

(No Model.)

L. S. & H. W. LINDESMITH.

CARRIAGE IRON.

No. 367,111.

Patented July 26, 1887.

Fig. 1.

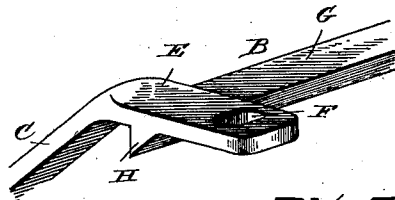
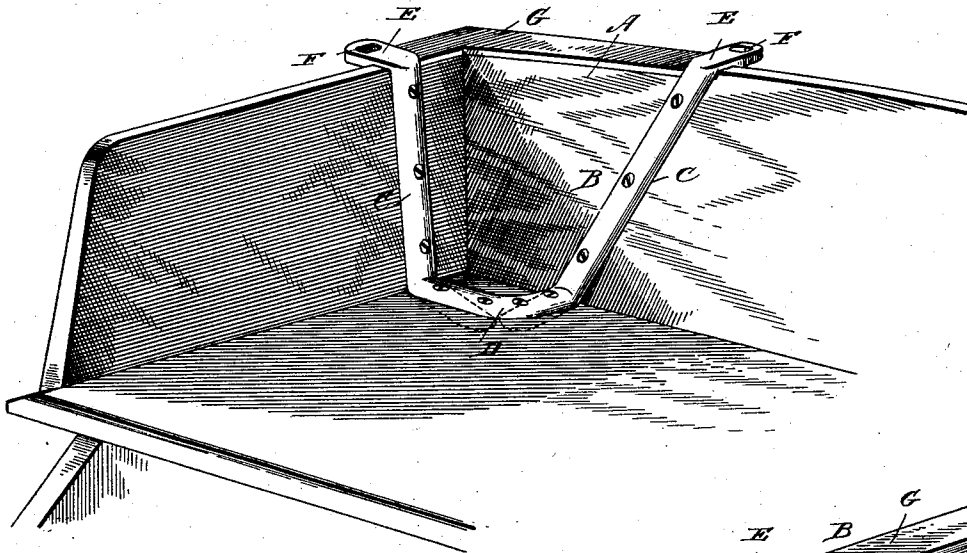


Fig. 3.

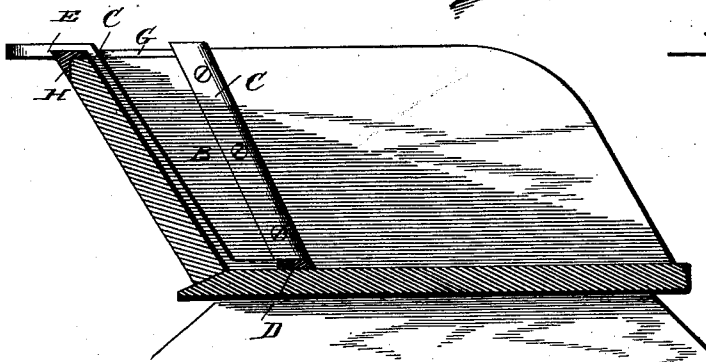


Fig. 2.

Inventors:

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By their Attorney,
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Witnesses

Alfred S. Gage.

UNITED STATES PATENT OFFICE.

LEWIS S. LINDESMITH AND HARVEY W. LINDESMITH, OF BRYAN, OHIO.

CARRIAGE-IRON.

SPECIFICATION forming part of Letters Patent No. 367,111, dated July 26, 1887.

Application filed September 21, 1886. Serial No. 214,134. (No model.)

To all whom it may concern:

Be it known that we, LEWIS S. LINDESMITH and HARVEY W. LINDESMITH, citizens of the United States, residing at Bryan, in the county of William and State of Ohio, have invented certain new and useful Improvements in Carriage-Irons; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to carriage-irons, and has for its object to provide a simple, strong, efficient, and inexpensive iron, that will strongly brace the corner and that can be easily and quickly applied; and to such ends the invention consists in the construction and combination of parts, hereinafter particularly described and claimed, reference being had to the accompanying drawings, forming part hereof, and in which—

Figure 1 is a perspective of a portion of a carriage-seat, showing the iron applied thereto. Fig. 2 is a cross-section through the same. Fig. 3 is a perspective of a portion of the iron removed from the seat and looking from the rear.

The letter A designates the seat to which the iron is applied.

The iron, designated by the letter B, is composed of the upright pieces C, which lie against the inside of the back and end of the seat and provided with extensions D, which lie upon the bottom of the seat, the shifting-rail connections E, which lie across the top edge of the back and end and extend beyond the same, and are formed with eyes F for the top rail, and the top plate, G, which lies upon the top edges of both the end and back of the seat, and also connects the shifting-rail connections E.

By extending the plate G from one shifting-rail connection to the other, and making it and the upright pieces C, together with extensions D, in one continuous piece, the carriage-iron is made stronger and a better brace afforded for the corner of the seat.

If the top plate terminated short of the upright piece, which lies against the back of the seat, that piece would not be as strong as when

connected to the top plate. Another advantage of connecting the two upright pieces by the top plate is that the pieces can be set farther apart and the whole iron made lighter than by having an angle-plate to lie in the corner along where the joint is formed.

We prefer to make the extensions D, which lie upon the bottom of the seat, in one piece continuous with the upright pieces; but they can be made independent of each other in any suitable manner—for instance, in the manner shown by dotted lines in Fig. 1.

For the purpose of further strengthening the iron and bracing and protecting the seat, we form the top plate, G, with a depending flange, H, which will lie against the outside of the back and end of the seat, and thus aid in holding the iron to the seat and in distributing the strain, so that it will not be on any one point more than on another. It will be observed that the flange H is thickest where it joins the plate G. Such construction strengthens both the plate and flange. The flange also inclines or tapers, so as to fit closer to the sides of the seat, and form a neater finish.

In applying the iron the top edge of the back and end are cut away, so that the top plate will lie therein with its top face flush or substantially flush with the face of the end and back, and with the flange lying against the outside of such parts, as shown in Fig. 2, and then any desired number of screws, I, will be passed through the iron to secure it to the seat. The iron constructed as described possesses the qualities of lightness, strength, inexpensiveness, ease of application, and efficiency to brace the corner to which it may be applied. It is obvious that it can be applied to wagon or carriage bodies as well as to seats, and its use is not limited, but coextensive with all the uses to which it can be applied.

Having described our invention and set forth its merits, what we claim is—

1. The carriage-iron composed of the upright bars C, having an extension to lie upon the bottom of the seat, the shifting-rail connections E, the plate G, connecting the shifting-rail connections E, and the flange H, de-

pending from one side of the plate G to lie against the rear of the seat, substantially as described.

2. The carriage-iron composed of the up-
5 right bars C, a plate, G, to lie upon the top edge of the side and back of the seat, and the depending flange H, made thickest where it unites with plate G, substantially as and for the purposes described.

In testimony whereof we affix our signatures to in presence of two witnesses.

LEWIS S. LINDESMITH.

HARVEY W. LINDESMITH.

Witnesses:

R. L. STARR,

EMERY LATTARMER.