(No Model.)

# J. K. KARR.

## CORNER IRON FOR CARRIAGE SEATS.

No. 269,501. Patented Dec. 19, 1882.

Fig. 1.

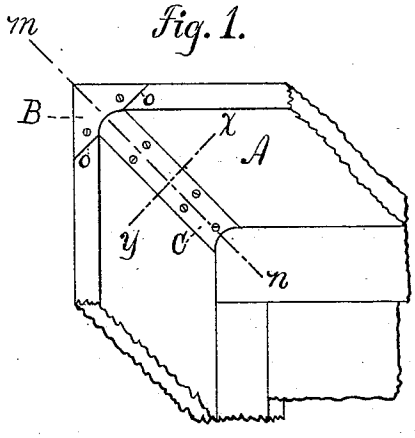


Fig. 2.

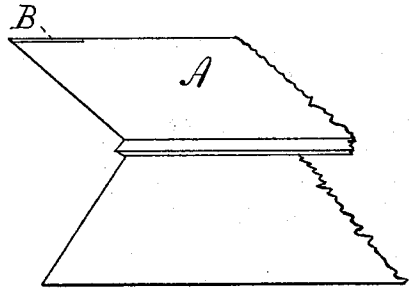


Fig. 3.

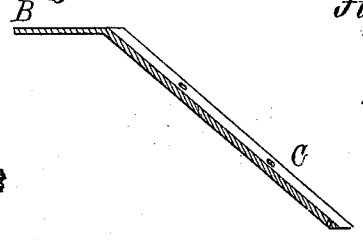


Fig. 4.


Fig. 5.


WITNESSES:

A. W. Deene

Drew Paylor

INVENTOR

James K. Karr

by Robt. N. Wiles

ATTORNEY

# UNITED STATES PATENT OFFICE.

JAMES K. KARR, OF FREEPORT, ILLINOIS, ASSIGNOR OF ONE-HALF TO ROBERT H. WILES, OF SAME PLACE.

## CORNER-IRON FOR CARRIAGE-SEATS.

SPECIFICATION forming part of Letters Patent No. 269,501, dated December 19, 1882.

Application filed September 27, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES K. KARR, a resident of Freeport, in the county of Stephenson and State of Illinois, have invented certain new and useful Improvements in Corner-Irons for Carriage-Seats; and I 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 pertains to make and use the same.

My invention is an improved corner-iron for vehicle-seats, so constructed as to cover the inner oblique line and the top horizontal line of the miter-joint between the side and back. It is clearly shown in the accompanying drawings, in which—

Figure 1 is a plan of seat-corner, showing position of corner-iron; Fig. 2, a side elevation of same; Fig. 3, a vertical central section through line *m n*, Fig. 1; and Figs. 4 and 5, transverse sections through line *x y*, Fig. 1, showing two forms of the corner-iron.

As shown in the drawings, the device is a corner-iron made in one piece and consisting of an oblique portion, C, of a cross-section, such as is shown in Fig. 4 or Fig. 5, and adapted to fit the inner angle of a seat-corner, together with a horizontal flange, B, adapted to cover the horizontal line of the joint between the seat and back. The flange B is an isosceles triangle, the outer equal sides of which coincide with the outer edges of the upper surface of the seat-corner and form a shield to protect the wood, while the inner edge, *o o*, is a line practically at right angles to the miter-joint. This flange is set into the upper edge of the seat, its surface being flush with the surface of the wood, (see Fig. 2,) and the line *o o* forms, in combination with the oblique portion C, a dovetail joint of such form that the miter-joint can only be opened by separating the two parts of the corner-iron or tearing away the wood which bears against the inner edge, *o o*, of the horizontal flange. In practice, the triangular form of flange shown has an important advantage over any other, in that the gain in which it rests may be formed by two straight saw-cuts, one vertical on a line coinciding with its base *o o* and the other horizontal. A series of screws passing through the horizontal and oblique parts of the iron secure it firmly to the wood, and each of the parts is as much an element of strength as if they were separate, while an added strength is gained by making them in one piece. As shown, the part C extends to the bottom of the seat, covering the entire inner line of the joint; but if preferred it may be made shorter, so as to extend, for instance, from the upper corner to the line *x y*, Fig. 1.

I am aware that a corner-iron made in one piece and consisting of an oblique portion adapted to fit the inner angle of a seat-corner, and a horizontal flange adapted to cover a portion of the upper edge of the seat, is already in use, and I do not therefore claim such a device broadly; but,

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

In a corner-iron for vehicle-seats, the combination of the oblique angle-iron C and horizontal triangular flange B, formed integrally therewith, substantially as shown, and for the purpose described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JAMES K. KARR.

Witnesses:
R. H. WILES,
OSCAR TAYLOR.