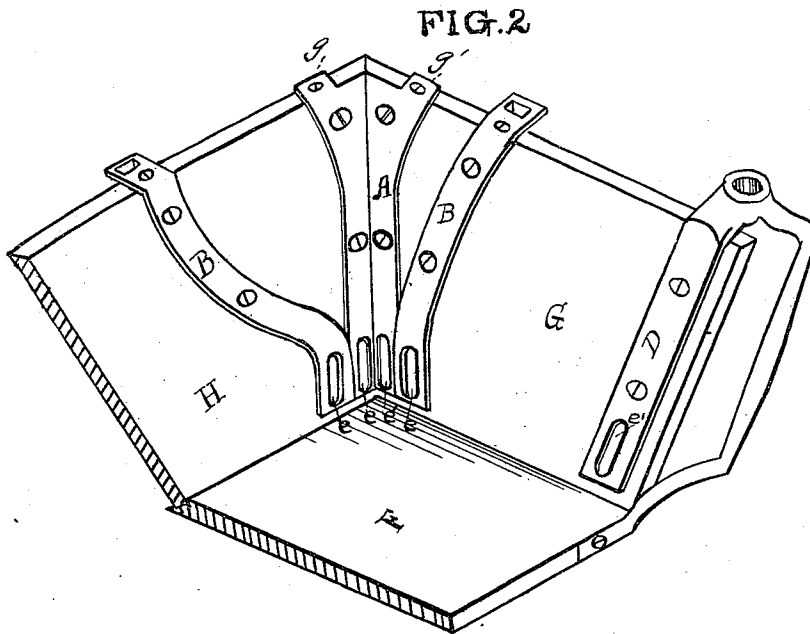
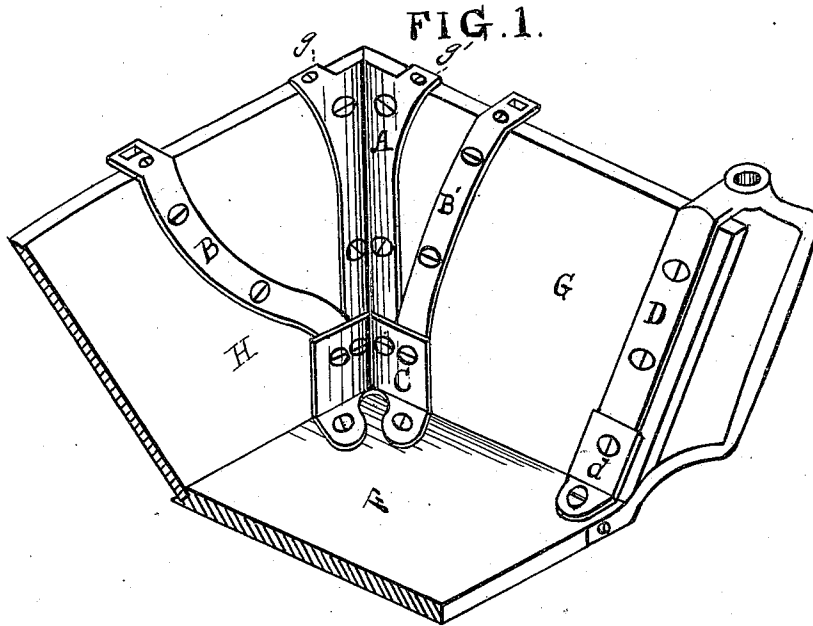


(No Model.)

E. S. HAWKINS.
CARRIAGE SEAT IRON.

No. 313,331.

Patented Mar. 3, 1885.



Witnesses:
H. B. Applewhite
L. H. Fowler

Inventor:
Ellis S. Hawkins
per atty *A. H. Evans & Co.*

UNITED STATES PATENT OFFICE.

ELLIS S. HAWKINS, OF COLUMBUS, OHIO.

CARRIAGE-SEAT IRON.

SPECIFICATION forming part of Letters Patent No. 313,331, dated March 3, 1885.

Application filed September 4, 1883. Renewed June 23, 1884. (No model.)

To all whom it may concern:

Be it known that I, ELLIS S. HAWKINS, 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 Carriage-Seat Irons, of which the following is a specification.

My invention relates to the irons which are usually placed upon the inside angles and corners of carriage-seats for the purpose of giving it strength and providing means for attaching the shifting-rail.

My object is to provide seat-irons with means for adjustment, so that one iron may be used for seats of different height, and to form it so that it may be easily fitted to seats having angles of different degrees.

In the accompanying drawings, Figure 1 is a perspective view of my invention with all the parts adjusted and attached to a section of the carriage-seat. Fig. 2 is also a perspective view with feet or lower portions removed, showing the form and construction of the various parts.

Carriage-seat irons have heretofore been made in various sizes, in order to fit seats of different heights and shapes.

My invention consists in the arrangement and construction of the irons so that one size may be readily adjusted to seats of different heights or angles.

The irons as shown are attached to the side and angles of an ordinary carriage-seat.

Referring to the drawings, H represents the back panel of the seat, G the side or end panel, and F the bottom. A is a thin metal plate or device constructed to fit closely in the angles formed by the back and side panels of the seat, having its top provided with two lugs, *g g'*, for the purpose of attachment to the rim of the seat, and having the metal between the lugs cut out so as to be flush with the inside panel edge or rim. The lower end of the corner-iron A, I provide with two slots or elongated holes, *e e*, for the purpose of allowing screws to pass through at any point when the parts are all properly adjusted.

B B' are separable arms, which extend up the sides and over the rim of the seat a sufficient distance, and are provided with holes or suitable means for attaching the shifting-rail. The lower ends are provided with elon-

gated holes or slots *e e*, and come in contact with the angle-plate A. These arms at the divergent point are slightly rounded, in order that the distance from the corner to the outer ends of the arms may not be changed when they are adjusted to a higher or lower position. These parts are all made shorter than the average depth of carriage-seats, and do not extend to the bottom.

C is a separable foot which fits closely in angles formed by the bottom, side, and end panels of the seat, and is constructed with three branches. The larger branch is made slightly concave to fit over the lower end of the angle-plate and the arms, and is provided with screw-holes corresponding in number to the slots in the angle-plate and arms. The smaller branches of the foot C are attached to the bottom of the seat, and diverge from the point or angle formed by the bottom and sides of the seat. It can readily be seen that from the form and construction of the foot C and corner-plate A, they may be easily bent to fit a greater or less angle, and that by reason of the corner-iron and arms being short and having elongated holes, as shown, they may be readily adjusted to seats of different heights by moving the parts up or down, according to the height of the seat to be ironed.

D is a hand-iron, which is attached to the inside of the end panel near the front, and is formed to project over the rim of the seat, and is then provided with a hole or suitable means for attaching the shifting-rail. From this point it is formed to project in front of or from the side of the end panel, having its end attached to the bottom of the seat near the end panel.

The end of the iron D attached to the inside of panel G is made short, so as not to extend to the bottom, and it is provided with a slot, *e'*, for adjustment in the same manner as corner-plate A and arms B B'.

d is a separable foot having two branches, one being slightly concave to fit over the slotted lower end of D, while the other is secured to the bottom of the seat. Holes are provided in the top portion of the feet and formed so that screws may pass through the slots and firmly screw the feet to the slotted irons and to the seat.

The parts are adjusted by moving them up

or down, according to the height of the seat to be ironed, and they may be provided with any number of screw-holes for the purpose of securing them to the seat.

5 Having described my invention, I claim—

1. The herein-described adjustable carriage-seat irons, consisting of the angle-plate A, having lugs *g g'*, a slotted lower portion, *e e*, the adjustable slotted arms B B', and separable
10 foot C, in combination with the carriage-seat and the adjustable iron D, having slot *e'*, and a separable foot, *d*, substantially as described.

2. The angle-plate A, having lugs *g g'* and slots *e e*, the curved adjustable arms B B', in
15 combination with a separable foot, C, having two lower branches for connection with the

seat-bottom, and an upper branch provided with holes corresponding in number to slots in A and B B', adapted for adjustment substantially as and for the purposes specified. 20

3. The herein-described hand-iron D, having slotted portion *e'*, in combination with the independent separable foot *d*, substantially as shown.

In testimony whereof I have hereunto set
my hand in the presence of two subscribing
witnesses. 25

ELLIS S. HAWKINS.

Witnesses:

F. C. AYER,
CHARLES TAPPAN.