

N. L. HOLMES.  
Vehicle-Body Corner-Irons.

No. 167,249.

Patented Aug. 31, 1875.

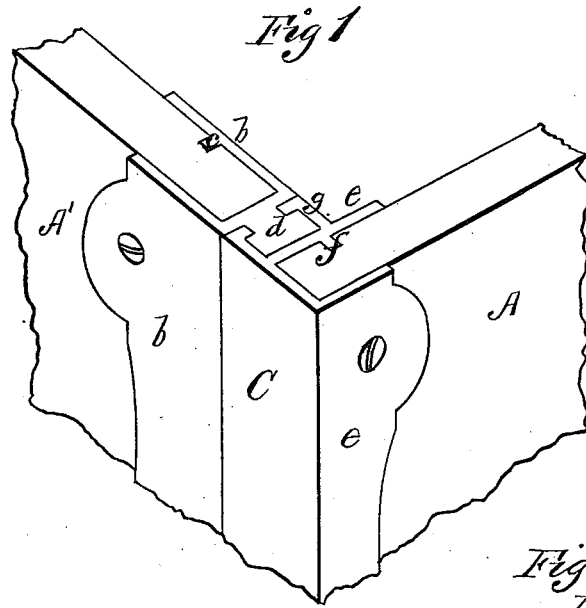


Fig 3

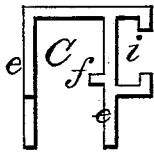


Fig 4

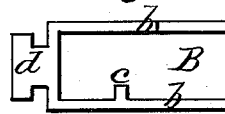
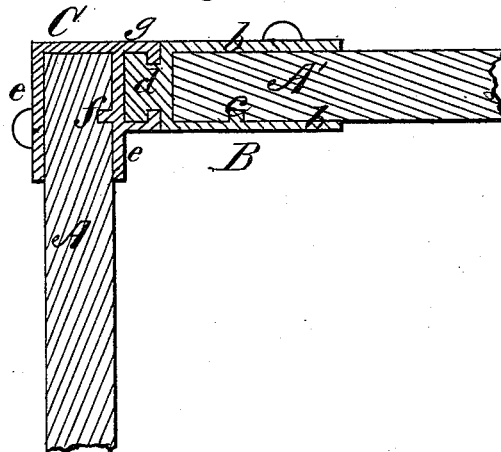


Fig 2



WITNESSES

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# UNITED STATES PATENT OFFICE.

NATHAN L. HOLMES, OF RACINE, WISCONSIN.

## IMPROVEMENT IN VEHICLE-BODY CORNER-IRONS.

Specification forming part of Letters Patent No. **167,249**, dated August 31, 1875; application filed April 3, 1875.

### *To all whom it may concern:*

Be it known that I, NATHAN L. HOLMES, of Racine, in the county of Racine and State of Wisconsin, have invented a new and valuable Improvement in Lumber-Wagon-Box Angle-Iron; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a perspective view of my angle-iron, and Fig. 2 is a sectional view of the same. Figs. 3 and 4 are detail views.

This invention has relation to improvements in angle-irons for lumber-wagons, or those which, from their great strength, are adapted for hauling heavy weights; and the nature of the invention consists in an angle-iron consisting of two interlocking sections of peculiar construction, each of which is adapted to receive within it an end of the side or end boards, and, when thus interlocked, rigidly but detachably connect the various parts making up the wagon-box, as will be hereinafter more fully explained.

In the annexed drawings, A A' designate an end and side board of a wagon-box. B indicates one of the sectional parts of my improved angle-iron, having flanges *b*, between which the end of the side-board of the wagon-box is adapted to be received, also a tongue, *c*, projecting inward, and adapted to be received into a groove cut in the side of the said board, as shown in Fig. 1. It has also a T-shaped tenon, *d*, projecting outwardly from the body of the section, for a purpose hereinafter more fully explained. C represents the second section of my improved angle-iron, having, like section B, flanges *e*, adapted to receive between them the end of an end-board of the wagon-box, also a tongue, *f*, projecting inwardly, and adapted to be received into a correspondingly-shaped groove in the said board.

It has also a T-shaped groove, *i*, cut in an enlargement, *g*, on one of flanges *e*, which groove is of such a shape that it shall snugly receive tenon *d* of section B.

The sides and ends of the wagon-box are detachably set up by inserting one end of tenon *d* into one end of groove *i*, and forcing the former into the latter until the upper and lower edges of sides and end boards are flush with each other, when they will present the appearance shown in Fig. 1.

Sections B C are rigidly but removably secured in place by means of suitable screws or bolts passing through from one of their flanges through the side-board or ends into the other, and when thus secured prevent the wooden sides, to which they are attached, from splitting or warping. At the same time, when the wagon is going up or down hill, the strain thus thrown upon the head or tail boards, as the case may be, will be partly borne by the side-boards through the medium of flanges, which are received into suitable grooves in the said boards, thus relieving the screws or bolts whereby the sections are secured to the parts of the wagon-body of a very considerable strain, and adding greatly to the strength of their connection.

In practice I prefer to make my angle-iron sections of malleable or wrought iron; but I may substitute or use any other metal.

What I claim as new, and desire to secure by Letters Patent, is—

In angle-irons for wagon-bodies, section B, having flanges *b b* and a T-shaped tenon, *d*, in combination with the section C, provided with flanges *e* and T-shaped mortise *i*, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

NATHAN L. HOLMES.

Witnesses:

ALBERT W. CRITES,  
H. ROSENBERG.