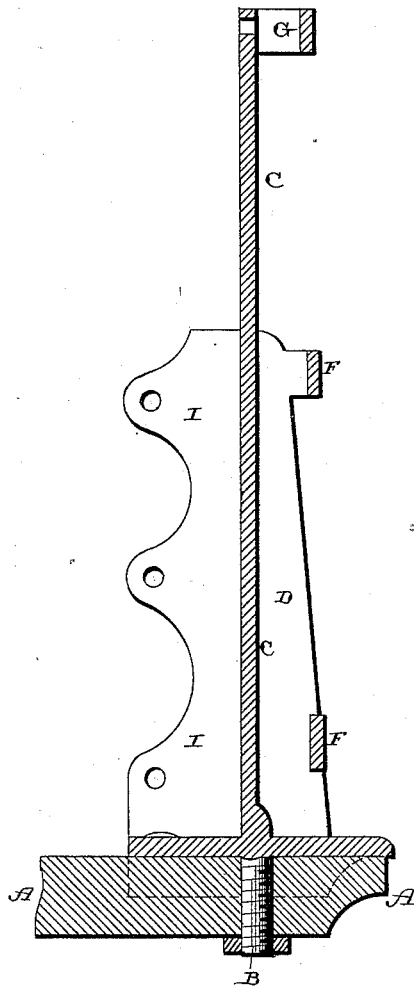


(No Model.)

D. A. PLECKER.
IRON FOR WAGON BEDS.

No. 422,249.

Patented Feb. 25, 1890.



Witnesses:
E. P. Ellis
E. C. Hart

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per
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att'y

UNITED STATES PATENT OFFICE.

DAVID A. PLECKER, OF MOUNT CRAWFORD, VIRGINIA.

IRON FOR WAGON-BEDS.

SPECIFICATION forming part of Letters Patent No. 422,249, dated February 25, 1890.

Application filed November 15, 1889. Serial No. 330,380. (No model.)

To all whom it may concern:

Be it known that I, DAVID A. PLECKER, of Mount Crawford, in the county of Rockingham and State of Virginia, have invented certain new and useful Improvements in Irons for Wagon-Beds; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawing, which forms part of this specification.

My invention relates to an improvement in irons for wagon-beds; and it consists in the peculiar construction hereinafter described, and particularly pointed out in the claim.

The object of my invention is to produce corner irons for wagon-bodies which are applied to the ends of the end cross-pieces of the body, and to so construct the irons that they form sockets for the ends of the top bows or for stakes and to provide them with inwardly-extending flanges on their outer edges, whereby they form a support and a means for fastening both the end and side bows of the wagon.

The figure is a vertical section of a socket which is used at the corner of the wagon bed or body.

A represents one of the cross-bars of the body, and secured to the end of this cross-bar, by means of a screw-threaded bolt B which passes through the bar, is the iron C, preferably of the shape here shown. This iron projects upward any desired distance along the side of the wagon bed or body, and to which the side board or boards of the wagon bed or body are bolted or screwed for the purpose of bracing and strengthening the sides in position. Upon opposite outer edges of this iron are formed the flanges D, which extend upward over half the height of the iron, and which flanges are connected together by the cross-pieces F. Upon the upper end of the iron is formed a loop G, which, in connection with the socket formed by the lower portion of the iron, receives the lower end of one of the bows and thus supports the top in position. As the lower ends of the bows fit loosely in these sockets, the top has but to be raised upward at any time in order to be removed, and then can be as readily returned to position, thus making the top always movable, so that it can be used

or not, as may be desired. Should it not be desired to use the top, a stake of any desired length may be inserted in the socket and then boards placed inside of the upper ends of the stakes, so as to adapt the body for hauling manure or any other material.

Extending inward from the iron C is a flange I, of any desired shape or width, and which, in connection with the socket, forms a two-sided frame or support into which the ends of the side and end boards are secured by bolts, screws, or other similar fastenings. These irons being provided with flanges, as here shown, it is only necessary to place the ends of the end and side boards in the irons, when they can be secured thereto without any special fitting or without having to dovetail them together, as has heretofore been done.

By means of the irons here shown a wagon-bed can be constructed much cheaper than where the parts are secured together in the usual manner, and the top of the vehicle is made detachable, so that it can be used or not, as may be desired. There being no nice fitting of the parts together, these irons enable a wagon bed or body to be produced for about one-half of the usual cost. Four of these irons applied to the corners of the frame of a wagon-bed, the planks necessary to form the bottom and the sides and ends of the wagon-bed, and a few screws or bolts for fastening the parts together are all that are necessary to produce a strong and durable body and one which can be readily taken apart and packed into a very small space for transportation.

Having thus described my invention, I claim—

A corner-iron for constructing wagon-bodies, consisting of the vertical iron C, having the screw-bolt B, which passes through the frame of the body, sockets formed on its outer side for the reception of the ends of the top bows, and an inwardly-extending vertical flange on its outer edge to which the end boards are secured, substantially as shown, and for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

D. A. PLECKER.

Witnesses:

F. A. LEHMANN,
PHILIP MAURO.