(No Model.)

T. LUMSDON.

CORNER IRON.

No. 312,481. Patented Feb. 17, 1885.

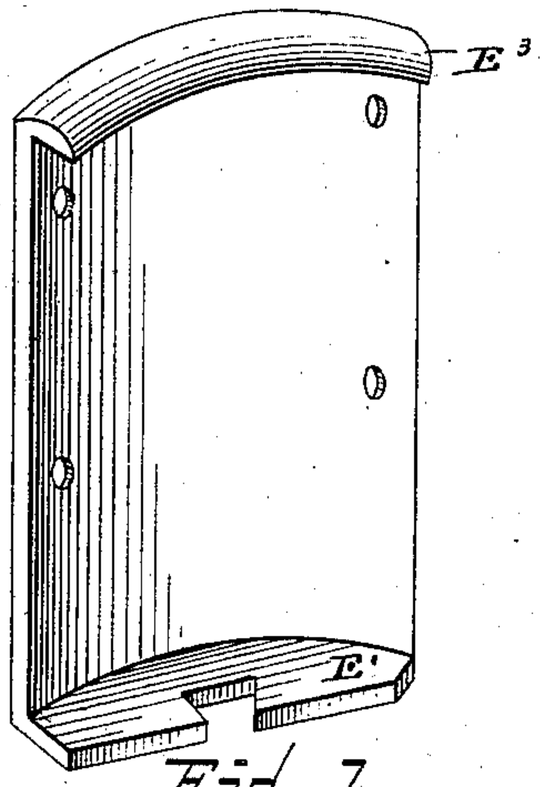

Fig. 1.

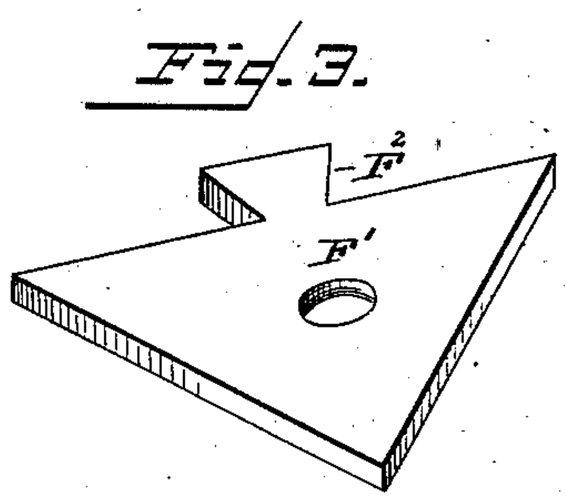

Fig. 3.

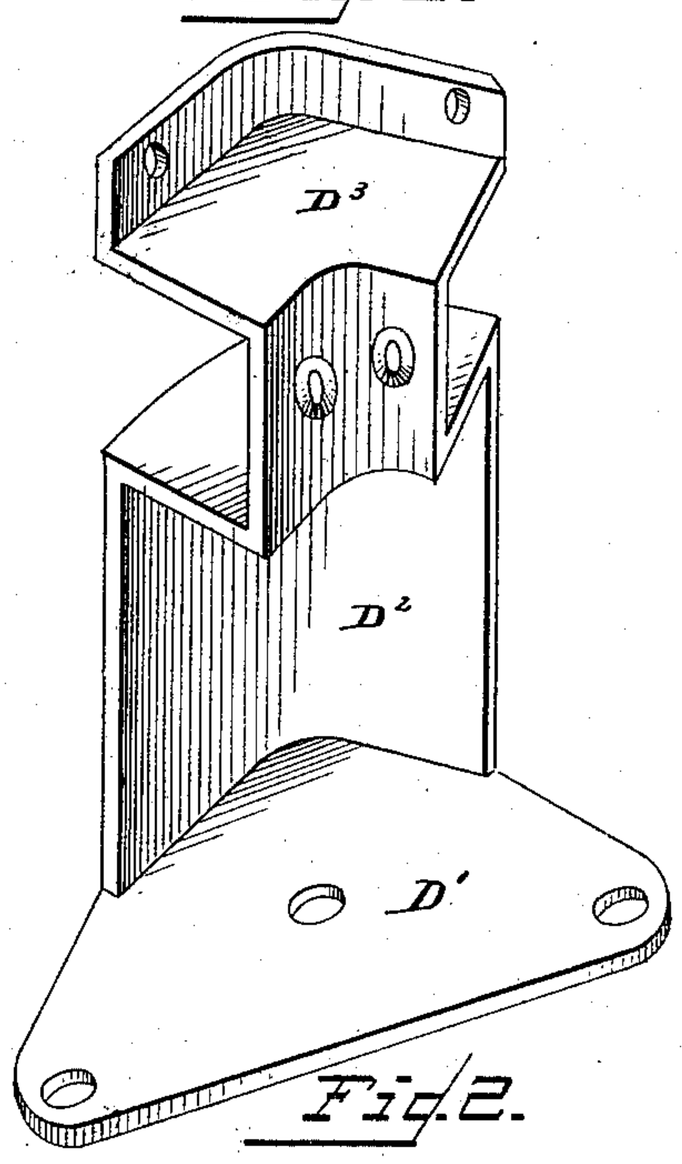

Fig. 2.

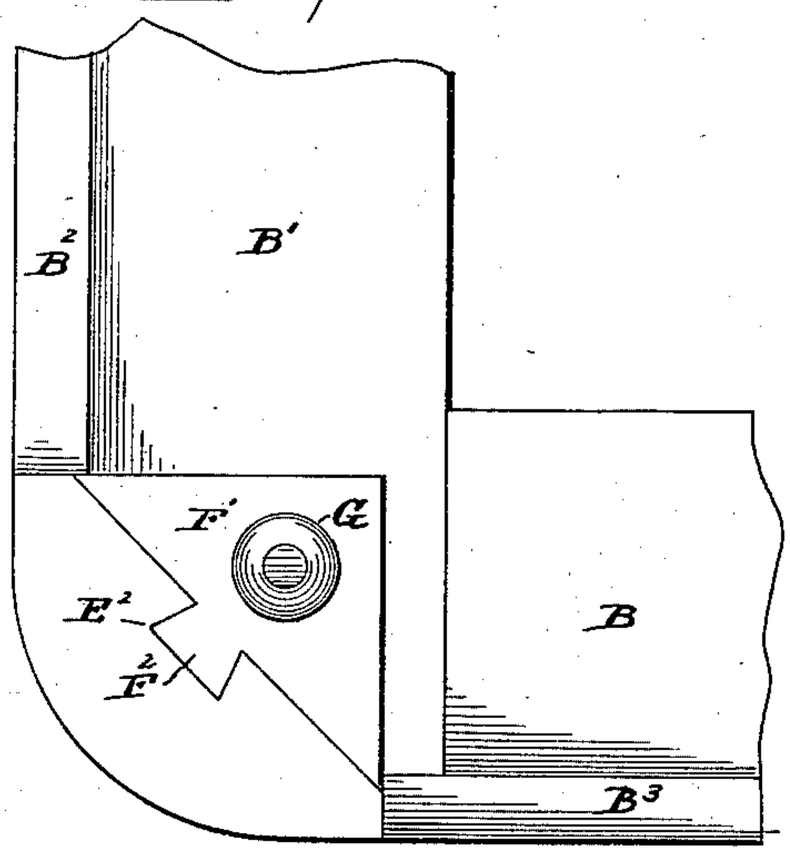

Fig. 4.

WITNESSES

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THOMAS LUMSDON, OF MARION, VIRGINIA.

CORNER-IRON.

SPECIFICATION forming part of Letters Patent No. 312,481, dated February 17, 1885.

Application filed October 23, 1884. (No model.)

To all whom it may concern:

Be it known that I, THOMAS LUMSDON, a citizen of the United States, residing at Marion, in the county of Smyth and State of Virginia, have invented a new and useful Improvement in Corner-Irons, of which the following is a specification, reference being had to the accompanying drawings.

My invention has relation to corner-irons for all wheeled vehicles, such as buggies, jerseys, &c.; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a view in perspective of the outside corner-iron. Fig. 2 is a view in perspective of the inside corner-iron. Fig. 3 is a detail perspective of one of the attaching-plates, showing the dovetail projection for engaging the groove in the lower flange of the outside corner-iron. Fig. 4 is a bottom plan view of a portion of a vehicle-body, showing the attaching-plate and corner-iron in place.

Referring by letter to the accompanying drawings, A designates a portion of a vehicle-body having a round corner. B is one of the side sills, and B′ one of the end sills, of the body, which are connected by a mortise and tenon and are rounded on the outside, as shown. B^2 B^3 are the side and end rails, which are secured to the inner faces of the side-boards and end-boards of the body, near the upper edges of said respective boards, in the usual manner. The meeting ends of said side and end rails are also rounded. Shoulders C are provided on the outer faces of the side and end boards, so that when the outside corner-irons are in place their outer faces at their edges will be flush with the outer faces of the side-boards and end-boards of the vehicle-body. The inside corner-iron, D, is provided with a base-flange, D′, and is secured to the body-sills B by screws passed down through said base-flange into the body-sills. The web or vertical portion D^2 of the inside corner-iron, D, is concavo-convex, or rounded in horizontal section or plane, and is provided with a rectangular bend or seat, D^3, near its upper end for the reception of the meeting ends of the side and end rails, B^2 B^3. Above the seat D^3 the vertical portion D^2 is continued, and its upper edge is flush with the upper edges of the end-boards and side-boards of the body. The outer corner-iron, E, used in connection with the inside corner-iron, D, is also concavo-convex in horizontal cross-section, and is provided with a base-flange, E′, provided with a dovetail recess, E^2. The upper end of the outer corner-iron, E, is provided with an inwardly-projecting curved flange, E^3, which is rounded on its upper face, forming, substantially, a knife-edge on its inner curve. A recess, F, is provided in the under faces of the body-sills at the meeting ends, and in this recess F, I provide a triangular-shaped locking-plate, F′, having a tongue, F^2, which fits the dovetail recess E^2 when the corner-irons are in place. The locking-plate F is secured in place by a bolt, G, passed up through the locking-plate F, the side and end sills, and through the base-plate of the inside corner-iron, D, and this bolt is secured by a nut. This bolt G serves also to secure the base of the inside iron, D, which latter is further secured by two screws driven one into the side sill and the other into the end sill of the vehicle-body. Screws are also passed through the vertical portion of the seat D^3 into the side and end rails. The inner and outer corner-irons are further secured near their middle portions and near their upper portions by bolts and nuts, so that the body is made exceedingly strong and durable.

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

1. The herein-described corner-iron, having its base notched or recessed, as described, and the locking-plate having a tongue fitting in the recess or notch, as set forth.

2. The combination, with a vehicle-body, of the inside iron having the flanged base, and the outside iron having the top and base flanges, and bolts passing through the bottom of the body and connecting the flanged base portions of the two irons, as set forth.

3. The combination, with a corner-iron having a top flange and a base provided with a dovetail recess, of a triangular locking-plate provided with a tongue, F^2, and bolts for securing them in place, substantially as specified.

4. The combination, with the vehicle-body,

of the inside iron having the flanged base and seat D^3 near its upper end, and the outside iron having the upper flange and base-flange, a dovetail notch or recess provided in the base-flange, and a locking-plate provided with a dovetail tongue to fit the said notch or recess, as set forth.

5. The combination, with the inside corner-iron having the flanged base and seat D^3, of the outside corner-iron having the top flange, and the base-flange provided with a dovetail recess, the triangular locking-plate with tongue, and the bolts and nuts for securing said irons to place, substantially as specified.

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

THOMAS LUMSDON.

Witnesses:

H. P. COPENHAVER,

JOHN CURTIN.