

(No Model.)

O. L. KEELER.
CORNER IRON FOR WAGONS.

No. 593,224.

Patented Nov. 9, 1897.

Fig. 1.

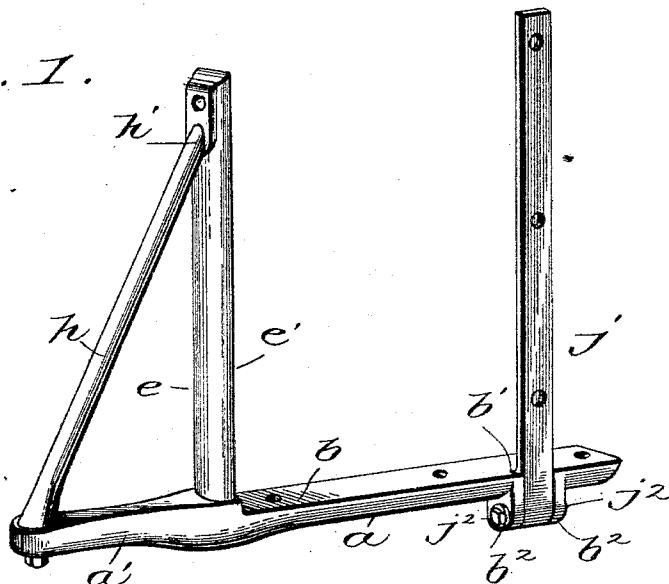
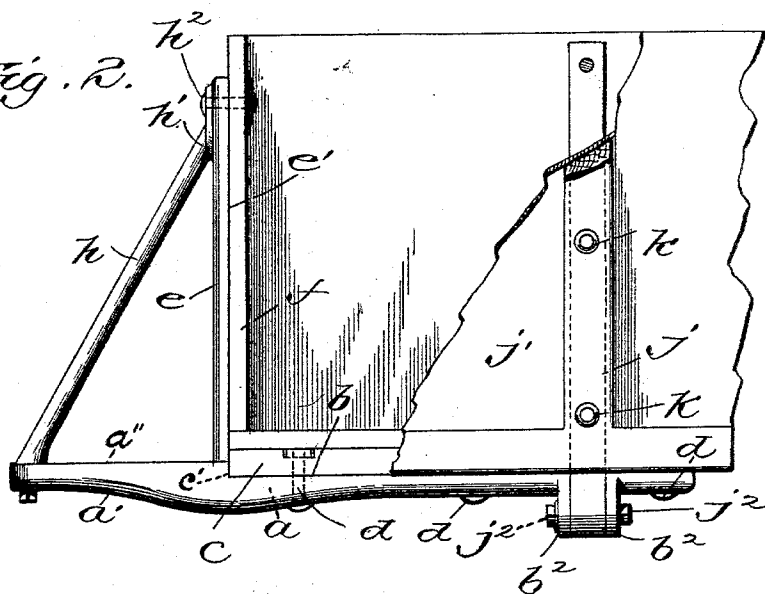


Fig. 2.



Witnesses
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CORNER-IRON FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 593,224, dated November 9, 1897.

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To all whom it may concern:

Be it known that I, ORRIN L. KEELER, a citizen of the United States, residing at Truxton, in the county of Cortland and State of New York, have invented certain new and useful Improvements in Corner-Irons; and I do declare the following to be a full, clear, 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to corner-irons and wagon-standards especially adapted for that class of wagons familiarly known as "democrat."

My object is to provide a more simple, cheap, strong, and durable device of this kind which can also be used in connection with the end-board hinges to strengthen them.

To this end my invention consists in the peculiar features and combinations of parts more fully described hereinafter and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a perspective view of my complete device, and Fig. 2 a side elevation thereof.

The body portion *a* of the corner-iron is composed, by preference, of cast-iron, malleable iron, drop-forging, wrought-iron, or steel, and is provided with an extension *a'*. The top *a''* of this extension lies on a higher plane than the top of the body portion, whereby a stronger corner is produced. The top of the body portion is mortised longitudinally to form a flat seat *b* for the reception of the rear end sill *c*, and the latter is held in place thereon by means of vertical bolts *d*, passing through the body *a* and the sill. Rising vertically from the body at the end of the mortise *b* is a standard *e*, cast integral with the former. The inside *e'* of this standard extends down in a straight line to the point where it intersects the end of the flat surface of the mortise *b*, thus making a square corner and vertical shoulder *c'* for the reception of the side-board *f*. By casting the body *a* and the standard *e* in one piece the former expense of fastening such parts together is

avoided and a stronger and neater structure is secured.

h represents a brace having its upper end *h'* cast integral therewith and fastened to the standard *e* by a bolt *h²*, which passes through the brace, the standard, and upper portion of the side-board. The lower end of the brace is fastened to the extension *a'* by a bolt *g*.

The body *a* is extended inward toward the middle of the wagon a distance sufficient to allow the hinges *j* of the end-board *j'* to be attached thereto. To accommodate these hinges, the outside face of the body *a* is provided with a notch *b'*, which allows the hinge to become countersunk in the body, preventing lateral motion thereof when it is raised with the end-board to closing position, as shown in Fig. 1. Cast integral with the body *a* on opposite sides of the recess *b'* are a pair of lugs *b²* for the reception of the end of the hinge, which end is held between them by a bolt or rivet *j²*. The end-board is secured to the outside of the hinges by bolts *k*.

Among the advantages obtained by this construction is that the body of the wagon is held more securely together at the corner where the sills and side-boards meet, thus preventing them from spreading apart and getting out of order. The fastening of the end-board hinges to the casting greatly increases the strength and durability of the hinge connections, and the whole structure can be made much cheaper and quicker than those heretofore in use.

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

1. In a corner-iron for wagons, the combination of a longitudinally-mortised body portion *a*, adapted to extend under and receive the wagon-box, with an outward extension *a'*, a standard *e*, and a brace *h*, between the extension and the standard, substantially as described.

2. In a corner-iron for wagons, a body portion flattened at the top to receive an end sill and provided with an extension such as *a'*, in combination with an integral standard having its inner surface arranged to intersect the top surface of the body portion at a point below the top of said extension, and a

brace connected at its opposite ends with the top of the standard and the outer end of the extension, substantially as described.

3. In a corner-iron for wagons, the combination with a body portion attachable to the under side of the box and provided with a hinge-recess in its side, of a hinge-connecting device located on the body portion below the recess, an integral extension adapted to project beyond the wagon-body, a standard rising

from the end of the body portion, and a diagonal brace connecting the end of the extension with the upper portion of the standard, substantially as described.

In witness whereof I affix my signature in presence of two witnesses.

ORRIN L. KEELER.

Witnesses:

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