

(No Model.)

D. P. FERGUSON.
CORNER IRON FOR VEHICLE BODIES.

No. 302,552.

Patented July 29, 1884.

Fig. 1.

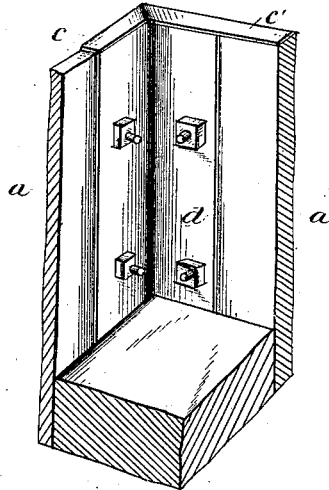


Fig. 3.

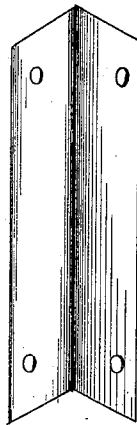


Fig. 2.

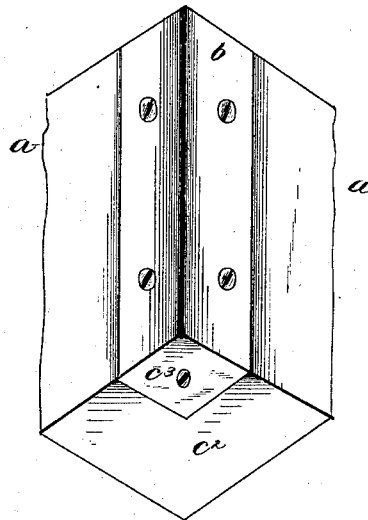
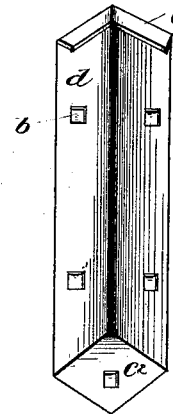


Fig. 4.



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DANIEL P. FERGUSON, OF ATLANTA, GEORGIA.

CORNER-IRON FOR VEHICLE-BODIES.

SPECIFICATION forming part of Letters Patent No. 302,552, dated July 29, 1884.

Application filed March 28, 1884. (No model.)

To all whom it may concern:

Be it known that I, DANIEL P. FERGUSON, a citizen of the United States, residing at Atlanta, in the county of Fulton and State of Georgia, have invented a new and useful Corner-Iron for Buggy and Spring-Wagon Bodies and Seats, of which the following is a specification, reference being had to the accompanying drawings.

This invention has relation to corner-irons for buggy-bodies, spring-wagon bodies, and seats for buggies or spring-wagons, and are designed to be used on square corners, round corners, and beveled corners of either vehicle-bodies or vehicle-seats, to be made of any kind of metal, malleable or cast, plain or scrolled, gilt, nickel-plated, silver-plated, or gold-plated, rough, polished, japanned, or painted, and of any desired dimensions; and it consists in the novel construction and arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claim.

Figure 1 is a view in perspective of the front corner-irons of a rectangular body. Fig. 2 is a view in perspective of the same corner, showing the bottom of the corner-iron. Fig. 3 is a view in perspective of the inside corner-iron, and Fig. 4 is a view in perspective of the outside corner-iron.

Referring by letter to the accompanying drawings, *a* designates a portion of a rectangular buggy or spring-wagon body, the sill and side and end boards of which are secured together without screws, pins, or glue by the inside and outside corner-irons, hereinafter described.

b designates the outer iron, which is rectangular in horizontal section, and is provided with square bolt or rivet holes *b'*. Its top flanges, *c c'*, extend inwardly over the top edges of the side-board and end-board, and its bottom flange, *c''*, extends in under the lower face of the body-sill, and has a rivet, *c'''*, passed through its rivet-hole *b'*. The inside iron, *d*, is made shorter than the outside iron, *b*, and is provided with round bolt-holes *d'*, which register with the square bolt-holes *b'* in the outer iron, *b*. The bolt-heads are finished to correspond with the finish of the

outside iron, in whatever design that may be finished, and the securing-nuts are turned onto the bolts (or rivets may be employed) from the inside of the body, or seat, if the corner-irons be used on a rectangular seat-corner.

By the use of this invention for corner irons or fastenings for buggies and spring-wagon bodies and seats, the bodies and seats can be made for much less money, with about one-half the labor expended in their manufacture as now constructed with screws, glue, &c. They are much more durable, as the corners cannot be opened by strains or from use; cannot be knocked off by a blow; will not rub in being shipped, as the wood corners are entirely covered. They are protected from the weather, and are secured only by bolts or rivets. They can be left off until the painting has been completed and then put on, or put on first and then painted. This gives the work a neater, handsomer appearance, which causes it to sell more readily and for better prices than the old way of putting together with screw and glue.

I am aware that corner-irons have been used prior to my invention wherein the inside irons and outside irons have been flanged and secured in place by bolts, and I do not broadly claim such a construction.

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

In a corner-fastening for vehicles, the combination, with the outside iron having the upper inwardly-projecting flanges, and the lower inwardly-projecting flange, and the rectangular bolt holes, of the inside iron having round bolt-holes registering with the rectangular bolt-holes of the outside iron, and the bolts passed through the holes and the wood of the corner, and secured by nuts, substantially as specified.

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

DANIEL P. FERGUSON.

Witnesses:

FRANK R. WALKER,
PAT. H. OWENS.