(No Model.)

H. C. SWAN.

ADJUSTABLE VEHICLE IRON.

No. 604,198. Patented May 17, 1898.

Fig. 1.

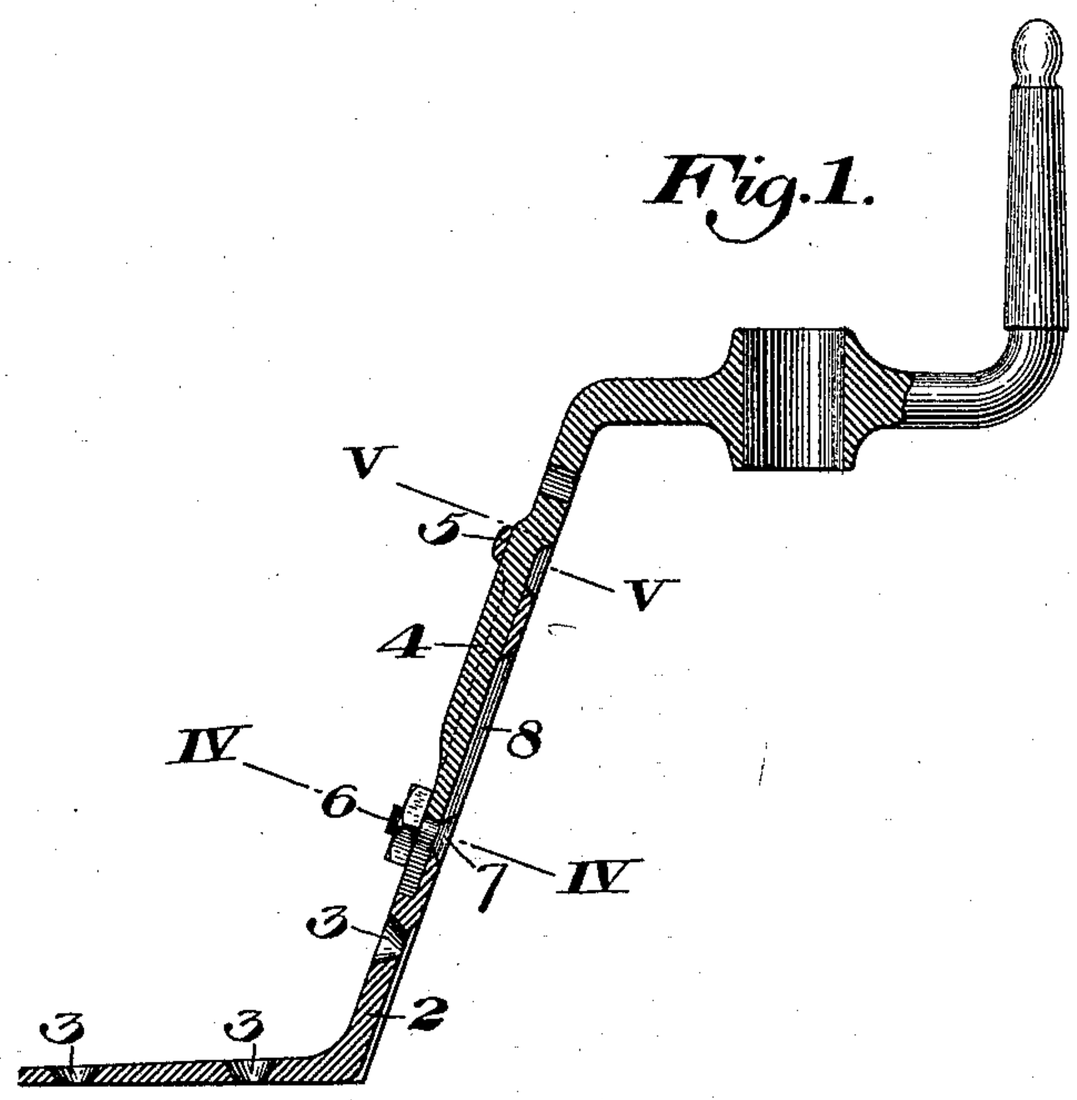


Fig. 2.

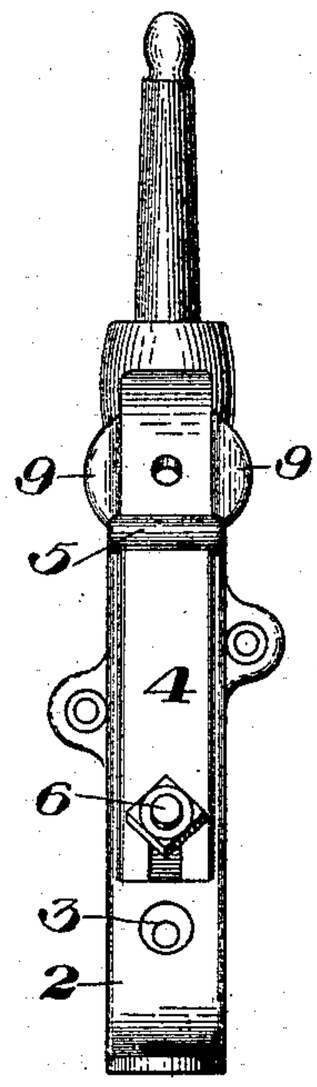


Fig. 3.

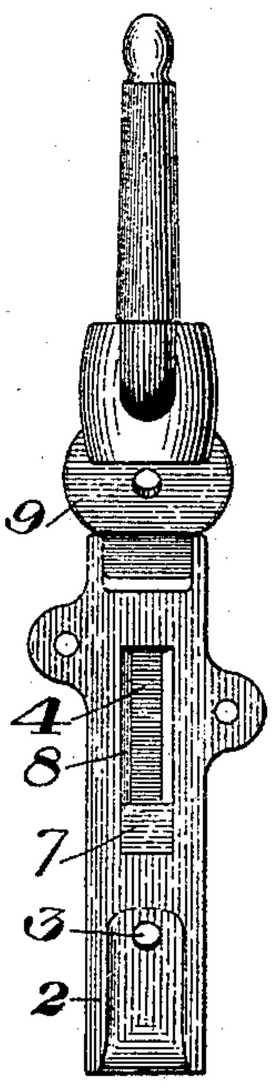


Fig. 4.

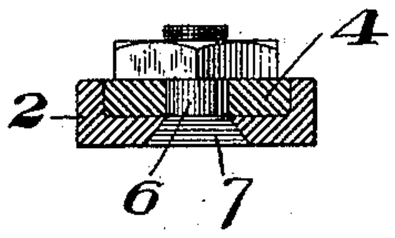
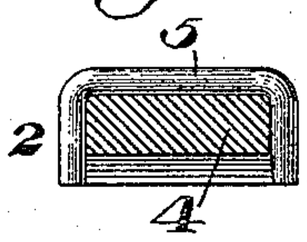


Fig. 5.



WITNESSES

Warren W. Swartz
C. E. MacKown.

INVENTOR

Henry C. Swan
by Bakewell & Bakewell
his Attorneys.

UNITED STATES PATENT OFFICE.

HENRY C. SWAN, OF OSHKOSH, WISCONSIN.

ADJUSTABLE VEHICLE-IRON.

SPECIFICATION forming part of Letters Patent No. 604,198, dated May 17, 1898.

Application filed January 6, 1898. Serial No. 665,742. (No model.)

To all whom it may concern:

Be it known that I, HENRY C. SWAN, of Oshkosh, in the county of Winnebago and State of Wisconsin, have invented a new and useful Improvement in Adjustable Vehicle-Irons, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a sectional side elevation of my improved iron. Figs. 2 and 3 are front and rear elevations of the same, respectively; and Figs. 4 and 5 are cross-sections on the lines IV IV and V V, respectively, of Fig. 1.

My invention relates to that class of vehicle-irons which are made in two parts, one part being secured to a part of the vehicle, while the other part is adjustably secured to this and may be provided with a socket or in such other form as desired; and it consists in a new and improved construction of the two parts, whereby the adjustable portion, which I shall hereinafter call a "socket" part, may be easily adjusted along or removed from the other part.

In the drawings, 2 represents the lower or corner-iron portion, which in the particular form illustrated is adapted for securing to the seat of the vehicle, being provided with holes 3 to receive the securing-screws. The upper vertically-extending arm of this part is provided with a recess which extends a major portion of its length and within which is held the downwardly-extending arm 4 of the upper or socket part. The upper end of the lower part is provided with a loop 5, which takes over the intermediate portion of the arm 4, and the lower end of this arm is slotted to receive a bolt 6, the square head 7 of which lies within an elongated slot 8, extending along the base of the recess. The downwardly-extending arm 4 is preferably provided with projections 9 9, which form stops for the portion within the recess of the lower part, and this upper half or part of the iron is provided with a canopy-top socket, as shown.

It is apparent that by loosening the nut of the bolt 6 the upper part of the iron may be slid along in the recess, the bolt moving through the slot and this upper part being locked in any desired position. If it is desired to remove the upper portion of the iron, this may be readily done without removing the lower part by simply loosening the bolt and pulling the top part out, the slot allowing this movement.

The advantages of my invention result from the fact that the one portion of the arm may be adjusted along or entirely removed from the other portion without loosening or disturbing the latter. It also results from the simplicity of the construction and the secure and rigid connection afforded.

The shape of the two portions may be widely varied, the adjustable portion may be provided with parts other than the socket shown, the loop may be replaced by separate lips or lugs, and many other changes may be made in the form and arrangement of the parts without departing from my invention, since

What I claim is—

1. A vehicle-iron composed of two parts, one part having a longitudinal recess with an elongated slot in its bottom, and an end loop, and the other part being arranged to lie within the longitudinal recess in the same line with the first part and under the loop, and having a bolt movable along within the elongated slot.

2. A vehicle-iron composed of two parts, one part having a recess with an elongated slot in its bottom, and the other part being arranged to lie within the recess and having a slotted end to receive a bolt movable along and within the slot in the other portion.

3. A vehicle-iron comprising a base portion arranged to be secured to the vehicle, said portion having an open-ended recess with a loop or bar crossing its end, the base of the recess being provided with an elongated slot, and another portion having a depending arm arranged to pass under the loop and rest within the recess, the lower end of the arm being slotted to receive a bolt which passes through the slot in the base portion.

4. A vehicle-iron composed of two parts, one part having an elongated slot, and the other part lying longitudinally of the first part in the same line, and having a slotted end to receive a bolt movable along and within the elongated slot.

In testimony whereof I have hereunto set my hand.

HENRY C. SWAN.

Witnesses:
GEO. B. SHEPARD,
JNO. H. BAEHR.