(No Model.)

W. B. MORRIS.

CORNER IRON FOR TRUCKS.

No. 436,986. Patented Sept. 23, 1890.

Fig. 1.

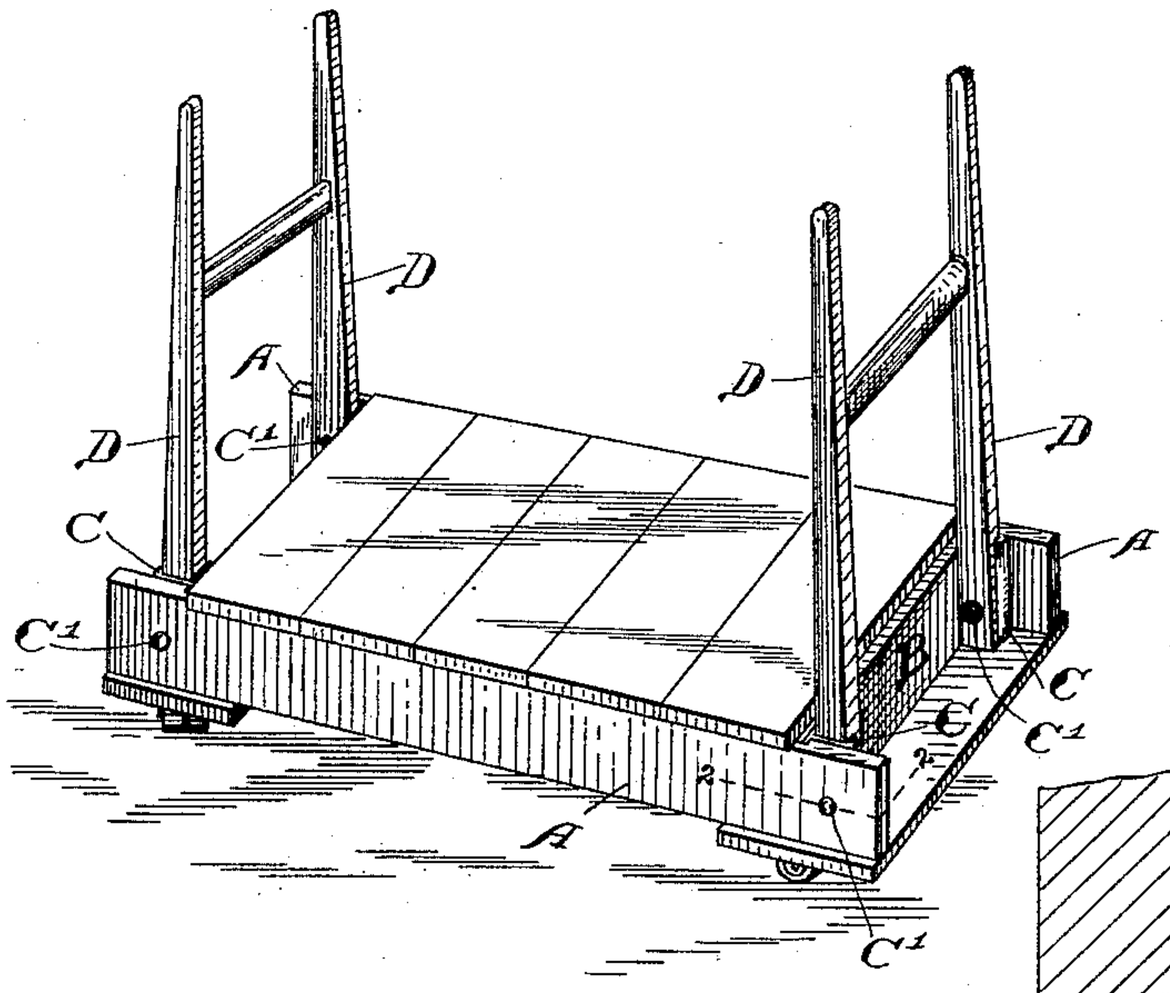


Fig. 2.

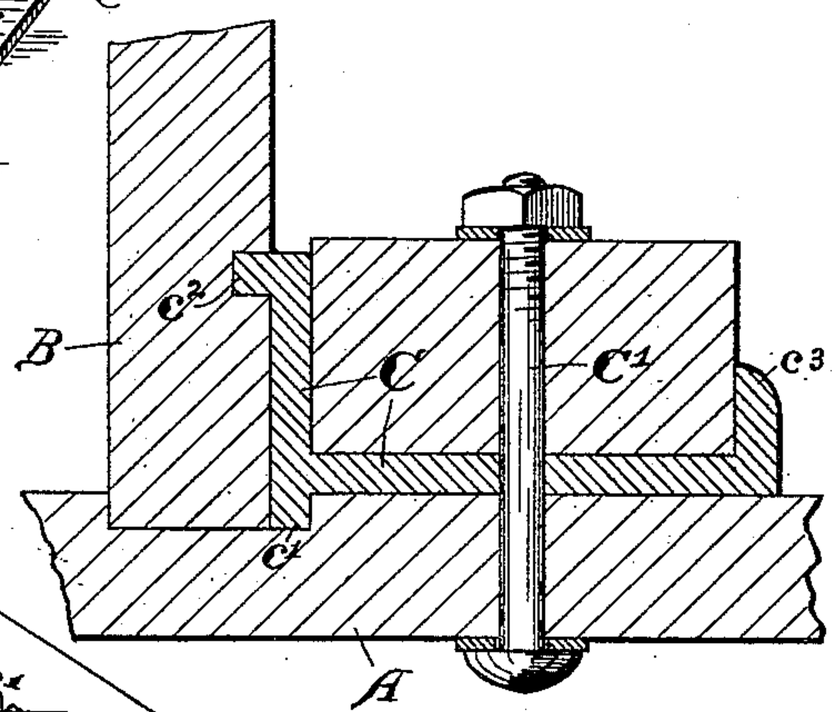
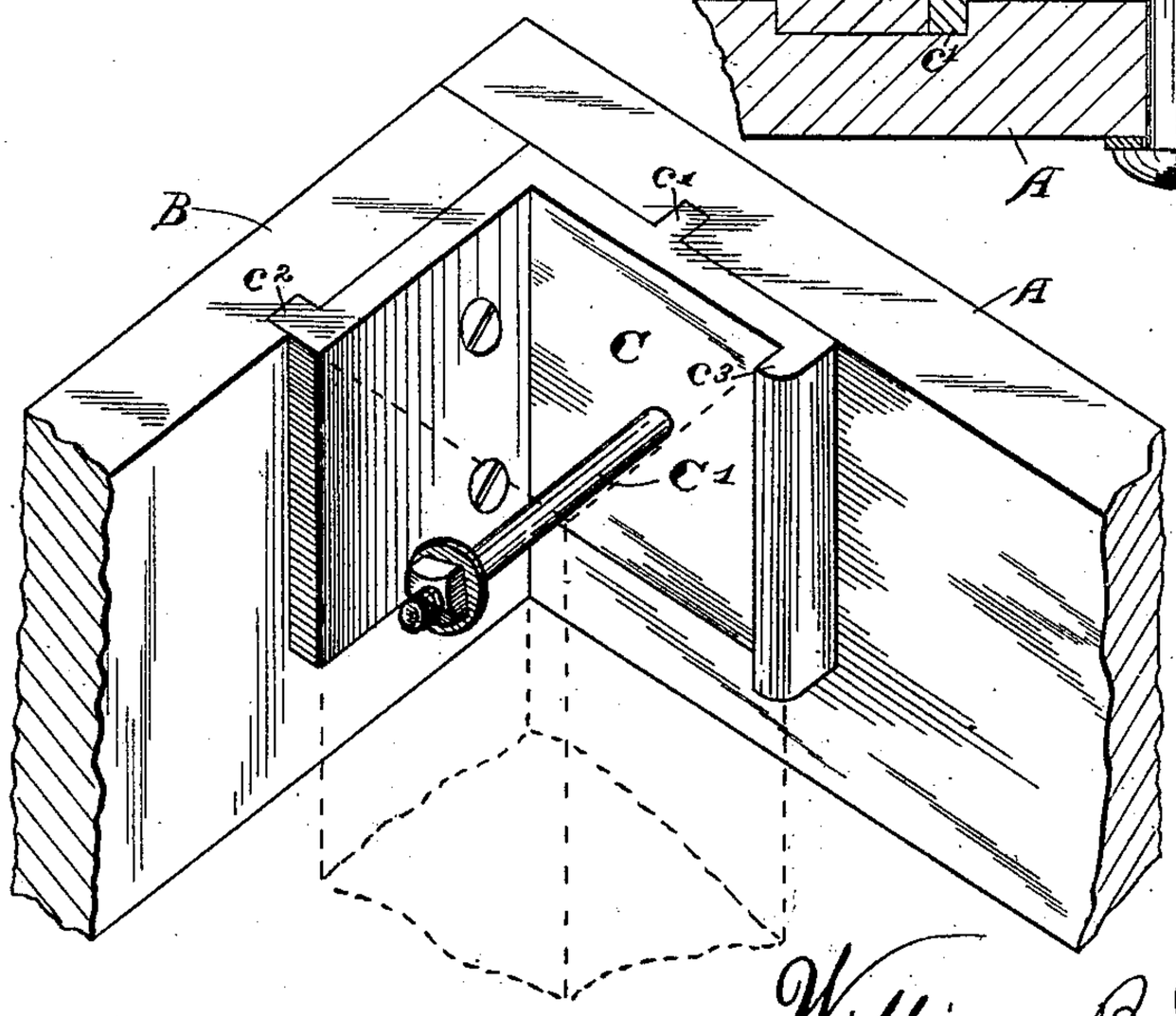


Fig. 3.



WITNESSES.

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UNITED STATES PATENT OFFICE.

WILLIAM B. MORRIS, OF INDIANAPOLIS, INDIANA, ASSIGNOR OF ONE-HALF TO EMIL DIETZ, OF SAME PLACE.

CORNER-IRON FOR TRUCKS.

SPECIFICATION forming part of Letters Patent No. 436,986, dated September 23, 1890.

Application filed April 18, 1890. Serial No. 348,511. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM B. MORRIS, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Corner-Irons for Trucks or Tables, of which the following is a specification.

The object of my said invention is to produce a joint-iron by which the side and end rails of truck-frames, tables, &c., may be strongly united and the posts or legs secured thereto with a minimum cost for material and labor.

This invention will be first fully described, and then pointed out in the claims.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a perspective view of a truck, such as is used in factories, warehouses, and such like places, provided with my said invention; Fig. 2, a horizontal sectional view of one of said corners, and Fig. 3 a fragmentary perspective view of my invention as applied to a table.

In said drawings, the portions marked A represent the side rails of the truck or table; B, the end rails; C, my improved joint-iron, and D the posts or legs.

The rails A and B are in general form similar to the rails of ordinary structures of this character. Each, however, has a transverse groove, into which a flange on the joint-iron C enters. For trucks the side rails preferably pass the end rails, as shown in Figs. 1 and 2, while for tables they preferably come to an even corner, as shown in Fig. 3.

The joint-irons C have flanges c', c^2 and c^3. One member extends along the side rail and the other along the end rail. The flange c' enters the groove in the side rail. The flange c^2 enters the corresponding groove in the end rail, while the flange c^3 engages with the side of the post or leg D. For trucks the same groove which receives the flange c' also preferably receives the end of the end rail. This is best shown in Fig. 2, which shows the groove of sufficient width to receive both of these parts.

When the parts are formed as shown and placed together, they are secured by the bolt C′, which passes through the rail A and joint-iron C and the post or leg D. This is the only fastening that is necessary in this construction, no other bolts, screws, or other fastening devices being required in the construction shown for trucks. This results in great economy in the manufacture of frames for such purposes, as heretofore several bolts and screws have commonly been required to complete the fastening, adding considerably to the expense. In the table construction (shown in Fig. 3) it is desirable that the side and end rails shall be secured together by nails driven through one into the end of the other, or by screws *c* passing through one member of the joint-iron into the corresponding member of the frame until at least the top of the table is put in place; but even this is not absolutely necessary, and in any case the joint-irons receive the strain of the legs or posts.

The posts or legs D are of the ordinary and well-known construction. They are secured against the joint-irons C, resting partly in the recesses, therein which are oppositely bounded by the members of said joint-irons, which extend along the end rails and the flanges c^3, and they are held in position by the bolt C′, as above stated. The result is that they are held firmly with but little expense for labor or for fastening devices.

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

1. The combination, with the side and end rails and the post or leg of a truck or table, of a joint-iron C, constructed as shown and provided with the flanges c', c^2, and c^3, and a bolt, which passes through one of said rails and said post or leg, and one member of said joint-iron parallel with the other member of said joint-iron, substantially as shown and described.

2. A joint-iron for securing the side and

end rails of a frame and posts or legs thereto together, which consists of two members arranged at right angles with each other and having three flanges or projections, two of which enter said grooves in the rails, and the third of which extends out at right angles with one member and parallel with the other, thereby embracing the post or leg on three sides, substantially as shown and described.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 12th day of April, A. D. 1890.

WILLIAM B. MORRIS. [L. S.]

Witnesses:
CHESTER BRADFORD,
JAMES A. WALSH.