corner-iron for carriage-seats, which embraces the upper face of the seat-bottom and the inner face and upper edge of the end and back at the point of their intersection, substantially as and for the purpose hereinafter specified.

It consists, further, in a corner-iron for carriage-seats which is arranged to embrace the upper face of the bottom and the inner faces and the upper edges of the end and back, and is provided with shifting-rail connections, which are attached to and form part of said corner-iron, substantially as and for the purpose hereinafter shown.

In the annexed drawings, A represents the bottom, B the back, and C one end, of a wooden seat for a carriage, which parts have the usual form and are combined in any ordinary manner.

At the intersection of the bottom A and back B with each end C is secured a metal plate, D, which extends vertically from said seat upward to the upper edge of said back and end, and laterally conforms to and is extended over the inner face of each of the last-named parts a sufficient distance to enable said plate to be securely attached thereto by means of screws E, that pass outward through the metal and have their ends contained within the wood.

At the lower end of the plate D a flange, *d*, extends horizontally over the seat-bottom A, and is connected therewith by a bolt, F, or other equivalent means, while at the upper end of said plate a second flange, *d'*, extends horizontally outward over the upper edge of the back B and end C, and is let into the same, so as to cause its upper surface to coincide with and carry out the line of said edges.

The flange *d'* is connected with the back B and end C by means of screws E, which pass downward through the former, and have their ends contained within the latter.

The corner-iron thus constructed and attached binds the parts forming the seats firmly together at such points, and performs the office of two heretofore distinct and separate parts—viz., inner and top corner-braces—in a more perfect manner than was before practicable, it being impossible that said corner-iron should become detached from the accidental loosening and loss of the connecting-screws.

In order that the shifting-rail may be easily and strongly connected with the seat, an arm, *d''*, extends horizontally rearward from the upper end at the inner edge of the corner-iron D, and a second arm, *d'''*, extends in a curve upward and forward from the lower end at the front edge of said iron to the top of the end C, and thence horizontally outward to a suitable distance.

Each of the arms *d''* and *d'''* is provided, near its outer end, with a hole for the reception of the bolts used for attaching the shifting-rail, while said arm *d'''* is secured to or upon the end C by means of two or more screws, E.

The arms *d''* and *d'''* afford stronger and better attachments for the shifting-rail than would be possible were they made separate from the corner-iron D, while said arm *d'''* adds materially to the strength of the seat by furnishing an additional brace for the end C.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

1. A corner-iron for carriage-seats which embraces and is secured to the upper face of the seat-bottom and the upper edge and inner face each of the end and back pieces at the

point where said parts meet, substantially as and for the purpose specified.

2. A corner-iron for carriage-seats which is arranged to embrace the upper face of the bottom and the inner faces and upper edges of the end and back, and is provided with shifting-rail connections that are attached to and form part of said corner-iron, substantially as and for the purpose shown.

In testimony that I claim the foregoing I have hereunto set my hand this 3d day of December, 1877.

WILLIAM B. C. HERSHEY.

Witnesses:

N. H. WHITTEN,
H. F. TULLER.