No. 607,490. Patented July 19, 1898.

A. W. SPRINGER.

CORNER IRON FOR VEHICLE BODIES.

(Application filed Jan. 29, 1898.)

(No Model.)

Fig. 1.

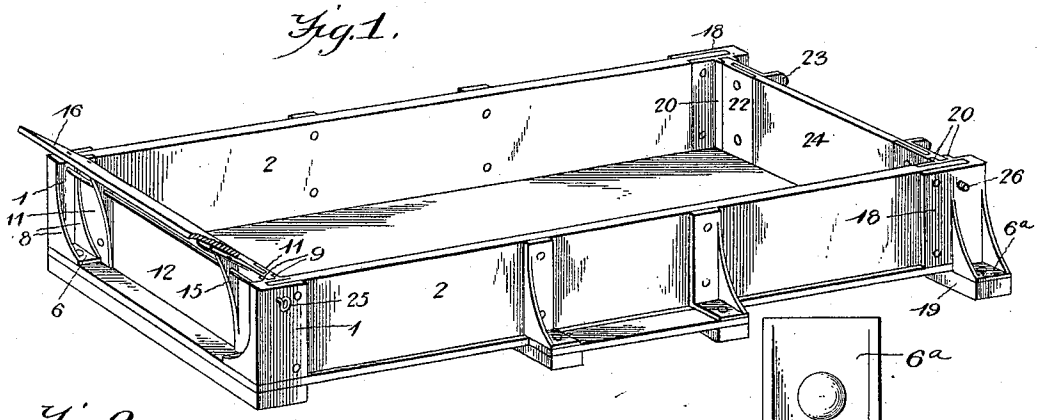


Fig. 2.

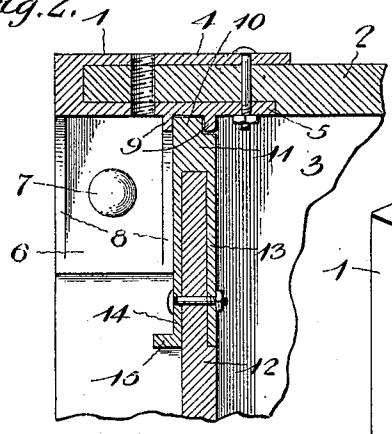


Fig. 4.

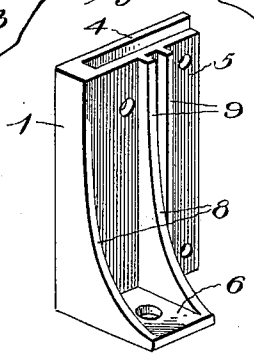


Fig. 3.

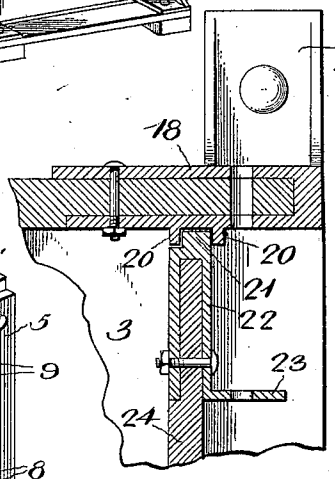


Fig. 5.

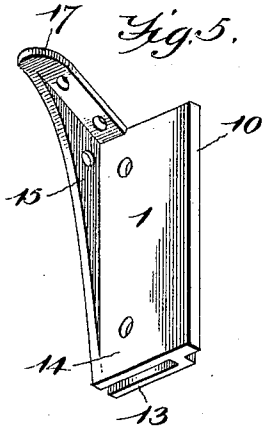


Fig. 6.

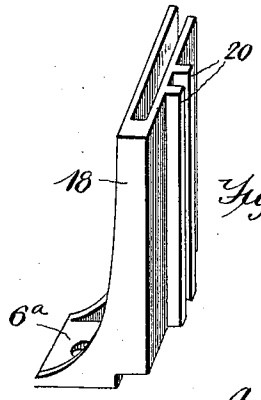
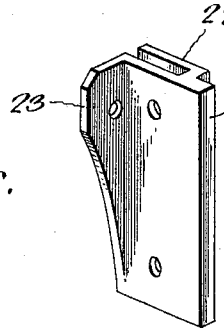


Fig. 7.



Witnesses
J. Faulkenberwell,
T. J. Riley

Amos W. Springer, Inventor.
By his Attorneys,
C. A. Snow & Co.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

AMOS W. SPRINGER, OF LEANDO, IOWA.

CORNER-IRON FOR VEHICLE-BODIES.

SPECIFICATION forming part of Letters Patent No. 607,490, dated July 19, 1898.

Application filed January 29, 1898. Serial No. 668,422. (No model.)

To all whom it may concern:

Be it known that I, AMOS W. SPRINGER, a citizen of the United States, residing at Leando, in the county of Van Buren and State of Iowa, 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.

The object of the present invention is to improve the construction of corner-irons for vehicle-bodies and to provide a simple, inexpensive, and efficient device adapted to brace the ends of the sides of a wagon-body and the terminals of the end-gates and to form ways for the latter.

A further object of the invention is to brace and support the sides of a vehicle-body and to provide means for supporting the footboard.

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

In the drawings, Figure 1 is a perspective view of a wagon-body provided with corner-irons constructed in accordance with this invention. Fig. 2 is a horizontal sectional view illustrating the construction of the front corner-irons. Fig. 3 is a similar view showing one set of the rear corner-irons. Fig. 4 is a detail perspective view of the front side iron. Fig. 5 is a similar view of the front-end-gate iron. Figs. 6 and 7 are detail perspective views of the rear irons.

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

1 designates a front side iron receiving the front end of one side 2 of a wagon-body 3 and composed of inner and outer parallel plates 4 and 5, connected at their outer vertical edges and arranged on the inner and outer faces of the side of the wagon-body. The inner and outer plates are secured to the side 2 by suitable fastening devices, and the side iron 1 is provided at its lower end with an inwardly-extending horizontal arm 6, arranged on the upper face of the bottom of the wagon-body and secured to the same by a fastening device 7. The arm and the body portion of the side iron 1 are connected by flanges 8, arranged at the inner and outer side edges of the arm 6, and by this construction a knee is provided which braces and supports the sides of the wagon-body.

The inner plate 5 of the side iron 1 is provided at its outer face with parallel vertical ribs 9, forming ways and adapted to receive a flange 10 of an end-gate iron 11, which is secured to the front end-gate 12. The end-gate iron 11 is composed of a pair of plates 13 and 14, arranged on the inner and outer faces of the end-gate and connected at their outer edges. Each iron 11 is provided at its outer plate with a supporting-flange 15, extending upward and provided with an upper inclined edge to receive a footboard 16. The footboard 16 is secured to the supporting-flange 15, which is provided at its upper edge with a lateral extension 17.

The sides of the wagon-body are supported by rear irons 18, constructed the same as the front irons, with the exception that they are provided with outwardly-extending arms 6^a, arranged on the upper face of a transverse cleat 19. The flanges or ribs 20 of the rear side irons receive flanges 21 of end-gate irons 22. The rear-end-gate irons 22 are provided with flanges 23, which extend rearward from the rear end-gate 24. The sides of the wagon-body are also connected by transverse rods 25 and 26, passing through perforations of the side irons and the outwardly-extending flanges of the end-gate irons, provided at one end with an eye or head and threaded at the other end to engage a threaded perforation of the adjacent side iron.

The invention has the following advantages: The corner-irons are simple and comparatively inexpensive in construction and adapted to be readily applied to the sides and end-gates of a wagon-body, and they are capable of supporting and bracing the sides of a body or bed and of protecting the terminals of the sides and the end-gates.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What I claim is—

1. A device of the class described, compris-

ing a side iron composed of inner and outer plates adapted to receive and protect the end of a wagon-body side, and an integral arm extending outward from the bottom of one of the plates and forming a knee for supporting the side iron, said side iron being provided at its inner plate with vertical ways, and an end-gate iron provided with a projecting portion or flange fitting in the said ways, substantially as described.

2. A device of the class described, comprising a side iron composed of inner and outer plates and provided at the bottom with an inwardly-extending integral arm forming a knee and adapted to be secured upon the bottom of a wagon-body, and an end-gate iron having a projecting portion to engage the side iron and provided with an upwardly-extending supporting-flange having an inclined upper edge and extended laterally thereat, substantially as described.

3. A device of the class described, comprising a side iron having inner and outer plates and provided at its bottom with an outwardly-extending arm forming a knee, and an end-gate iron engaging the inner plate of the side iron and provided with the rearwardly-extending flange 23 having a perforation to receive a transverse rod, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

AMOS W. SPRINGER.

Witnesses:
W. H. LIMING,
ELI GRUBBS.