

Corner Brace for Carriage Bodies.

No. 230,852.

Patented Aug. 10, 1880.

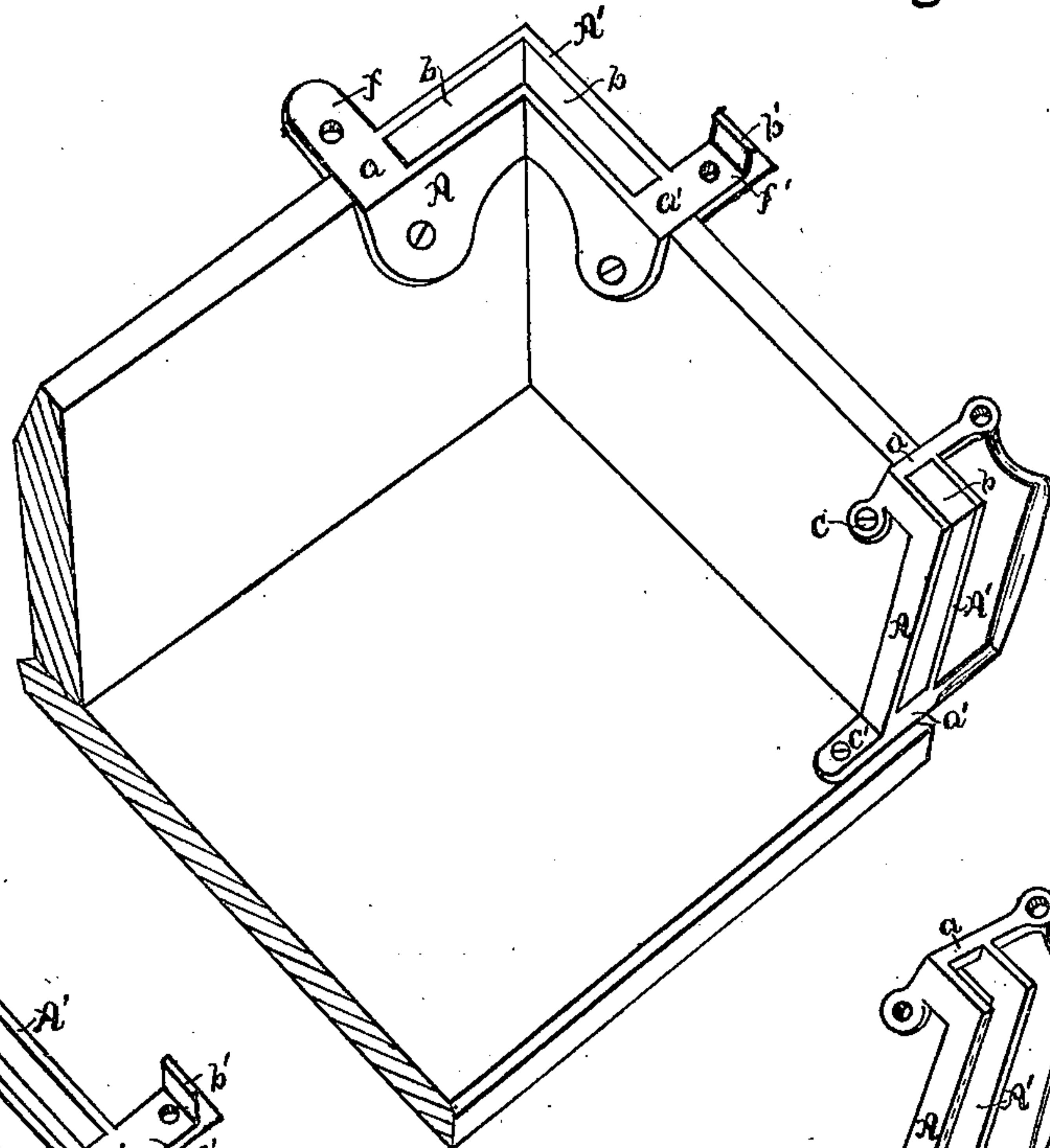


Fig. 1.

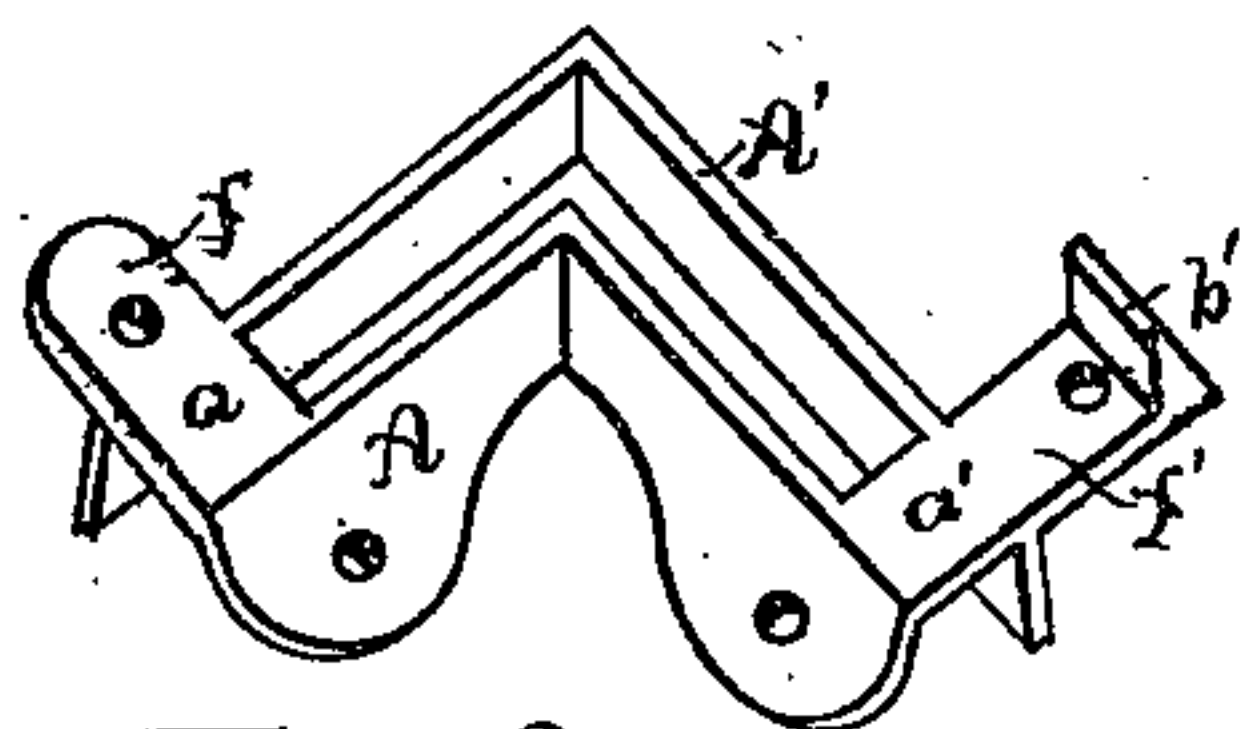


Fig. 2.

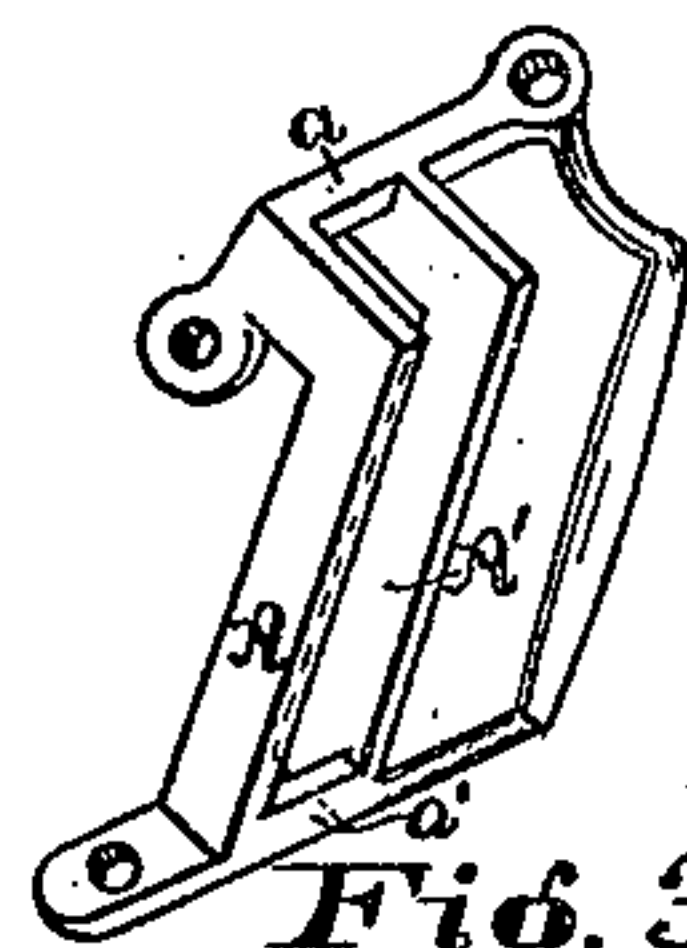


Fig. 3.

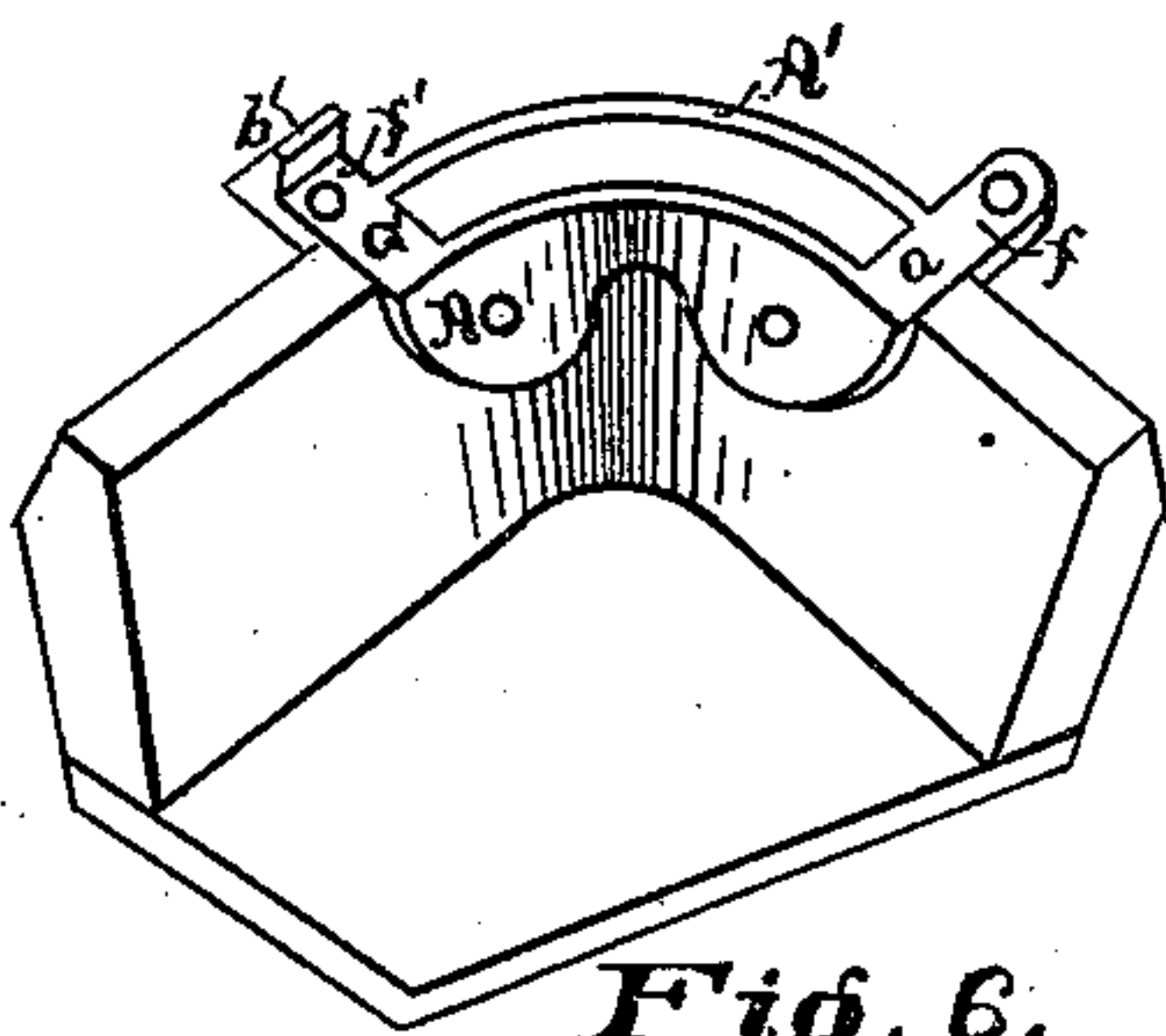


Fig. 6.

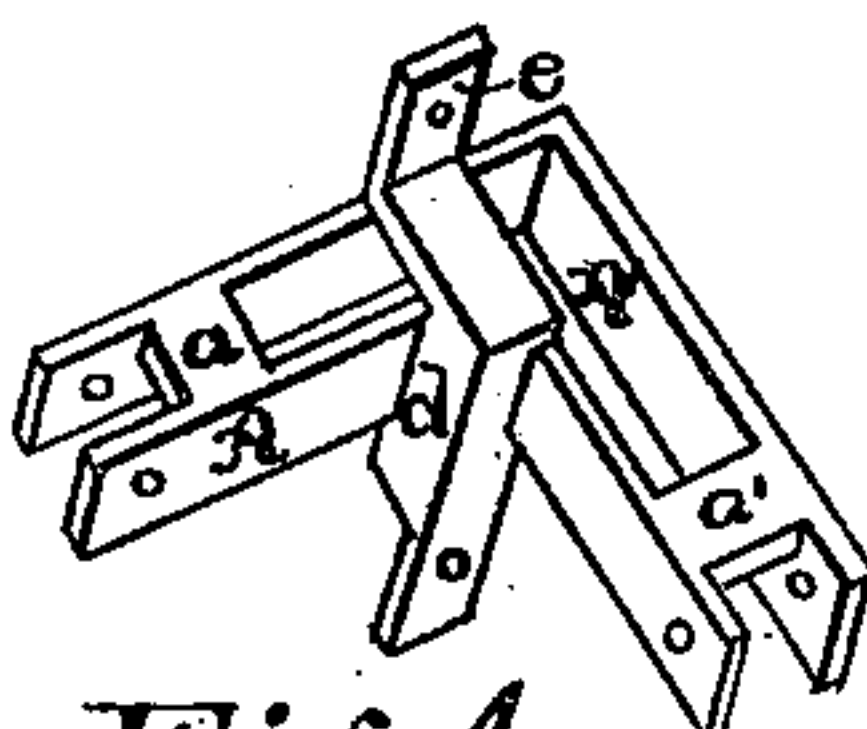


Fig. 4.

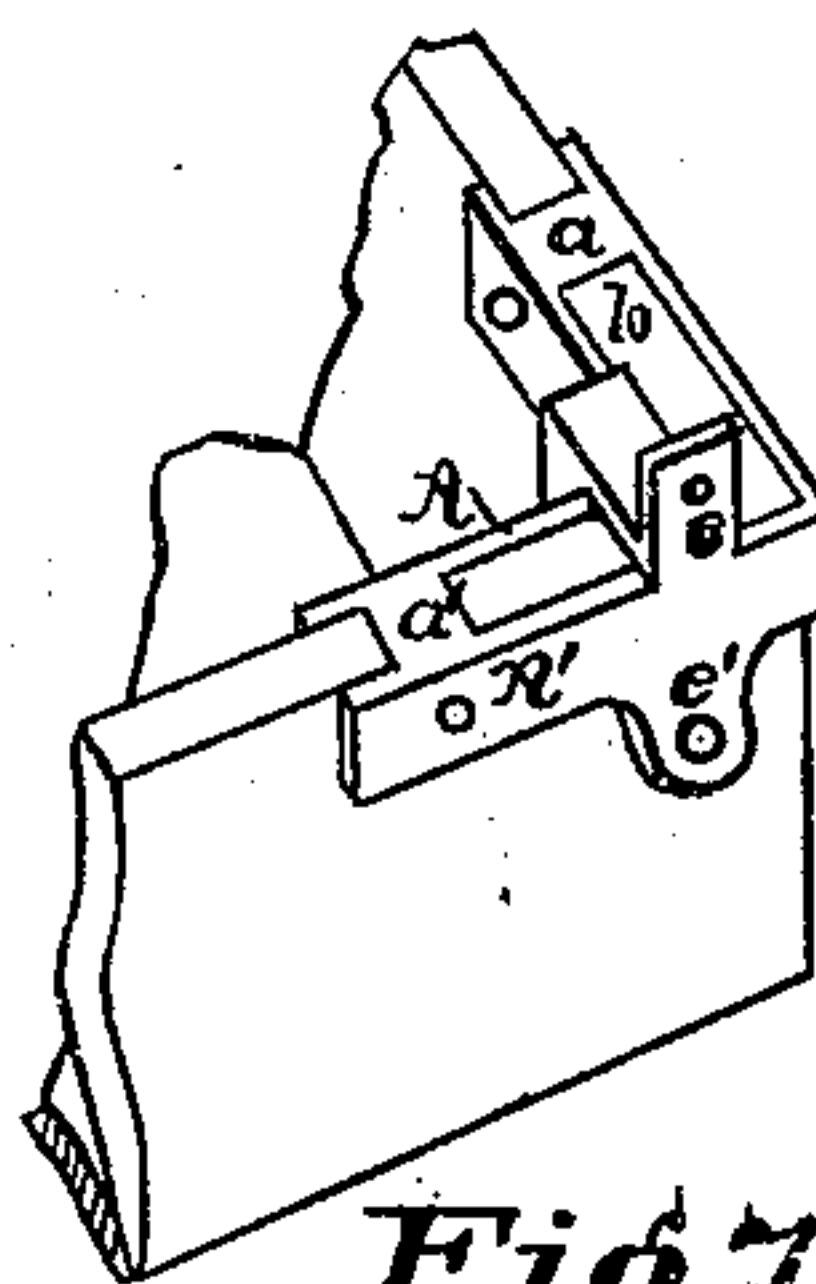


Fig. 7.

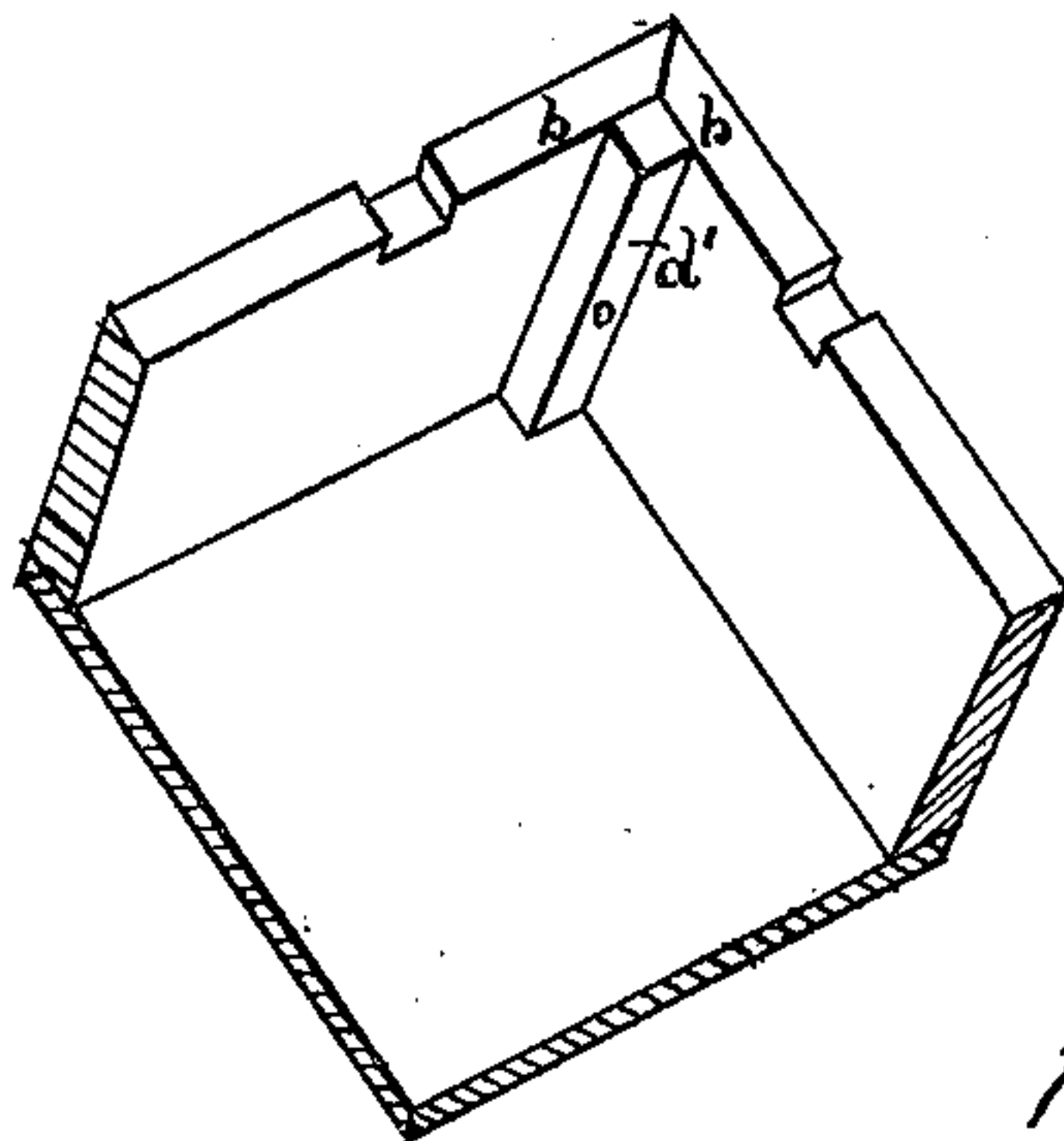


Fig. 5.

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UNITED STATES PATENT OFFICE.

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CORNER-BRACE FOR CARRIAGE-BODIES.

SPECIFICATION forming part of Letters Patent No. 230,852, dated August 10, 1880.

Application filed December 15, 1879.

To all whom it may concern:

Be it known that we, JAMES R. ANDERSON and JOHN P. HASTINGS, of Cincinnati, Hamilton county, Ohio, have invented certain new and useful Improvements in Devices for Corner-Braces, &c., of which the following is a specification.

Our invention relates more particularly to the manufacture of buggy and wagon boxes and seats, but may also be used with advantage in the manufacture of coffins and the like for giving support to the corners.

For convenience of description we have selected that form of our invention as applied in the manufacture of buggy boxes and seats.

Figure 1 represents one end of a seat and shows our device applied to strengthen the corner, and also shows it as applied to strengthen the attachment of the forward part of the end panel to the bottom of the seat at the same time that it forms a seat-handle. Figs. 2 and 3 represent the devices shown in Fig. 1 as detached from the seat. Fig. 4 represents our invention as constructed for application to the front corner of a buggy-box; and Fig. 5 represents one corner of a buggy-box to which the device shown in Fig. 4 is to be applied. Fig. 6 represents the form of our invention as applied to a round-cornered seat. Fig. 7 shows the front of one corner of a buggy-box with the device shown in Fig. 4 in position.

The principal feature of our invention, as will be seen from the drawings, consists in a double brace, A and A', connected by cross-bands a a'. These braces, in the case of corner-supports, fit one on either of the corners, the inner one fitting into the angle of the corner and the outer one passing around the outer edge and sides of the corner. The connecting-bands a a' are preferably sunken into the edge of the seat or box, as shown in Figs. 1, 6, and 7, the notches for their reception being represented in Fig. 5, thus giving additional support to the corner, and as these braces extend both above and below as well as beyond these notches, it is impossible to separate the corner without breaking the braces. By this arrangement the corners are firmly supported with but

little additional support from the screws or bolts which hold the irons in position on the corners.

In the application of our invention as a seat-handle and support for the end of the seat the braces A A' fit one on either side of the end panel of the seat, as shown in Fig. 1.

This device is secured to the seat by screws or bolts c c', the connecting-bands a a', as in the case of the corner-supports, being sunken into the edge of the end panel, thus holding the device firmly in position.

By this application of our invention the end panel is prevented from warping or splitting, and its mode of connection to the bottom of the seat, while it gives firm support for the seat-handle, rigidly secures the end panel to the bottom of the seat.

The extensions f f' of the connecting-bands a a' are for the support of the shifting-rail of a carriage-top, holes being provided in said extensions for reception of bolts to fasten said shifting-rail.

In the manufacture of cheap carriages part of the bolts are usually dispensed with, in which case a shoulder, b', is cast on the end extensions and the shifting-rail merely rests on the extension and against said shoulder, the other bolts holding the rail in position.

In applying our invention to the seats of wagons or open buggies the extensions f f' are dispensed with, as no shifting-rail is used.

In the application of our invention to the front corners of a buggy or wagon box a very convenient form is shown in Fig. 4, in which a dash-foot is cast with the corner-support. The portion d is made hollow, so as to fit over the corner-post d' of the box. This device is represented in position in Fig. 7, and is secured to the box the same as in the case of our invention as applied to seats, with the exception, preferably, of a bolt which passes through the lower part of the portion d and through the corner-post d', thus giving it a firmer support, which becomes necessary in the event of a dash being attached. Should it be desired, however, the portion e may be omitted and the dash be secured directly to

the box by a bolt passing through the portion *d*, the corner-post *d'*, and through the hole *e'* in the outer flange.

5 In the application of our invention to the manufacture of coffins it is constructed substantially as shown in Figs. 2 and 6, the extensions *f f'*, of course, being omitted.

10 Among the advantages of this form of corner-brace when applied to carriage-seats are that they do not extend down to the bottom, but are above that portion of the back and end panels that come in contact with the cushion, thus avoiding the chafing of the cushion; also, in upholstering the seat the edge wood is left
15 clear for the insertion of tacks, making a much neater trimming than the other form of irons admits of, while they strengthen the edge wood and avoid its splitting.

20 The mode of attachment and the advantages of our invention will be thoroughly understood from the foregoing specification.

What we claim as new and of our invention, and desire to secure by Letters Patent, is—

1. The braces *A A'*, connected together at one edge only by the thin bands *a a'*, substantially as and for the purposes specified. 25

2. The combination of the braces *A A'* and the thin cross-bands *a a'*, connected to one edge of each brace and the wood-work embraced by said braces, and having its outer
30 edge between said braces flush with the surface of the latter, the bands being counter-sunk into this edge of said wood-work, substantially as and for the purposes specified.

3. The combination of the braces *A A'*, connected by the cross-bands *a a'*, and the extensions or shifting-rail supports *f f'*, substantially as and for the purposes specified. 35

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