

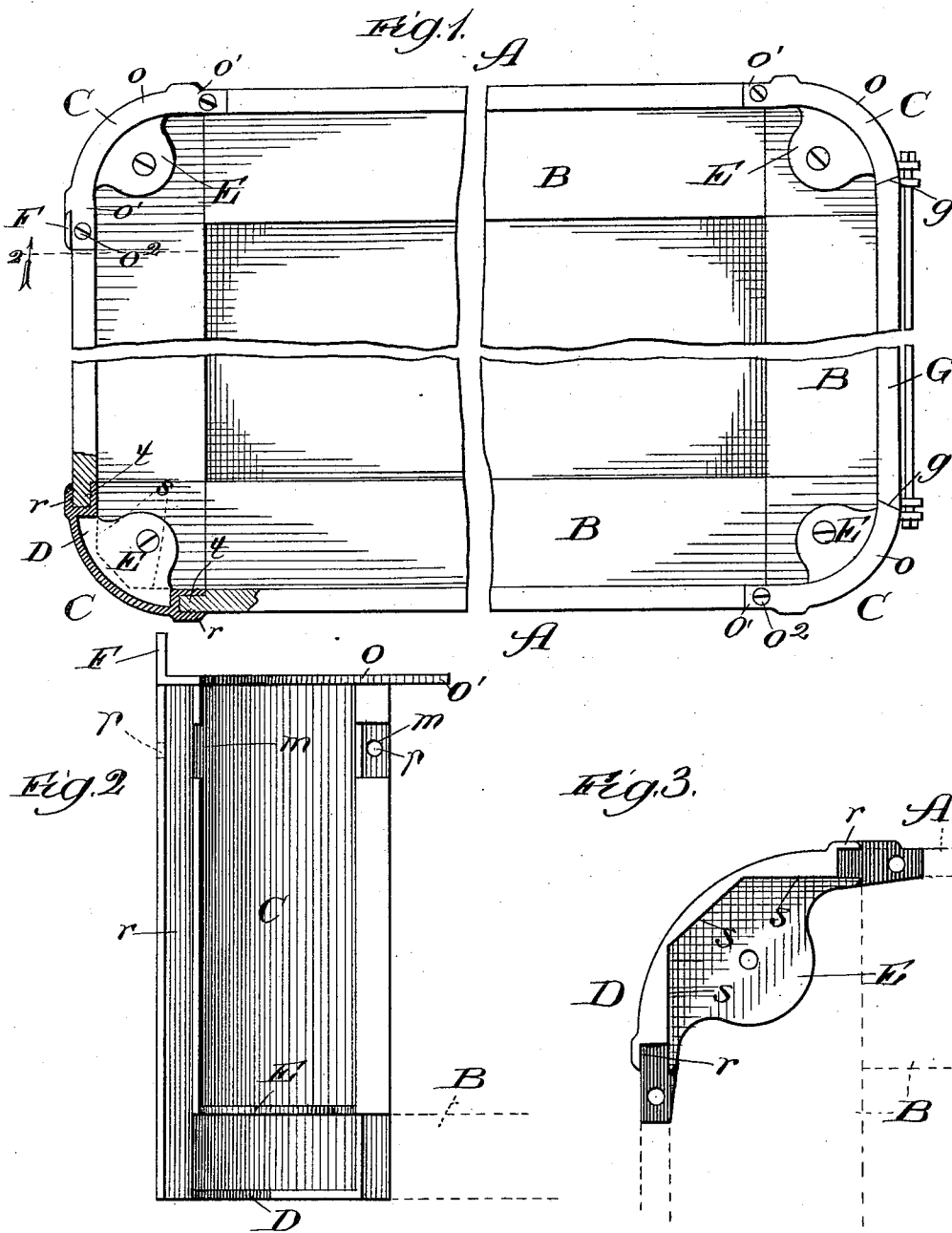
(No Model.)

E. FINN.

CORNER IRON FOR WAGON BODIES OR SEATS.

No. 480,187.

Patented Aug. 2, 1892.



Witnesses:

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UNITED STATES PATENT OFFICE.

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CORNER-IRON FOR WAGON BODIES OR SEATS.

SPECIFICATION forming part of Letters Patent No. 480,187, dated August 2, 1892.

Application filed January 28, 1892. Serial No. 419,555. (No model.)

To all whom it may concern:

Be it known that I, EDWIN FINN, a citizen of the United States, residing at Elkhart, in the county of Elkhart and State of Indiana, have invented a new and useful Improvement in Corner-Pieces for Wagon Bodies, Seats, &c., of which the following is a specification.

My invention relates to the construction of wagon-bodies, and more particularly to the corner-pieces of the body.

My invention is also applicable to seats, as will be shown hereinafter.

The object of my invention is to provide a curved corner-piece of metal for wagon-bodies for the purpose for which such curved corners are ordinarily employed; and my object more particularly is to provide such a corner-piece with means for its more ready attachment to the sides and bed-rails of the body-frame.

It has been suggested heretofore that a round corner for wagon-bodies may be made of cast metal; but in practice corners made of this material are found to be objectionable by reason of the increase in weight necessary to supply the requisite strength. It has also been suggested to make the round corners of malleable metal; but the devices of this character with which I am acquainted are provided with means for receiving and for the attachment of the side and bed rails that are undesirable; and it is the specific purpose of my invention to produce a corner-piece presenting all the advantages heretofore obtained with the malleable-iron corners without the disadvantages incident to their use.

My invention consists in a corner-piece for a wagon-body made with a lower interior angular flange constituting a brace adapting it to receive a straight-sawed bed-rail. By this construction the necessity heretofore presented of sawing the bed-rail on a curved line is avoided.

My invention consists, further, in a corner-piece for wagon-bodies provided at each side with a mortise to receive the ends of the side-boards of the body, whereby the side-boards and corner-pieces may readily be placed together to be afterward secured in any convenient manner, as by bolts or the like.

My invention consists, further, in a corner-

piece for wagon-bodies consisting of a curved plate of metal provided with a mortise at each edge and provided with a curved top strip of greater length than the width of the plate and caused to extend beyond each side thereof, through the medium of which top strip the side pieces may be bolted in place to prevent vertical displacement.

My invention consists, further, in a corner-piece for wagon-bodies having the characteristics last described and provided with an upward-projecting perforated stud for the reception of the bolt for securing the dasher-rod to the body.

My invention consists, further, in the details of construction and combination of parts, all as hereinafter more fully set forth.

I have more particularly referred to my invention in its application to the wagon-body; but I contemplate using it as a corner-piece for the seat and intend that such use thereof shall be included in my invention.

In the drawings, Figure 1 is a plan view, partly in section, of a wagon-body provided with corner-pieces in accordance with my invention. Fig. 2 is a view in elevation of a corner-piece, taken on the line 2 of Fig. 1 and viewed in the direction of the arrow. Fig. 3 is a bottom plan view of a corner-piece constructed in accordance with my improvement and showing the mode of applying the side pieces or panels and bed-rails or sills thereto.

A represents the side and end pieces or panels of a wagon-body, and B the bed-rails or sills thereof. For use with my invention, if desired, the panels may be reduced at each end, as indicated at *t*, Fig. 1, to leave a shoulder, as presently described, and the bed-rails B are sawed on an angular cut, as indicated at *s*, Figs. 1 and 3. It is quite apparent that the feasibility of sawing the bed-rails with an angular cut instead of with a curved cut is a matter of importance in the production of wagon-bodies of the character of the present one.

C represents the corner-piece and is composed, preferably, of a sheet of malleable iron having the proper curvature and provided at each side with a mortise *r* of a size adapting it to receive closely the end *t* of the side and

end panels A. The corner-piece is provided, preferably, with bolt-holes *p* to afford a means for bolting the side and end pieces through the mortise to the rails, which extend, as usual, along the sides and ends, passing through the mortise *m*. (Shown near the top of the corner-piece, Fig. 2.) Extending across the top of the corner-piece C and having the same curvature as the latter is a strip *o*, longer than the width of the corner-piece, and hence projecting beyond the latter, being provided in said projecting part with screw-holes *o*² for the reception of the vertically-extending screws.

At its lower extremity the corner-piece C is provided with an inward-projecting flange integral or attached and constituting a brace D, the inner edge of which is angular, one of the three lines of direction being an extension of a side panel, another an extension of an end panel, and the third or intermediate line being straight and approximating a geometrical chord. At a point above the bottom, approximating the thickness of the bed-rail *a*, is provided an inward-projecting shelf E, provided with a bolt-hole for bolting the sill thereto. The brace D prevents the displacement of the sills and the shelf E serves as a support therefor.

With the corner-pieces at the forward end of the body I employ the upward-extending studs F, perforated to receive a dasher-rod, thereby contributing to the firm support of the dasher. On the corner-pieces at the rear of the body I prefer to form a rabbet *g* to form a tight joint with the hinged tail-gate G, hinged in the usual manner.

As will be readily apparent from the foregoing description, in order to combine the various elements in operative position the corner-pieces are joined to the side pieces by causing the latter at their ends to enter the side mortises *r*, and are then fastened in place by bolts or screws inserted through the holes *p* and *o*². The side sills sawed to the proper configuration at their extremities to abut against the brace D, as described, are thereupon placed in position and bolted to the shelves E, the

end sills being secured thereto in the usual manner. A firm and immovable connection between all the parts is thus secured and a strong and light corner supplied contributing materially to the symmetrical appearance of the body.

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

1. A corner-piece for wagon bodies, seats, and the like, comprising a curved plate having an inward-projecting flange D, constituting a brace, presenting an angular configuration at its inner edge for the reception of the sill end, substantially as described.

2. A corner-piece for wagon bodies, seats, and the like, comprising a curved plate having at its lateral edge a double flange producing a mortise for the reception of the panel, substantially as described.

3. A corner-piece for wagon bodies, seats, and the like, comprising a curved plate having at each lateral edge a mortise to receive the panels and provided on its top with a curved strip projecting beyond the sides, substantially as described.

4. A corner-piece for wagon bodies, seats, and the like, comprising a curved plate provided with means for attaching the panels and sills thereto and provided with an upward-projecting stud F for the attachment of the dasher-rod, substantially as described.

5. A corner-piece for wagon bodies, seats, and the like, comprising, in combination, a curved plate C, inward-projecting flange at the lower end in the form of a brace D, presenting an angular configuration, double flanges affording mortises at each side of the plate for the reception of the side and end boards, curved plate *o* at the top of the plate and extending beyond the sides thereof, and shelf E, projecting inward from the plate C, substantially as and for the purpose set forth.

EDWIN FINN.

In presence of—

JAMES H. STATE,

CHARLES S. HENDERSON.