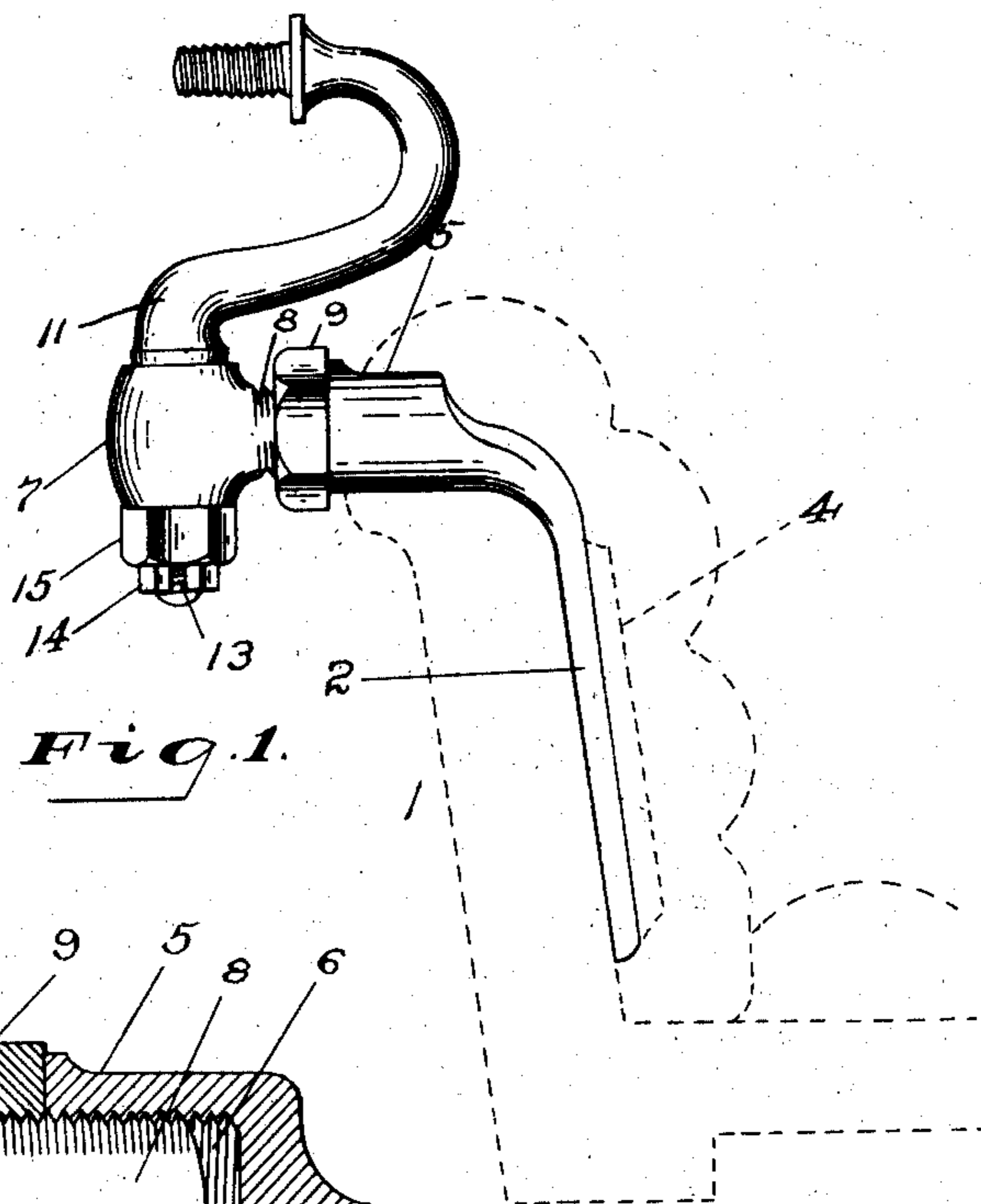


No. 883,215.

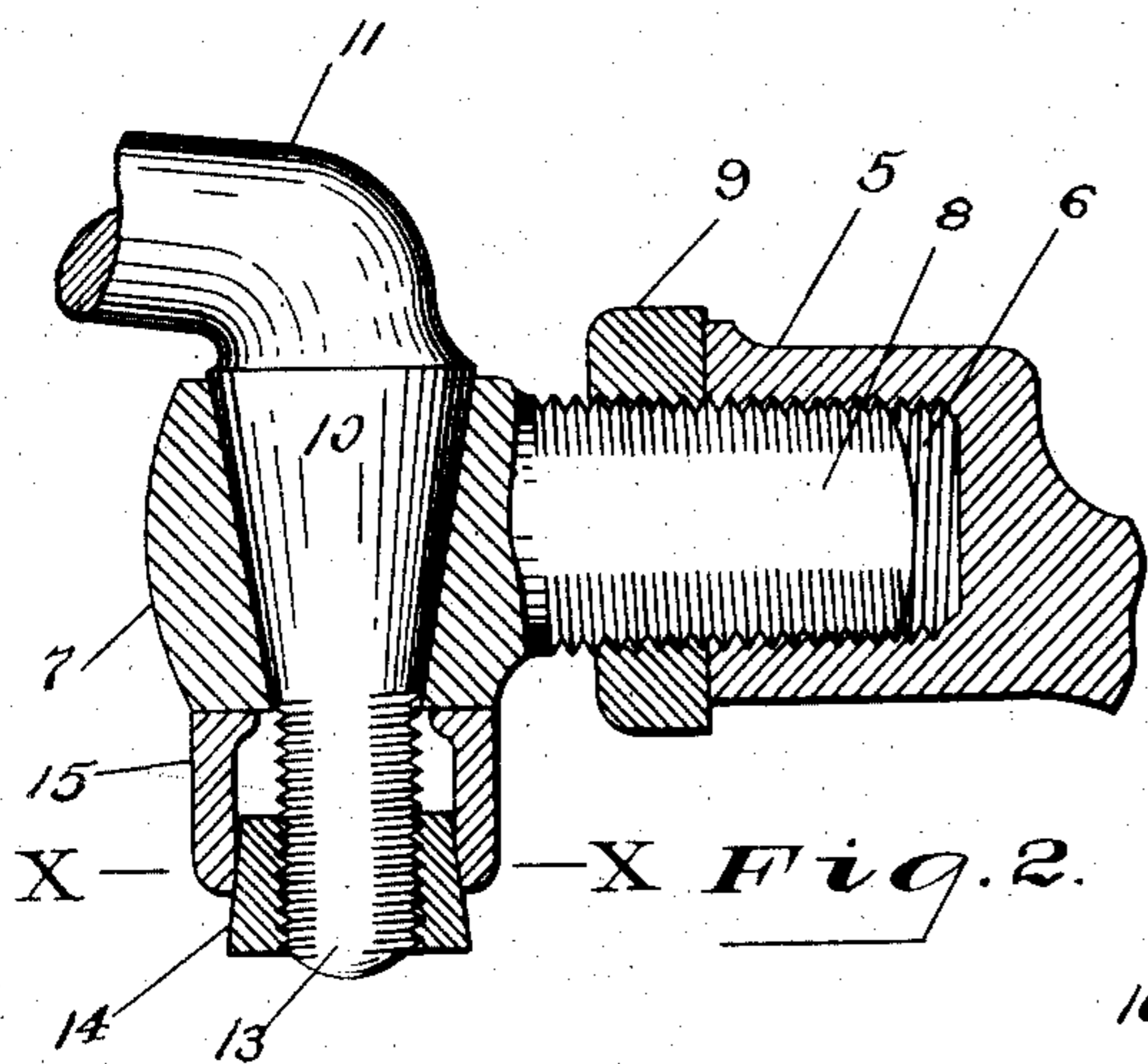
PATENTED MAR. 31, 1908.

G. W. LUKE.  
SEAT IRON.

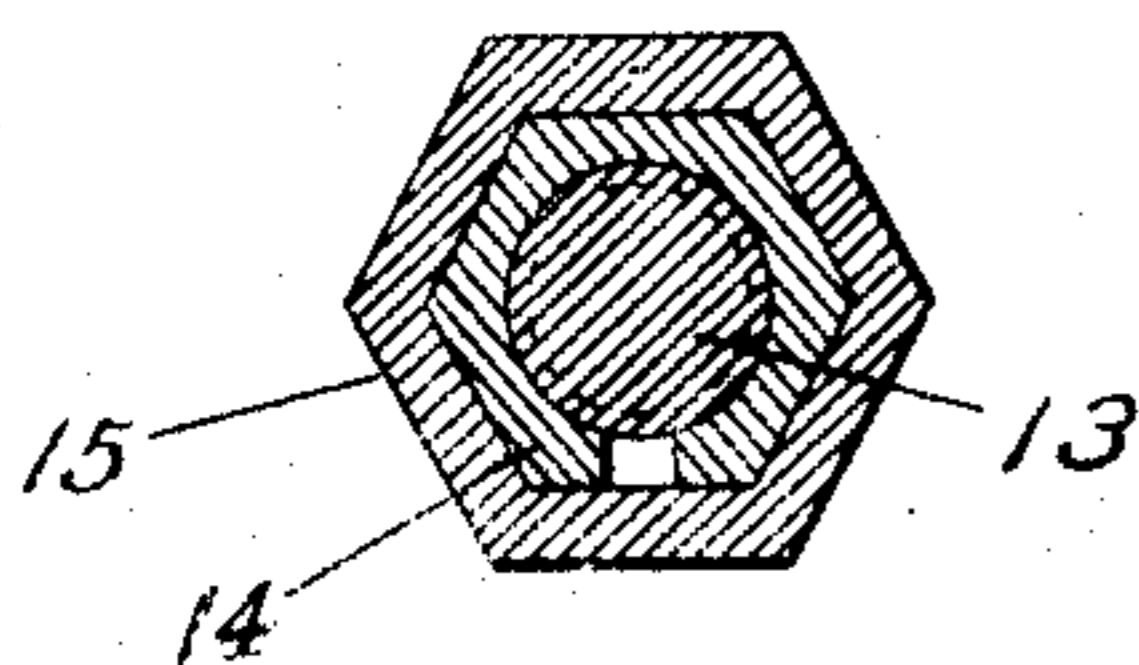
APPLICATION FILED SEPT. 12, 1907.



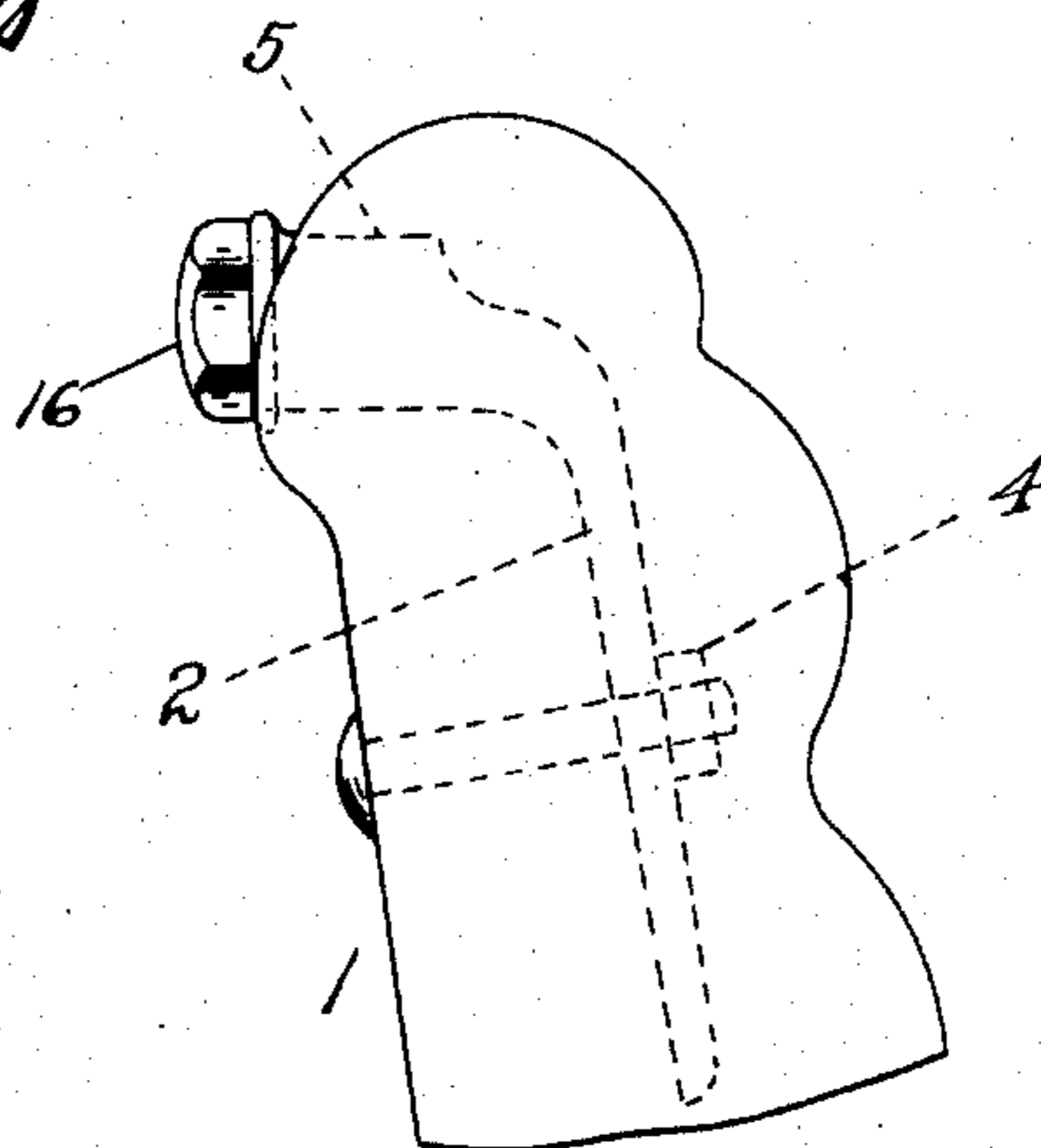
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



*Fig. 4.*

WITNESSES:

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Anna M. Dove

INVENTOR:  
GEORGE W. LUKE.

BY *Charles H. Carter*

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

GEORGE W. LUKE, OF JACKSON, MICHIGAN.

## SEAT-IRON.

No. 883,215.

Specification of Letters Patent.

Patented March 31, 1908.

Application filed September 12, 1907. Serial No. 392,442.

*To all whom it may concern:*

Be it known that I, GEORGE W. LUKE, a citizen of the United States of America, residing at Jackson, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Seat-Irons, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to vehicle seat irons for canopy top and particularly to an arrangement of the parts whereby they are adjustable for different positions of top irons and for different forms thereof and whereby  
15 they are practically concealed by the upholstery when the top is removed and do not materially change the lines or the design of the body.

20 The invention consists in the matters hereinafter set forth, and more particularly pointed out in the appended claims.

Referring to the drawings, Figure 1 is an elevation of the seat iron showing it in position on the seat. Fig. 2 is an enlarged sectional elevation of the adjustable connections. Fig. 3 is a cross-section on line X—X Fig. 2. Fig. 4 is a view showing the seat iron in its inoperative condition.

30 In the drawings, 1 represents the end of a vehicle seat to the inner sides of which the seat irons for the canopy top are secured. Each seat iron has a flattened lower part forming a shank 2 held in place by suitable means such as the clamping plate or nut 4  
35 secured to the seat. The upper end of the seat iron is formed integrally with the shank with an outwardly turned socket 5 adapted to project over the top of the seat and provided with interior screw-threads 6 adapted  
40 to receive the screw-threaded shank 8 of a bracket support 7, the same being adjustably held in adjusted position by a check nut 9 which permits minute and accurate adjustment. The body of the bracket support,  
45 which is exteriorly finished to conform to the design is provided at its outer end with a tapering aperture transversely to the shank and forms a socket for the correspondingly shaped foot 10 of the goose neck 11, which at  
50 its upper end is adapted to receive the bow of the canopy top and at its lower end terminates in a screw-threaded extension 13 on which are a nut 14 and locking washer 15.

Preferably the nut 14 is split and tapered and telescopes with the washer, the parts 55 being firmly drawn together and prevented from rattling and working loose. By this arrangement of parts, the seat-iron may be secured at any rake or slant and the bracket support be adjusted properly therein to  
60 carry the goose neck, slight angular adjustment of both parts in planes transverse to each other meeting any minor variations in the top iron, so that the latter may always be properly positioned to hold the top itself  
65 taut, and to take up any slack appearing after the top is first mounted. The goose neck may be removed and suitable top irons for so called phaeton tops may then be directly secured to the bracket support and if  
70 no top is carried the bracket may also be removed and a cap 16 inserted, which is then the only visible part, the rest being concealed by the upholstery.

What I claim as my invention is:—

75 1. The combination with a vehicle body of a seat iron secured to the inner side of the seat frame, and having an interiorly screw-threaded socket extending outwardly from the upper end thereof, a bracket support  
80 having a shank in screw-threaded engagement with the socket, a check-nut on the shank bearing against the socket and a goose neck removably secured to the outer end of the bracket support, the bracket support be-  
85 ing provided with a tapering aperture and the gooseneck with a corresponding foot seated in said aperture.

2. The combination with a vehicle body  
90 of a seat iron having a flattened lower portion secured to the inner side of the vehicle seat, an outturned horizontal interiorly screw-threaded socket integrally formed on the upper end thereof, a bracket support  
95 having a screw-threaded shank for engagement with the socket and a tapering aperture in its outer end at right angles to the shank, and a check-nut on the shank bearing against the socket of the iron, a goose neck  
100 having a tapering foot engaging the aperture, and terminating in a screw-threaded extension, a tapered split nut on said extension, and a locking washer telescoping with the nut.

3. The combination with a vehicle body  
105 of a seat iron secured to the inner side of the

seat having an integral outturned interiorly screw-threaded socket at its upper end, a bracket support having a screw-threaded shank engaging into said socket and a check-  
5 nut on the shank bearing against the end of the socket the bracket support being provided at its outer end with an aperture at right angles to the axis of the shank and a

gooseneck removably secured to the outer end of the bracket support. 10

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE W. LUKE.

Witnesses:

W. O. WELLMAN,  
J. H. HASTINGS.