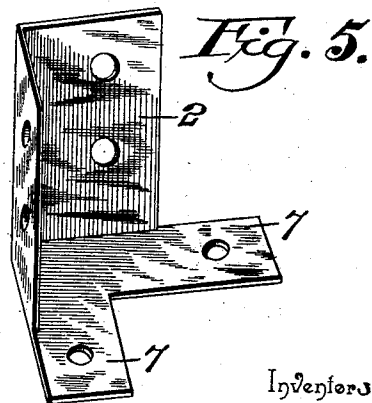
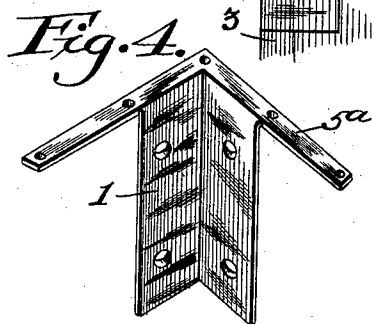
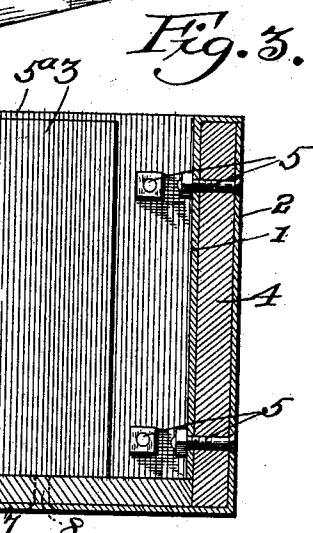
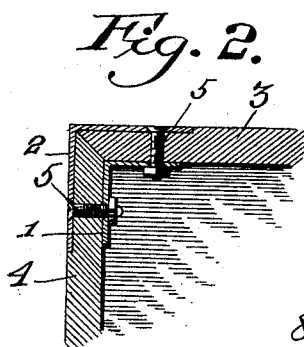
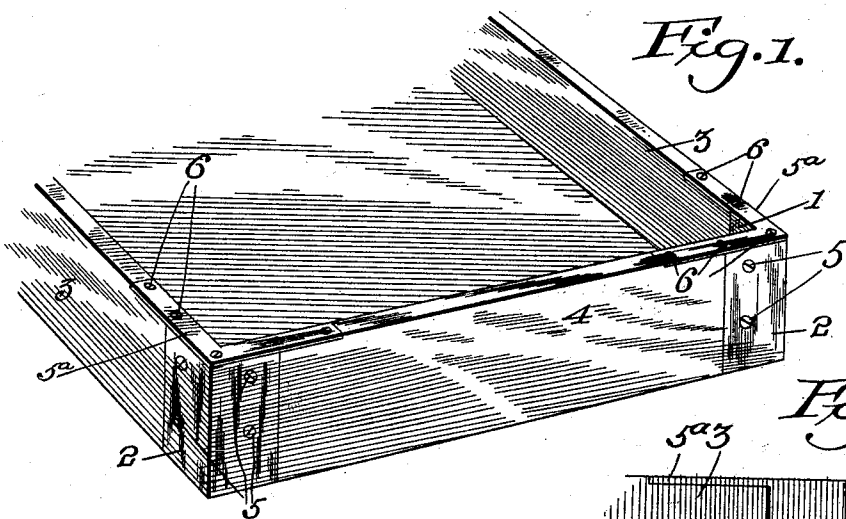


(No Model.)

J. W. DIPMAN & A. EXLINE.
CORNER IRON FOR VEHICLE BODIES.

No. 603,814.

Patented May 10, 1898.



Witnesses

A. R. Applegate

By their Attorneys,

J. F. Riley

Inventors,
Adam Exline,
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Cash & Co.

UNITED STATES PATENT OFFICE.

JOHN W. DIPMAN AND ADAM EXLINE, OF NORTH BALTIMORE, OHIO.

CORNER-IRON FOR VEHICLE-BODIES.

SPECIFICATION forming part of Letters Patent No. 603,814, dated May 10, 1898.

Application filed July 3, 1897. Serial No. 643,421. (No model.)

To all whom it may concern:

Be it known that we, JOHN W. DIPMAN and ADAM EXLINE, citizens of the United States, residing at North Baltimore, in the county of

5 Wood and State of Ohio, have invented a new and useful Corner-Iron for Vehicle-Bodies, of which the following is a specification.

The invention relates to improvements in corner-irons for vehicle-bodies.

10 The object of the present invention is to improve the means employed for securing the sides and ends of vehicle-bodies together and to the bottom and to provide simple, inexpensive, and efficient corner-irons adapted

15 to be readily applied to a vehicle-body and capable of firmly connecting the sides and ends without necessitating the employment of corner-posts.

The invention consists in the construction 20 and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective 25 view of a portion of a vehicle-body provided with corner-irons constructed in accordance with this invention. Fig. 2 is a horizontal sectional view. Fig. 3 is a vertical sectional view. Figs. 4 and 5 are detail perspective

30 views of the inner and outer irons. Fig. 6 is a reverse plan view of a portion of the vehicle, illustrating the arrangement of the bottom flange of the outer corner-iron.

Like numerals of reference designate corresponding parts in the several figures of the drawings.

1 and 2 designate inner and outer corner-irons arranged on the inner and outer faces of the side 3 and end 4 of a vehicle-body and connected by horizontal fastening devices 5, which pass through perforations of the irons and the body and which may consist of bolts, rivets, or other suitable devices. The corner-irons, which dispense with the corner-post usually employed in vehicle-bodies, may be L-shaped in horizontal section, as illustrated in the accompanying drawings, or the angle may be changed to conform to the configuration of the body to which they are applied.

55 The inner plate or iron, which extends from the bottom of the vehicle-body to the upper edges thereof, is provided at the latter with an outwardly-extending horizontal flange 5^a, equal in width to the thickness of the side

and end of the vehicle-body and of greater length than the sides of the corner-iron, so as to extend beyond the same along the upper edges of the side 3 and the end 4 of the body. The upper horizontal flange 5^a is provided 60 with suitable perforations for the reception of fastening devices 6 for securing it to the vehicle-body.

The outer corner-iron 2 extends from the upper edges of the wagon-body to the lower 65 face of the bottom or the frame thereof, and it is provided with horizontal flanges 7, which extend inward beyond the sides and ends and is secured by fastening devices 8 to the said bottom or bottom frame. The horizontal inwardly-extending flange of the outer corner-iron is of greater width than the upper flange 5^a and serves to support the bottom of the vehicle-body.

The invention has the following advantages: 75 The corner-irons are adapted to be readily applied to the body of any ordinary vehicle, and they firmly embrace the sides and ends and securely fasten the same to the bottom of the body, so that there is no liability of a body 80 breaking or separating at its corners. They also dispense with the corner-posts usually employed and lessen the cost of construction, while increasing the strength and durability of vehicle-bodies.

What we claim is—

The combination with a vehicle-body, of the inner and outer corner-irons, arranged on the inner and outer faces of the sides and ends of the body, the inner corner-iron being 90 provided at its top with an outwardly-extending flange to engage the upper edges of the body, and the outer corner-iron being provided at its lower end with an inwardly-extending flange to fit against the bottom of the 95 body, said inner and outer corner-irons being vertically adjustable to vary the distance between the said flanges to suit wagon-bodies of different heights, and means for connecting the corner-irons, substantially as de- 100 scribed.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

JOHN W. DIPMAN.
ADAM EXLINE.

Witnesses:

W. H. McMILLEN,
GEO. W. BACHMAN.