

(No Model.)

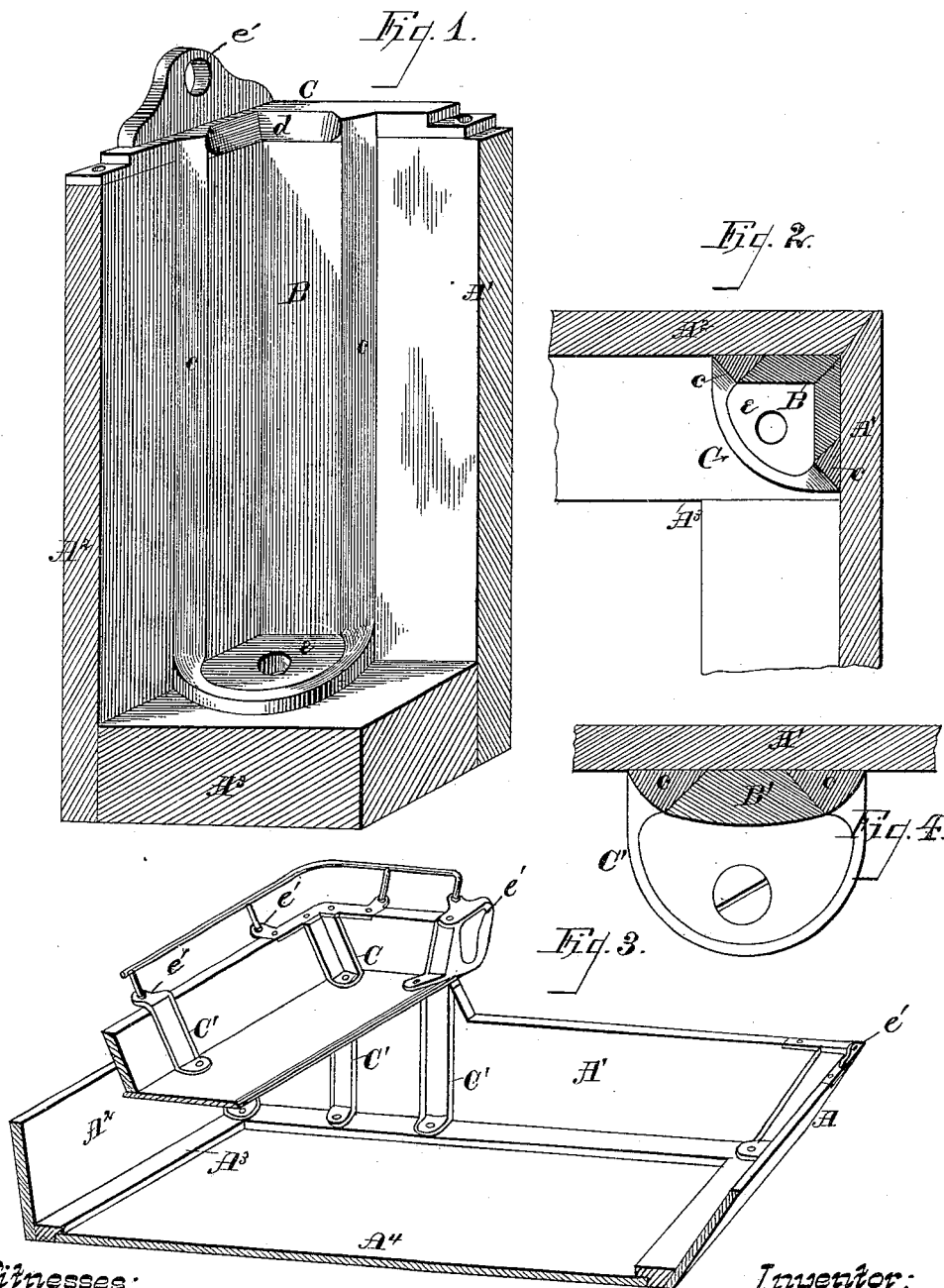
2 Sheets—Sheet 1.

B. F. SWEET.

CORNER IRON FOR VEHICLE BODIES.

No. 263,441.

Patented Aug. 29, 1882.



Witnesses:

E. G. Clomus,
Carl Pickhardt.

Inventor:

Benj. F. Sweet
By
Stout & Mendenwood
Attorneys.

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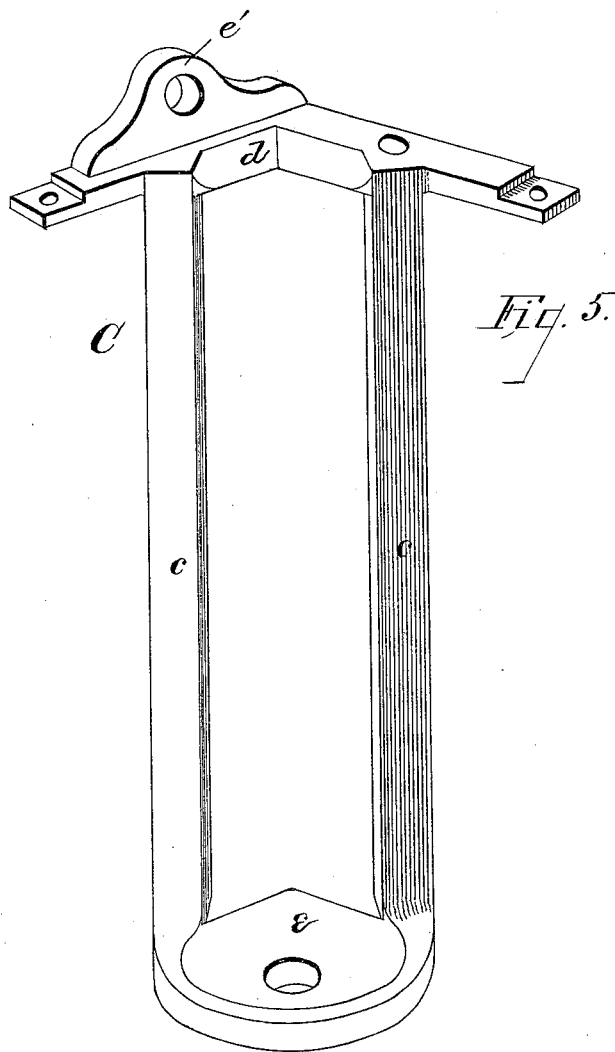
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No. 263,441.

Patented Aug. 29, 1882.



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Carl Pickhardt.

Inventor:

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UNITED STATES PATENT OFFICE.

BENJAMIN F. SWEET, OF FOND DU LAC, WISCONSIN.

CORNER-IRON FOR VEHICLE-BODIES.

SPECIFICATION forming part of Letters Patent No. 263,441, dated August 29, 1882.

Application filed March 4, 1882. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. SWEET, of Fond du Lac, in the county of Fond du Lac, and in the State of Wisconsin, have invented certain new and useful Improvements in Corner and Seat Irons, &c., for Wagon and Sleigh Bodies; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to corner and other irons used in the manufacture of wagon and sleigh bodies, as will be more particularly set forth hereinafter.

In the drawings, Figure 1 is a perspective view of the corner of a wagon-body with one of my irons in place. Fig. 2 is a horizontal cross-section of the same. Fig. 3 is a perspective view of a portion of a wagon-body, showing my corner, side, and seat irons in place. Fig. 4 is a horizontal cross-section, showing one of my side irons in place; and Fig. 5 is a perspective view of one of my skeleton frames detached from the corner of a wagon-body.

In making my wagon and sleigh bodies I make the entire box of wood, joining the corners in any usual manner, preferably with glue joints. In the example shown I have represented a box, A, whose sides A' and ends A² flare upwardly and outwardly; and I have also shown an interior ledge or rim of wood, A³, running all around the box next to the base of the flaring sides and ends, into which the bottom A⁴ of the wagon-box is fitted; but these details are immaterial. Inside of this box, at each corner, I place angle-pieces or cleats B, of wood, whose outer vertical edges are beveled to the shape shown in Fig. 2.

My corner-irons C consist of two uprights, c c, joined at top and bottom by the flanges or plates d e, forming a skeleton frame, of iron or other suitable metal, the uprights being triangular in cross-section, so that their inner edges will fit closely against the sides and ends A' A² of the wagon-body and within the vertical beveled edges of the wooden angle-pieces or cleats B, all as shown in said Fig. 2. These skeleton irons can therefore be readily pushed into place and down to the bottom of the wagon-box, and will thus be securely locked against any lateral displacement, and when in proper position can be readily secured by

means of screws or bolts through the holes in their flanged plates at top and bottom.

The side irons, C', are of generally similar construction, except that of course their top and bottom flanged plates are shaped to the sides of the wagon at their inner edges and not projected into angles, as would be necessary at the corners, and the wooden dovetailed or beveled cleats B', projecting from the sides of the wagon-body, are flat, instead of angular, all as clearly indicated by the view in cross-section, Fig. 4, the vertical edges of these cleats B', like the similar edges of the cleats B, flaring out from the back where they join the sides of the box toward the center of the wagon-body, so as to form the same sort of a lock for the metal frame C' that the edges of the angle-cleats B do for the frames C.

The top flanged plates, d, of my various irons project laterally or upward or outward, as the case may be, and are provided, when necessary, with holes to receive screw-bolts, &c., according to the position the particular iron occupies or the use to which it is to be put. For instance, in Fig. 1, I show a corner-iron with upper perforated extension, e', of the top flange to accommodate the bolt of a dash-board. Again, in Fig. 3 are shown several varieties of irons with different extensions of their top flanges—viz., those for supporting the rail or back-rest of the seat and one for affording a hand-grasp when getting into the wagon, &c.—but these details do not affect the essence of my invention, which consists in the metal skeleton frame adapted to be slid onto and held in place by the wooden cleats (either flat or angle-shaped) by reason of the angles of their vertical edges coinciding with the angles of the edges of the said cleats.

These irons contribute much to the strength and finish of wagon-bodies, and my corner-irons hold the ends and sides of the box firmly together without the necessity of any outside application, thus leaving a smooth even outer surface entirely of wood.

By reason of the peculiar shape of my corner-irons one can be fitted inside of another, and thus secure economy of space in packing, as indeed can my side and other irons when it is necessary to transport them in quantity from one point to another, and as the angle of

inclination of these irons always corresponds to the flare of the sides and ends of the wagon or sleigh box or body, one body can thus be placed inside of another in packing or storing them to the great saving of space. The angle-pieces or cleats are made of wood, in order to get glue joints, and the skeleton frames fitting over these cleats are made of metal, in order to secure the greatest strength within the smallest compass, and thus avoid taking up too much space inside of the body.

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

1. In a wagon or sleigh body, a metal frame consisting of two uprights, connected by top

and bottom flanges, adapted to slide over a dovetailed or beveled cleat on the said body, and to be secured in position when pushed to place, as set forth.

2. A skeleton metal frame for wagon and sleigh bodies, consisting of the uprights *c c*, triangular in cross-section, and united by top and bottom flanges, and having top perforated extension, *c'*, as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 3d day of February, 1882.

BENJAMIN F. SWEET.

Witnesses:

HAROLD G. UNDERWOOD,
E. G. ASMUS.