LESLIE & PORTER.

Carriage-Irons.

No. 70,006 Patented Oct 22, 1867

Fig. 1

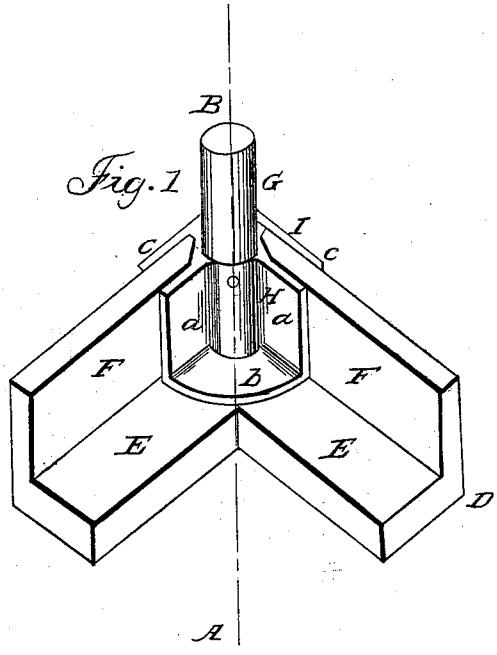


Fig. 3

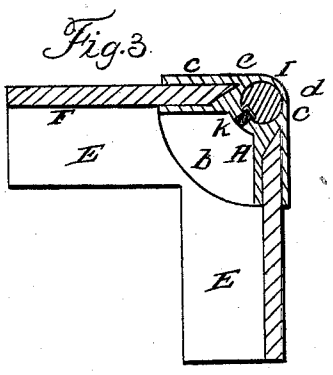
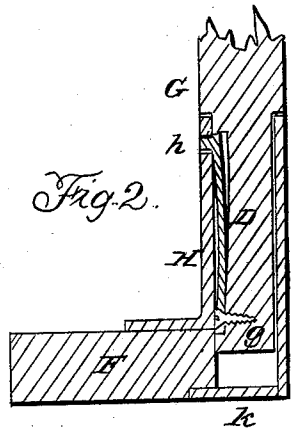


Fig. 2



Witnesses;
H K Porter
Lathe u Webb

Inventor;
S G Leslie
T W Porter

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

S. Z. LESLIE, OF HARTLAND, MAINE, AND T. W. PORTER, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN CARRIAGE-BODY-CORNER IRONS.

Specification forming part of Letters Patent No. **70,006**, dated October 22, 1867.

To all whom it may concern:

Be it known that we, S. Z. LESLIE, of Hartland, in the county of Somerset and State of Maine, and T. W. PORTER, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Carriage-Body Corner-Irons; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective interior view of a carriage-body corner with our invention applied. Fig. 2 is a vertical section taken on the line A B, Fig. 1; and Fig. 3 is a horizontal section taken on the line C D, same figure.

Similar letters of reference indicate corresponding parts in the several figures.

The nature of our invention consists in a corner-iron peculiarly adapted to "shifting-top" carriages, which iron may be formed either in one entire piece or in two sections, having an angle-plate by which it is secured to the sill, and recesses between the inner and outer flanges for the reception of the body panels, also a tube formed at the angle, in which the pillars of the top are inserted and held by a spring attached to the pillar and catching in the corner-iron, the whole so arranged that the top can be removed or replaced in a few moments.

To enable others skilled in the art to make and use our invention, we will proceed to describe its construction and operation.

In the drawings, E E represent the sills of the body.

F F are the panels, and G is the pillar.

The corner-iron here shown is formed in two sections, H and I. The former having two plates, *a a*, whose faces are at right angles with each other, and are connected at the bottom by the flange *b*, which is secured to the sills at their joining. The outer section, I, has also two flanges, *c c*, whose faces are at right angles with each other. Between the parts H and I, at the angle, is formed the tube *d*, (clearly shown in Fig. 3,) while the panels F F are inclosed between the flanges *a a* and *c c*, the three parts being firmly riveted together. The two parts H and I meet at the periphery of tube *d*, on a line at right angles with the line A B, as is shown at *e e*, Figs. 1 and 3. This division of the corner-iron is made both for the convenience of casting and applying to the vehicle. The pillar G, which is one of the supports of the top, is inserted in tube *d*, and the spring *f*, which is inserted in a slot in the pillar, is secured thereto by screw *g*, which catches by a projecting point, *h*, in the hole *i* in the section H when the pillar is in place, thereby securing the top firmly in position; and to remove the top it is only necessary, by aid of a small metal point, to press inwardly upon point *h* of spring *f*, so as to release the point *h* from the corner-iron, when the pillar can be raised so that point *h* will rest upon the top of the corner-iron, and when the four pillars are thus released the top can be readily removed from the body.

K is a metal plate secured to the under part of the sills. This plate may be formed as part of section I of the corner-iron, if desired.

By this invention the same vehicle is readily available both as an open and covered carriage, as may be desired, and from the peculiar nature of the corner-irons the body is stronger than any other of the same weight, the panels being firmly secured between the inner and outer plates, while the flange *b* unites the panels firmly to the strength of the sills.

The tube *d* may be formed in connection with only the inner or outer section of the corner-iron, if in any case it be found practically necessary; or the two sections H and I may be formed in one entire piece, if desired.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The tube or socket *d*, in combination with the body corner-irons of carriages, substantially in manner as described and shown.

2. The spring *f*, or its equivalent, in combination with tube *d* and pillar G, substantially as described and shown.

3. The flange *b*, formed upon the corner-iron to connect with the sills, substantially in manner as and for the purposes specified.

S. Z. LESLIE.
T. W. PORTER.

Witnesses:
LUTHER H. WEBB,
H. K. PORTER.