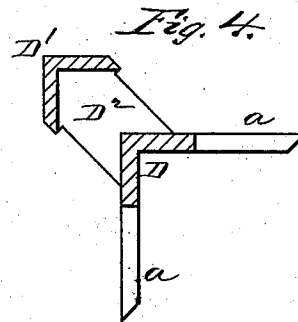
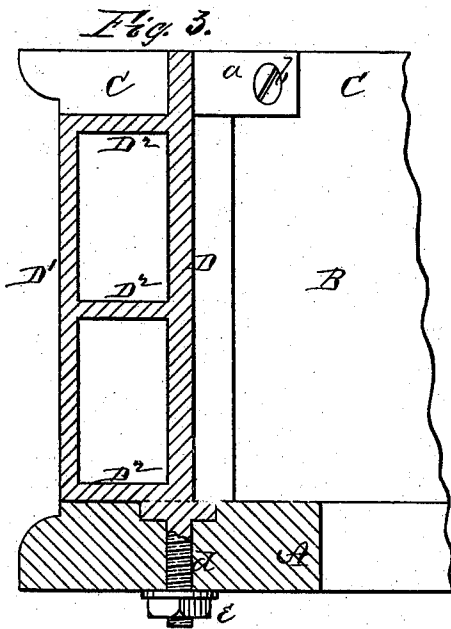
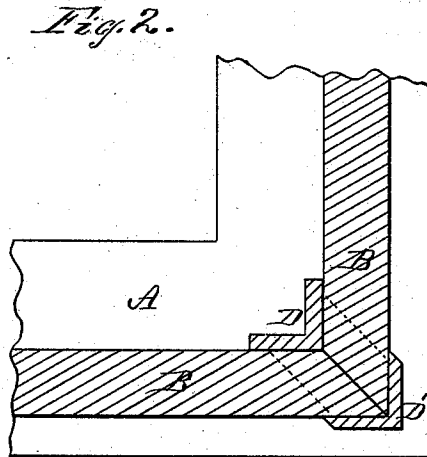
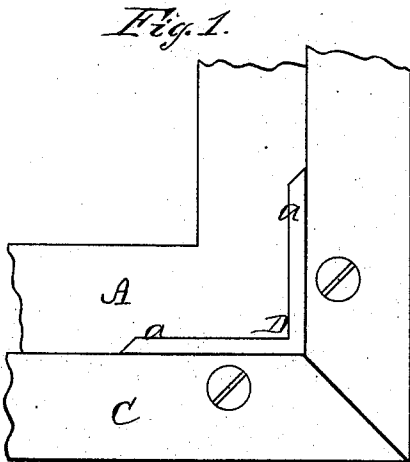


H. L. KINGSLEY.

CORNER-IRON.

No. 173,968.

Patented Feb. 22, 1876.



WITNESSES

Mary A. Villy.
Emory H. Bates

INVENTOR,

Horace L. Kingsley.
Chipman, Hoorn & Co.
ATTORNEYS

UNITED STATES PATENT OFFICE.

HORACE L. KINGSLEY, OF RACINE, WISCONSIN.

IMPROVEMENT IN CORNER-IRONS.

Specification forming part of Letters Patent No. **173,968**, dated February 22, 1876; application filed January 8, 1876.

To all whom it may concern:

Be it known that I, HORACE L. KINGSLEY, of Racine, in the county of Racine and State of Wisconsin, have invented a new and valuable Improvement in Corner-Irons; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan view of my corner-iron, and Fig. 2 is a horizontal sectional view of the same. Fig. 3 is a vertical sectional view thereof, and Fig. 4 a sectional detail view.

My invention relates to carriage or vehicle bodies; and it consists in the construction of the corner-irons for uniting the panels, as will be hereinafter more fully set forth.

In the annexed drawing, A A represent the sills of the vehicle-body, B B the panels, and C C the rails thereof. The sills A A are framed into each other, and the rails C are fastened, by screws, on the top edges of the panels B. The corners of the vehicle-body are connected by means of double irons, each formed of an inner angle or corner iron, D, and an outer corner-iron, D¹. These irons are connected by means of horizontal plates or bars, D², which are let into grooves or slots in the ends of the panels, so as to admit of the panels coming together and forming a miter-joint. The inside iron D extends above the

panels, and has an arm, *a*, extending along each rail and fastened thereto by screws *b*. On the lower end of this inside iron D is formed a shank, *d*, which passes down through the joint of the sills A A, and fastened by a nut, *e*, underneath.

By constructing the corner-irons in this manner, it makes a neat-looking corner, and obviates the necessity of riveting or otherwise securing the irons to the panel.

I am aware that a vehicle-body provided with a metal corner, with dovetail grooves and ribs, as shown in Letters Patent granted to S. Acker and N. L. Robinson, dated June 22, 1875, No. 164,703, has heretofore been employed, and I therefore lay no claim to such invention.

What I claim as new, and desire to secure by Letters Patent, is—

The metal corner, consisting of the inner and outer angle-irons D D¹, connected together by the horizontal plates D², forming mortises between the angle-irons and the inner angle iron D, being provided with the screw-shank *d* having a nut, *e*, in combination with the tenoned panels B B, substantially as described, and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

HORACE L. KINGSLEY.

Witnesses:

JOHN W. KNIGHT,
SIMEON WHITELEY.