

No. 673,456.

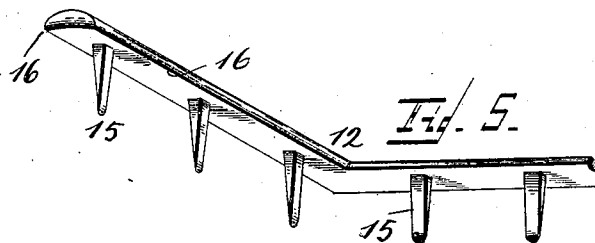
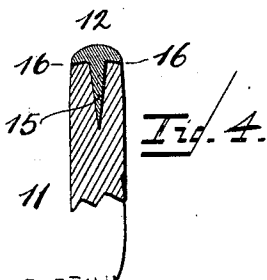
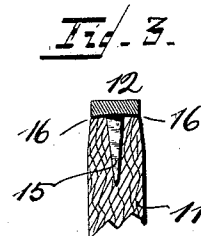
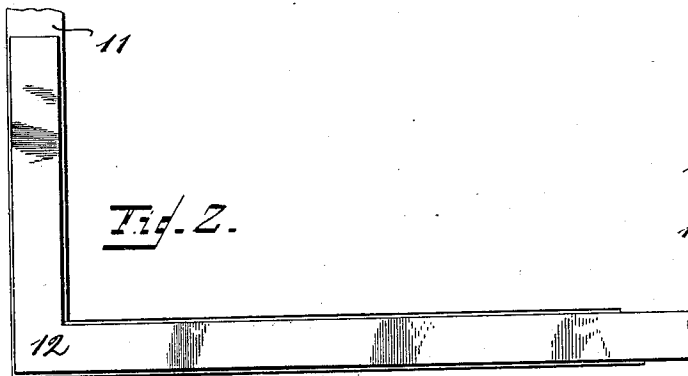
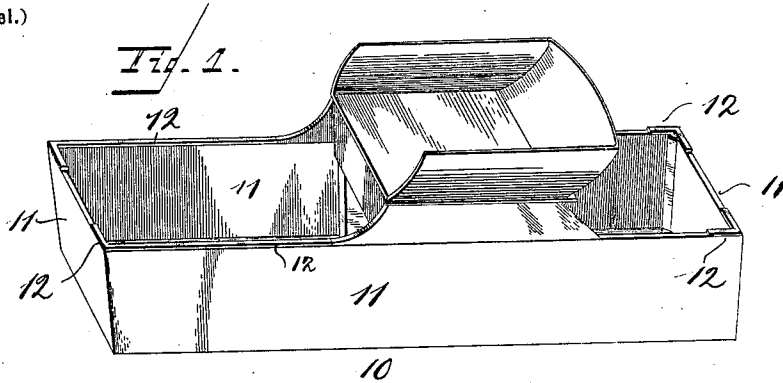
Patented May 7, 1901.

F. H. RUTHEMEYER.

EDGE IRON.

(Application filed Aug. 20, 1900.)

(No Model.)



Witnesses:

E. W. Blum
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UNITED STATES PATENT OFFICE.

FREDERICK H. RUTHEMEYER, OF CINCINNATI, OHIO.

EDGE-IRON.

SPECIFICATION forming part of Letters Patent No. 673,456, dated May 7, 1901.

Application filed August 20, 1900. Serial No. 27,374. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK H. RUTHEMEYER, a citizen of the United States, and a resident of Cincinnati, Hamilton county, State of Ohio, have invented a certain new and useful Edge-Iron; and I do declare the following to be a clear, full, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, attention being called to the accompanying drawings, with the reference-numerals marked thereon, which form also a part of this specification.

This invention relates to fittings of the kind which as articles of manufacture are used in connection with other articles of which they form a part. The fitting of my invention belongs to that class of devices which are intended to act as a means to strengthen and protect other articles against wear or injury to which these latter are liable. Fittings of such kind are frequently used in connection with articles manufactured of wood, in which case they are of metal to protect the softer material. An instance of such use occurs in connection with the manufacture of vehicles, where the wooden bodies, particularly those of buggies, are provided with so-called "edge-irons," which are attached to the upper edges of such bodies, thereby protecting such edges against wear and injury and also strengthening the body, particularly at corners, where its sides are joined together.

These edge-irons are substantially strips or bars of metal of limited thickness and of a width which in its extreme extent does not exceed the thickness of the wood forming the sides of the body. These strips are held in place by nails or screws driven edgewise into the wood of the sides, entering from the upper edge of such latter, while the heads of these nails or screws occupy countersunk openings in these strips. In finishing such bodies the paint, varnish, &c., is applied over all, the object being to cover alike the body and all its trimmings, fittings, and other appendages connected therewith. In order to obtain a smooth surface, suitable to receive paint, varnish, and other finishing coats to be applied, it becomes necessary to fill the space above the nail-heads in these countersunk openings, above referred to, with putty,

which, after dry, is expected to furnish the required smooth and hard surface at the particular point. In the well-known hurry, however, with which this part of the manufacturing business is usually carried on in most cases the necessary time for drying is hardly ever set apart and paint is applied long before such should be done. As a result there always exists a danger that such half-dry putty may fall out at any time, and in most cases some or all of it does become loose and drop out during the shaking up incidental to crating, packing, and shipping. The result is a spoiled job, causing loss of work, extra expense in time and labor for repairs required, and giving rise to various other vexatious circumstances. In all cases, however, and even where the putty does not drop out, it always shows as a spot different in appearance from the rest of the painted surface of the buggy-body.

The object of my invention is therefore to overcome these difficulties, and it provides means arranged, used, and operating all as described in the annexed specification and pointed out in the claim following the same. The construction of these means is also illustrated in the accompanying drawings, in which—

Figure 1 shows in a perspective view a customary buggy-body provided with edge-irons constructed as contemplated by my invention. Fig. 2, in an enlarged top view, shows part of such a body near one corner and in detail with one of my improved edge-irons attached thereto. Fig. 3 is a vertical cross-section of the preceding figure, showing more clearly the manner of attaching my improved edge-iron. Fig. 4, in a cross-section, shows my improved edge-iron modified as to style simply; and Fig. 5 is a perspective view of part of a strip of my improved edge-iron.

In the drawings, 10 shows a buggy-body of customary style, and 11 indicates the sides thereof.

12 represents the edge-irons, being flat elongated strips or bars of metal secured against the upper edge of sides 11, so as to cover more or less thereof, but not projecting beyond such edges. These irons are applied to those parts of the edges which adjoin the corner where two sides join at an angle, and in front of

the seat it is customary to cover also the entire extent of the edge of the side, while the sides back of the seat are only covered to a limited extent. For such reason these edge-
 5 irons consist of two branches arranged to each other at an angle which corresponds to the angle at which the sides of the body join. Fig. 1 shows this disposition plainly.

The means for fastening these irons in position consist of pointed projections or spurs
 10 15, depending from their under side and taking the place of nails may be readily driven into the wood. These spurs are connected to the bars in a manner to form one piece there-
 15 with, and this connection may be obtained in case they are originally separate pieces by embedding these latter into appropriate molds and casting the bars around them in a manner that part of these spurs becomes em-
 20 bedded into the castings. As the most preferable way, however, I suggest that they be cast integrally with the bars, the whole to be made of malleable iron. Another improvement which my invention supplies is to have
 25 the edges on the under side of the bars projecting beyond the parts between them, which effect is obtained by slightly concaving such under side, whereby advanced edges or corners 16 are produced, which when the edge-
 30 iron is pressed down against the wood bite into and embed themselves thereinto, causing the iron to closely adhere to the wood and preventing the appearing of open joints or cracks in the paint. The result is the disappearance of all signs and traces which would
 35 destroy the impression that the body and all its parts are an undivisible whole, which is the object and which object is readily obtained with use of paint, provided a proper
 40 working surface is available for its application.

The advantages of my invention are readily apparent. In addition to aiding the production of nice work by furnishing a solid imperforate surface for the application of paint
 45 their use saves a large amount of time which would otherwise be wasted, being required to putty up nail and screw holes in case nails or screws were used. The application of

these improved edge-irons to the edges of the buggy-body is also very quick and convenient, since the fastening means required for their attachment are already in proper position on the device.

While these articles are known among the trade as "edge-irons," it is clear that this name is intended to merely cover and indicate their particular use and function, and therefore the word "iron" in this term does not necessarily restrict the manufacture of
 60 these articles to the exclusive use of iron, but includes also such other suitable metals which may be used when of advantage.

I am aware that edge-irons are not new, nor are such which are angle-irons at the same
 65 time, nor are carriage-irons covering the edges only of the sides of vehicle-beds and wagon-bodies. My described invention is, however, to be understood as limited to such an edge-iron only which is at the same time also an
 70 angle-iron and which in addition is imperforate, thus furnishing a solid integral and smooth surface for the application of paint, thereby preventing nail or screw holes from showing and avoiding the necessity of filling up
 75 such holes with putty to obtain the desirable smooth surface.

Having described my invention, I claim as new—

As an improved article of manufacture, an
 80 edge-iron used for vehicle-bodies of which it is adapted to cover the upper edges of two sides where such sides join each other at an angle, the same consisting of an imperforate bar of limited width and thickness having
 85 two branches joining each other at an angle and having the lower edges 16 of each projecting beyond the under surface of each and spurs projecting from the under side of each branch and between the projecting edges 16
 90 thereof, all as shown and described.

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

FREDERICK H. RUTHEMEYER.

Witnesses:

C. SPENGEL,
 ARTHUR KLINE.