(No Model.)

O. VANORMAN.

Corner Iron for Wagons.

No. 230,842. Patented Aug. 3, 1880.

Fig. 1.

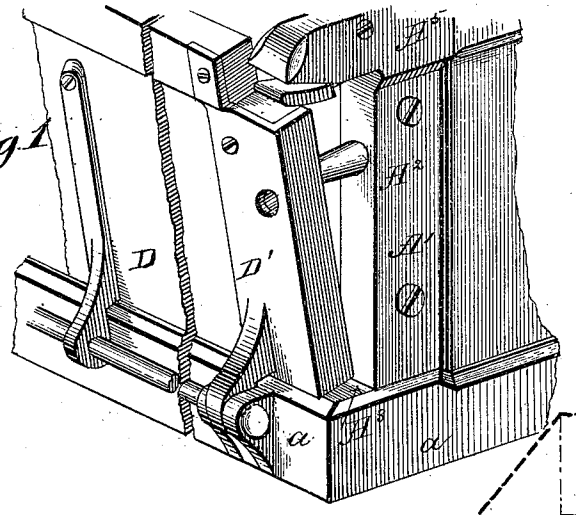


Fig. 2.

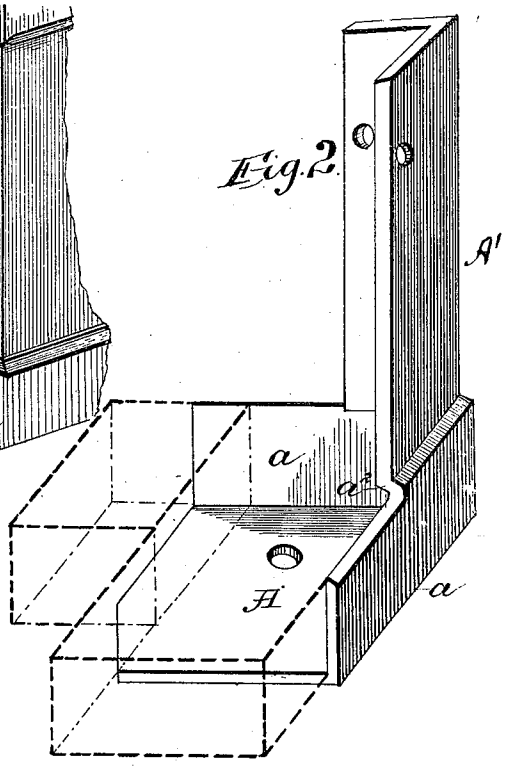


Fig. 3.

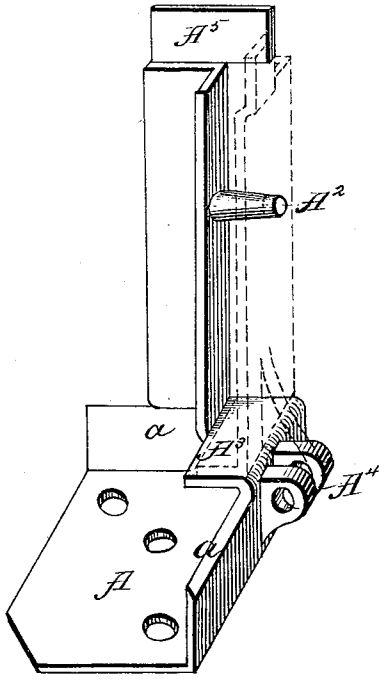
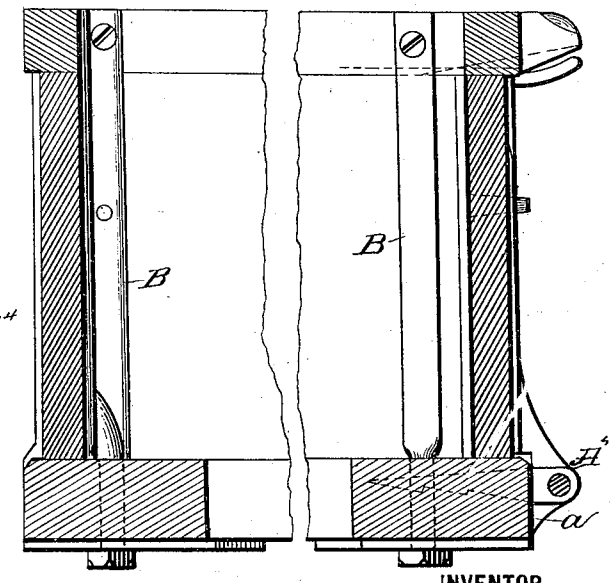


Fig. 4.



WITNESSES

C. G. Asmus

Charles F. Hunter

INVENTOR

Oliver Vanorman

by E. G. Siggers

ATTORNEY

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

UNITED STATES PATENT OFFICE.

OLIVER VANORMAN, OF RACINE, WISCONSIN, ASSIGNOR OF ONE-HALF OF HIS RIGHT TO FISH BROTHERS & CO., OF SAME PLACE.

CORNER-IRON FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 230,842, dated August 3, 1880.

Application filed June 22, 1880. (No model.)

To all whom it may concern:

Be it known that I, OLIVER VANORMAN, of Racine, in the county of Racine and State of Wisconsin, have invented certain new and useful Improvements in Box-Corners for Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to corner-irons for wagon-boxes, and will be described hereinafter.

In the drawings, Figure 1 is a perspective view of one of the rear corners of a wagon-box, showing my improved iron in place and the end-gate partly open. Fig. 2 is a perspective view of one of my irons for a solid corner, and Fig. 3 for a rear corner, both detached. Fig. 4 is a broken longitudinal section of a wagon-box fitted with my irons.

The irons for solid corners consist of a base, A, having short or narrow flanges *a a* on two of its sides, and an upright angle-piece, the base of which is joined to the flanges by inclines a^2, which cause it to slightly overhang the base, and when on the box fit snugly about the junction of the side and end pieces and over the sills. The base A is perforated to receive the shank of a bolt, B, and the iron is perforated at proper intervals for the securing-screws.

The irons for the rear corners have, in addition to the features above described, slightly modified in proportions, a bolt, A^2, cast with the rear flange of the angle-piece A′, and a flanged piece or offset, A^5, projecting from the top of the angle-piece. The rear flange of the base is also provided with an overhanging flange, A^3, and lugs A^4.

The shape of the front irons is such that they will hug the end and side rails and abut up against the top rails, while the bolts B, with their nuts, will bind the base up closely and securely to the bottom.

The rear irons not only secure the sills to the side pieces and completely protect them, but also afford a means for supporting the end-gate D and its bolts A^2 when the gate is closed, and will pass through the end-gate, and its facing-iron D′ will brace the sides and prevent their spreading under pressure, thereby rendering the brace-rod that has been used heretofore unnecessary.

What I claim is—

1. A corner-iron for wagon-boxes, having base A, flanges *a a*, and upright angle-piece, in combination with a bolt, B, as described.

2. A corner-iron for wagon-boxes, having flanges *a a*, angle-piece A′, and bolt A^2, in combination with a bolt, B, as set forth.

3. The corner-iron having angle-piece, which, at its top, terminates in an offset, A^5, having overhanging flange A^3 and lugs A^4, in combination with the end-gate having facing-iron D′, as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 14th day of June, 1880.

OLIVER VANORMAN.

Witnesses:

E. B. FISH,

D. J. MOREY.