(Model.)

W. H. HARRIS.

Wagon Seat.

No. 238,114. Patented Feb. 22, 1881.

Fig. 1.

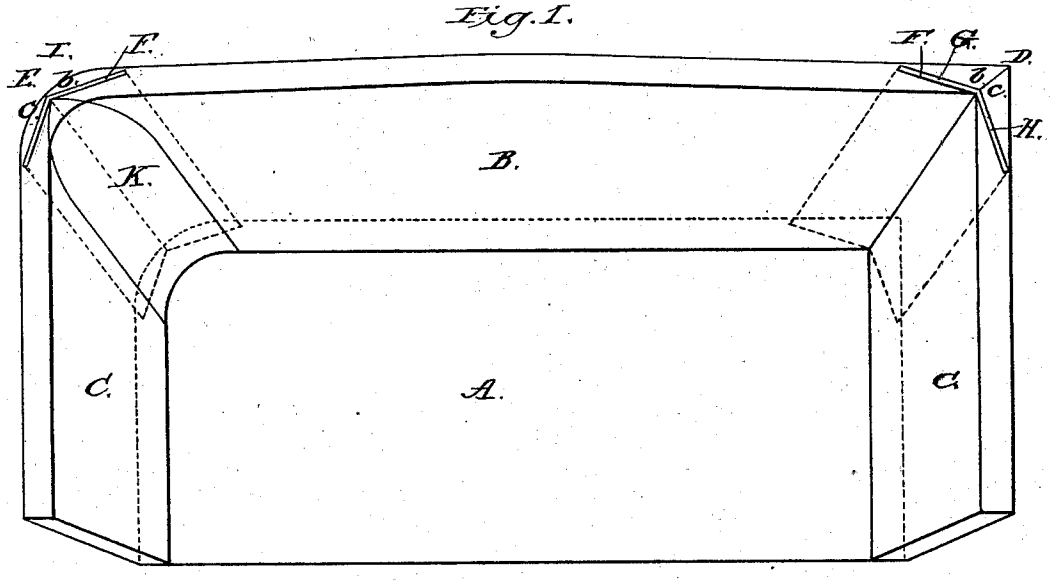


Fig. 2.

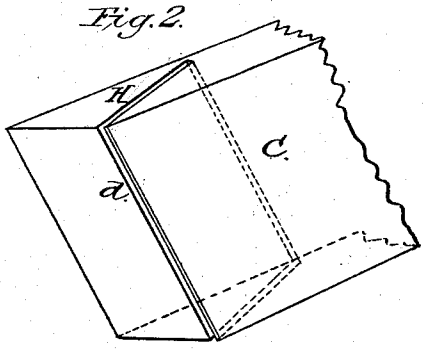


Fig. 3.

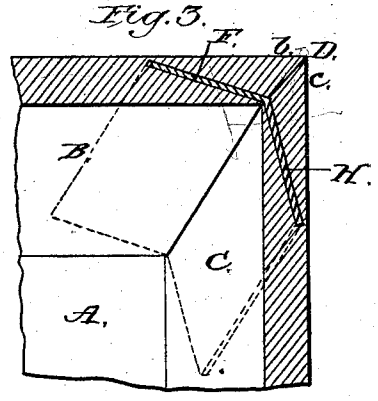


Fig. 4.

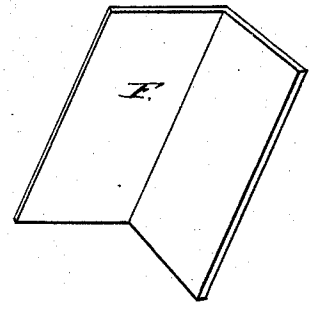
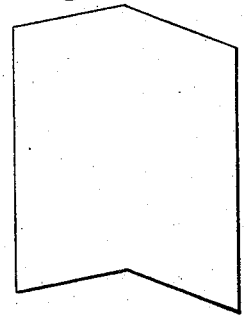


Fig. 5.



WITNESSES

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UNITED STATES PATENT OFFICE.

WILLIAM H. HARRIS, OF HORNELLSVILLE, NEW YORK.

WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 238,114, dated February 22, 1881.

Application filed December 18, 1880. (Model.)

To all whom it may concern:

Be it known that I, WILLIAM H. HARRIS, of Hornellsville, in the county of Steuben and State of New York, have invented a new and valuable Improvement in Wagon-Seats; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a plan view. Figs. 2 and 3 are details. Fig. 4 is a view of the plate. Fig. 5 is a view of the blank from which the plate is formed.

This invention relates to vehicle-seats.

The invention consists in the construction hereinafter described and claimed.

In the drawings hereto annexed, A is a carriage-seat, having the back B and sides C C, inclined as shown, and having the meeting ends *b* and *c*, forming the corners D and E. F is the metal plate, which is inserted in said meeting ends. In making this plate a blank is struck, as shown in Fig. 3, and then bent to the form in Fig. 4. This is an obtuse angle. The ends of the back and sides are prepared for this plate by having kerfs made therein. These are cut from the inner edge, *d*, of the ends outward, and nearly to the outside edge of the sides and backs, as shown at G and H, the depth of each kerf being commensurate with the length of the portion of the plate to enter said kerf. These two kerfs form the same angle as that made by the sides of the plates. The plate is then inserted and held fast by pins, screws, or rivets, the ends *b* and *c* coming together.

By making the plate at an obtuse angle the tendency to separate the corners by strain is effectually overcome; and if the pins were lost, or if there were no pins at all, the shape of the plate would securely hold the seat together, since the strain on the back or a side is at right angles to the other meeting edge, and the plate is at an angle to such strain and would not pull out.

When it is desired to have the inside of the corner rounded the outside of the ends of the sides and back are curved, as shown at I, and the kerfs are cut from the outside edge outwardly along the sides and back nearly to their outer edges. On the inside the corner is cut out, and a rounded piece, K, inserted.

I am aware that it is not new to insert metal plates in the meeting edges of the back and sides of a vehicle-seat; but as far as I know such plate has been at right angles, and hence liable to pull out when there is great strain or the fastening-pins slip out. I make no claim to such a plate; but

What I claim is—

A metal plate having its sides forming an obtuse angle, in combination with the meeting edges of the back and sides of a vehicle-seat, having kerfs at the same angle as the sides of the plate, and said sides resting in said kerfs, substantially as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM HENRY HARRIS.

Witnesses:
THOMAS J. MAGNER,
JAMES GRAHAM.