

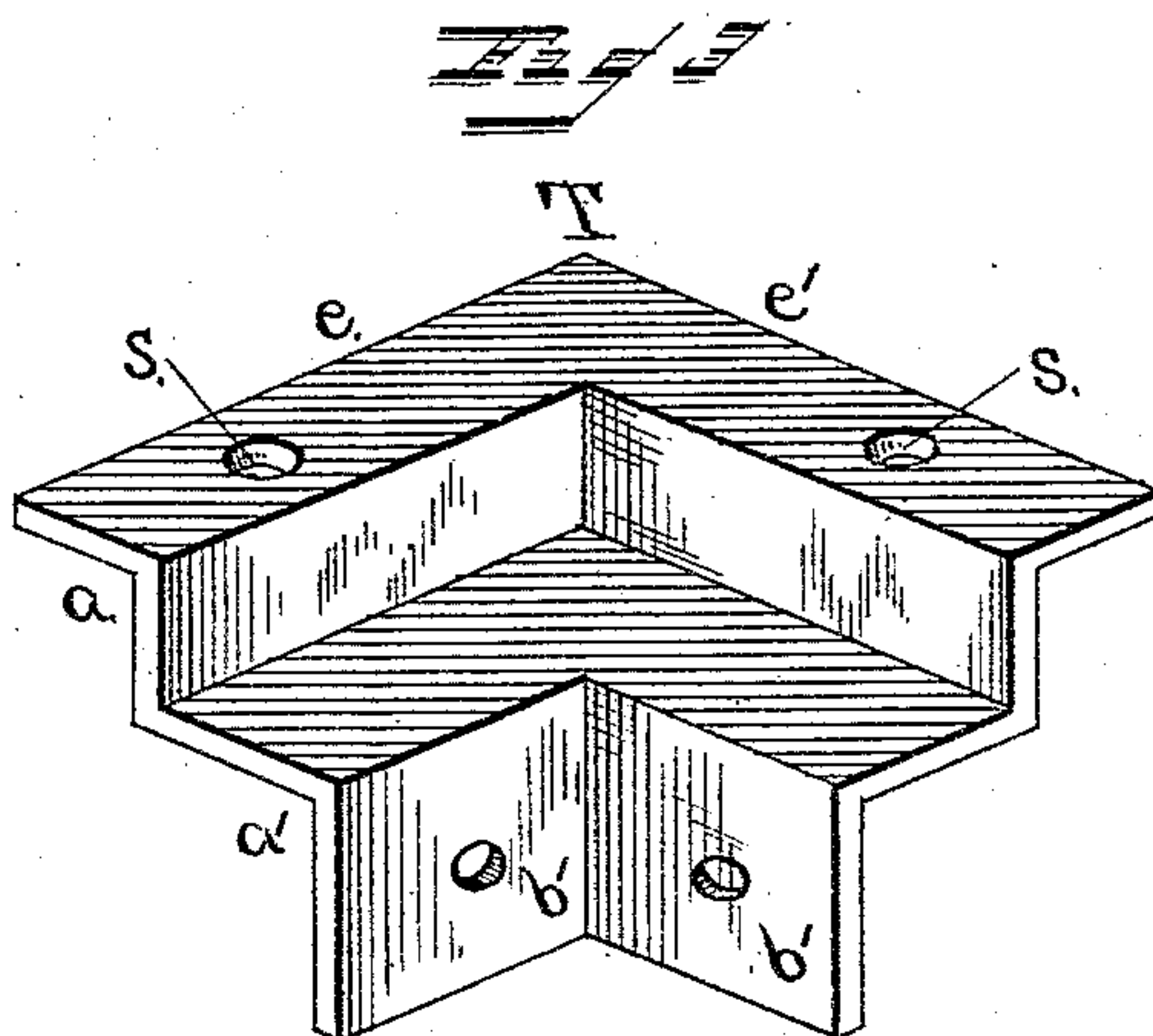
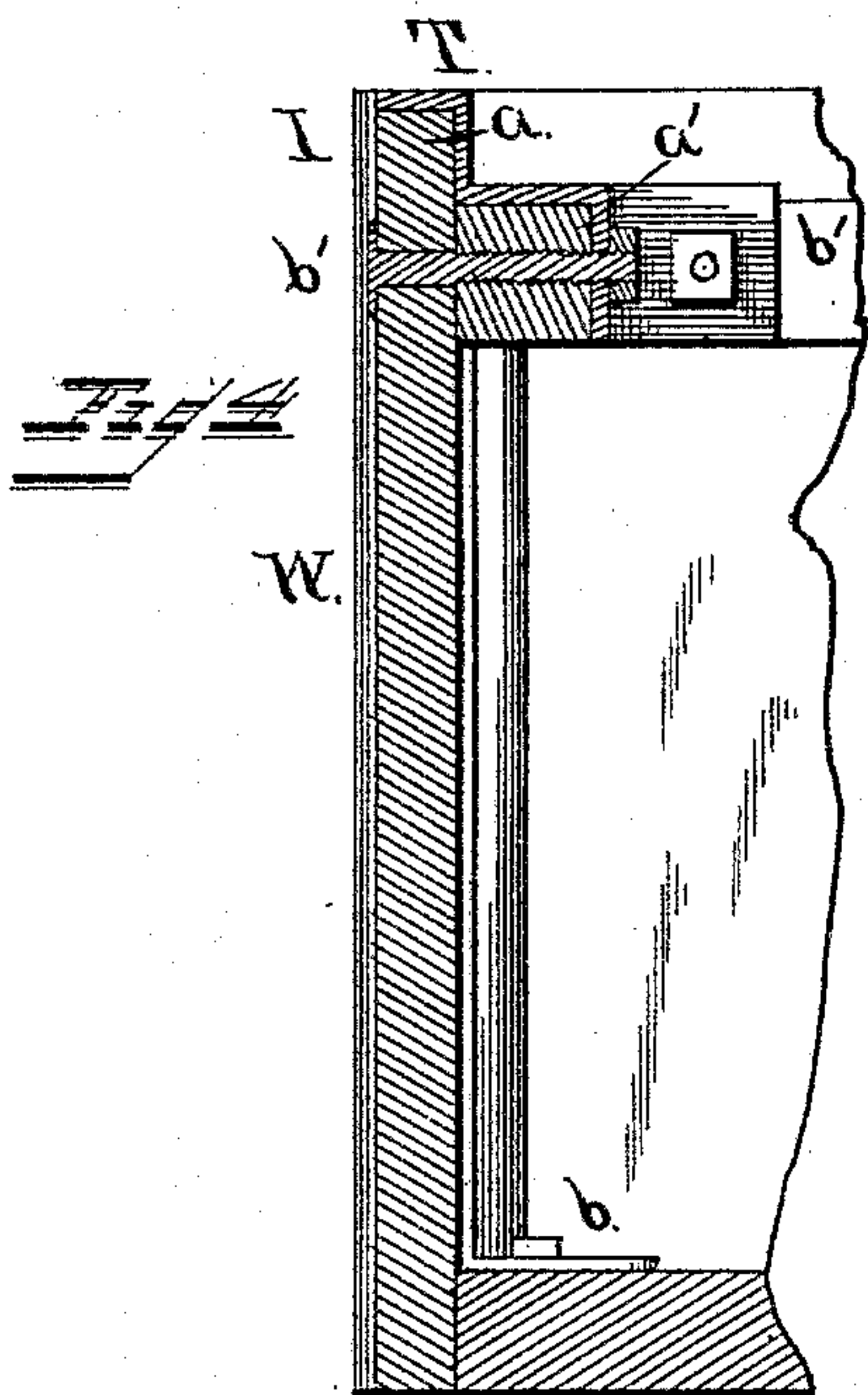
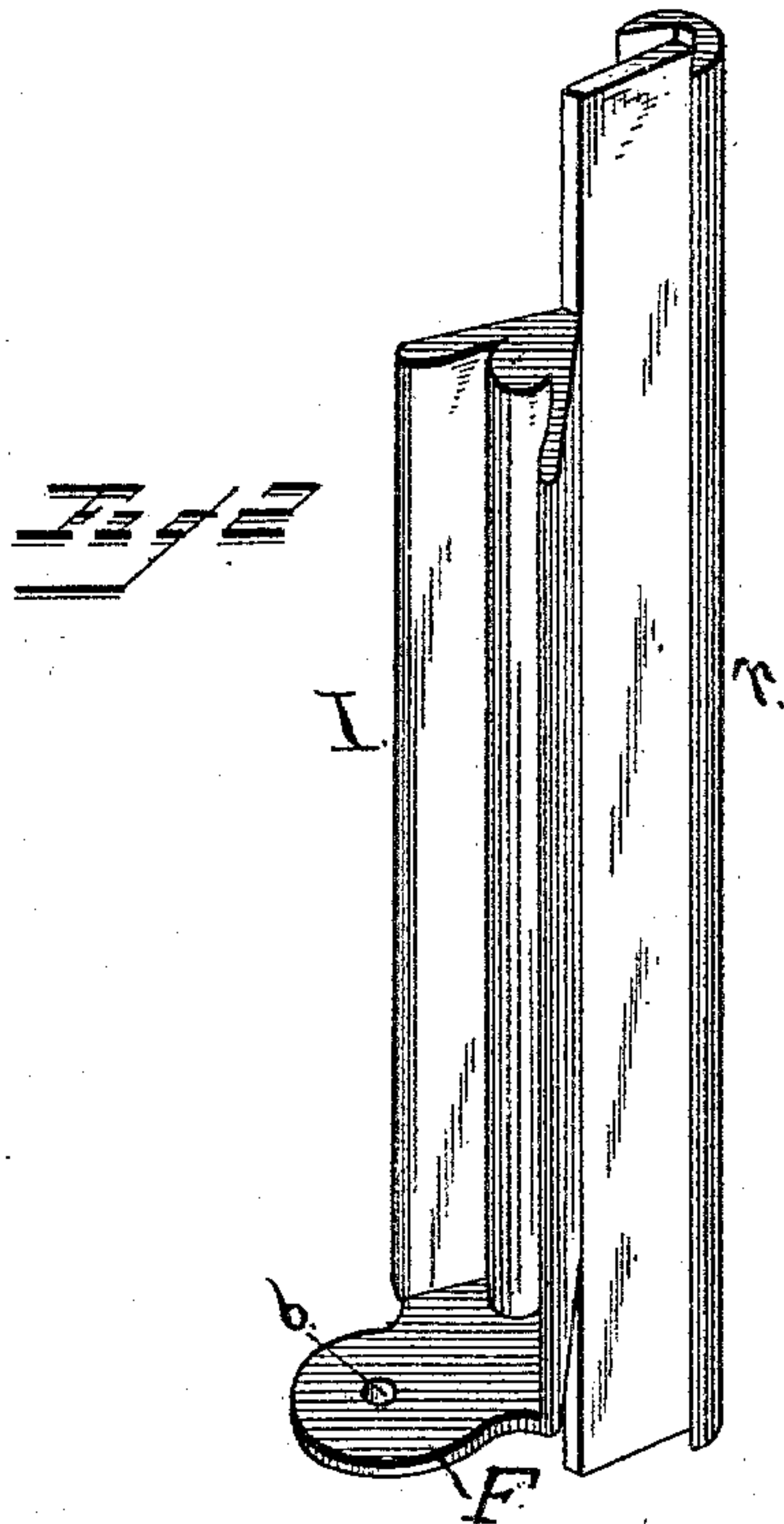
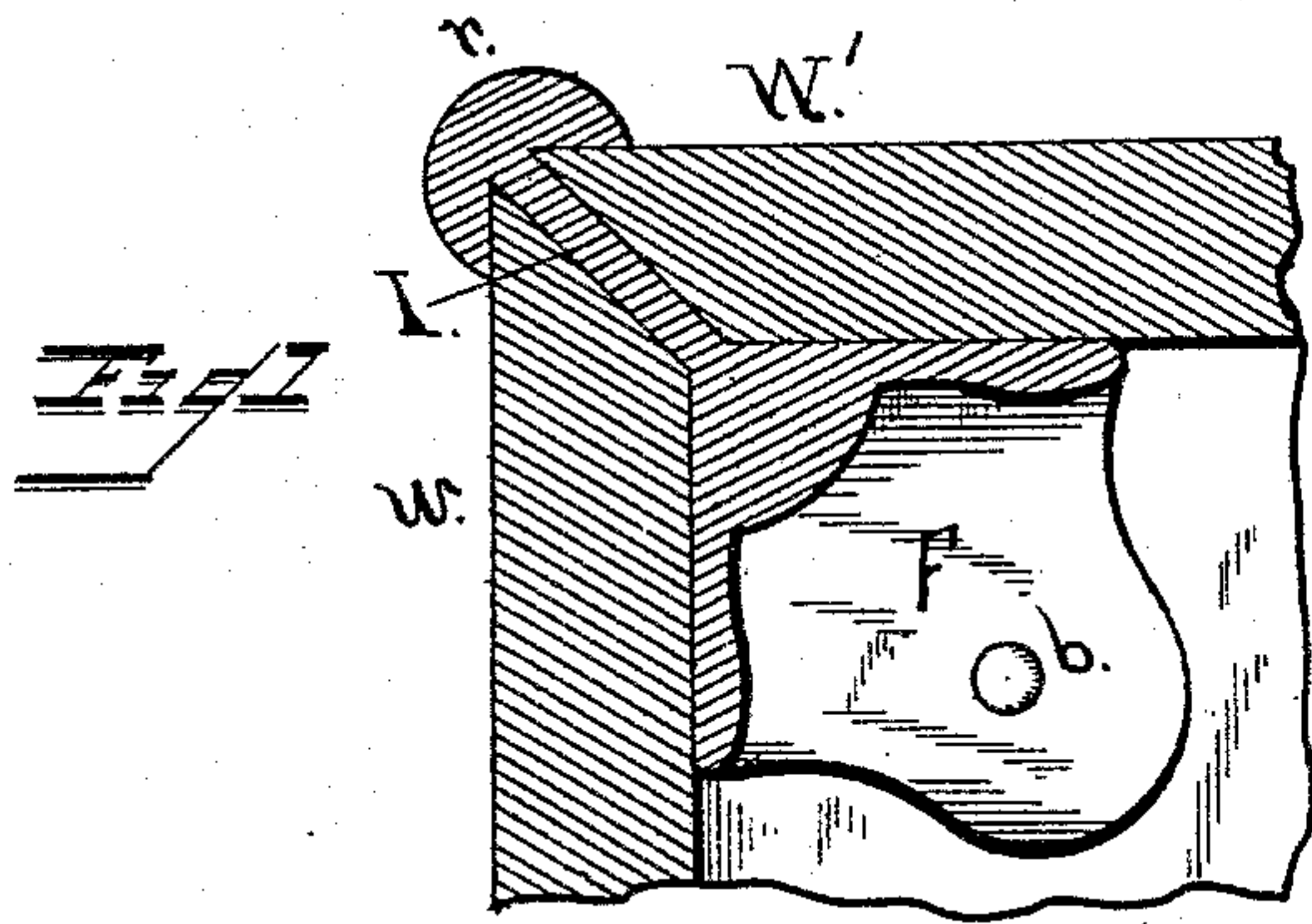
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3 Sheets—Sheet 1.

P. ANDERSEN.  
CORNER IRON FOR WAGON BOXES.

No. 401,100.

Patented Apr. 9, 1889.



WITNESSES,  
F. L. Oirand.  
C. H. Norden.

INVENTOR,  
Peter Andersen  
By R. S. May Jr.  
His Attorney.

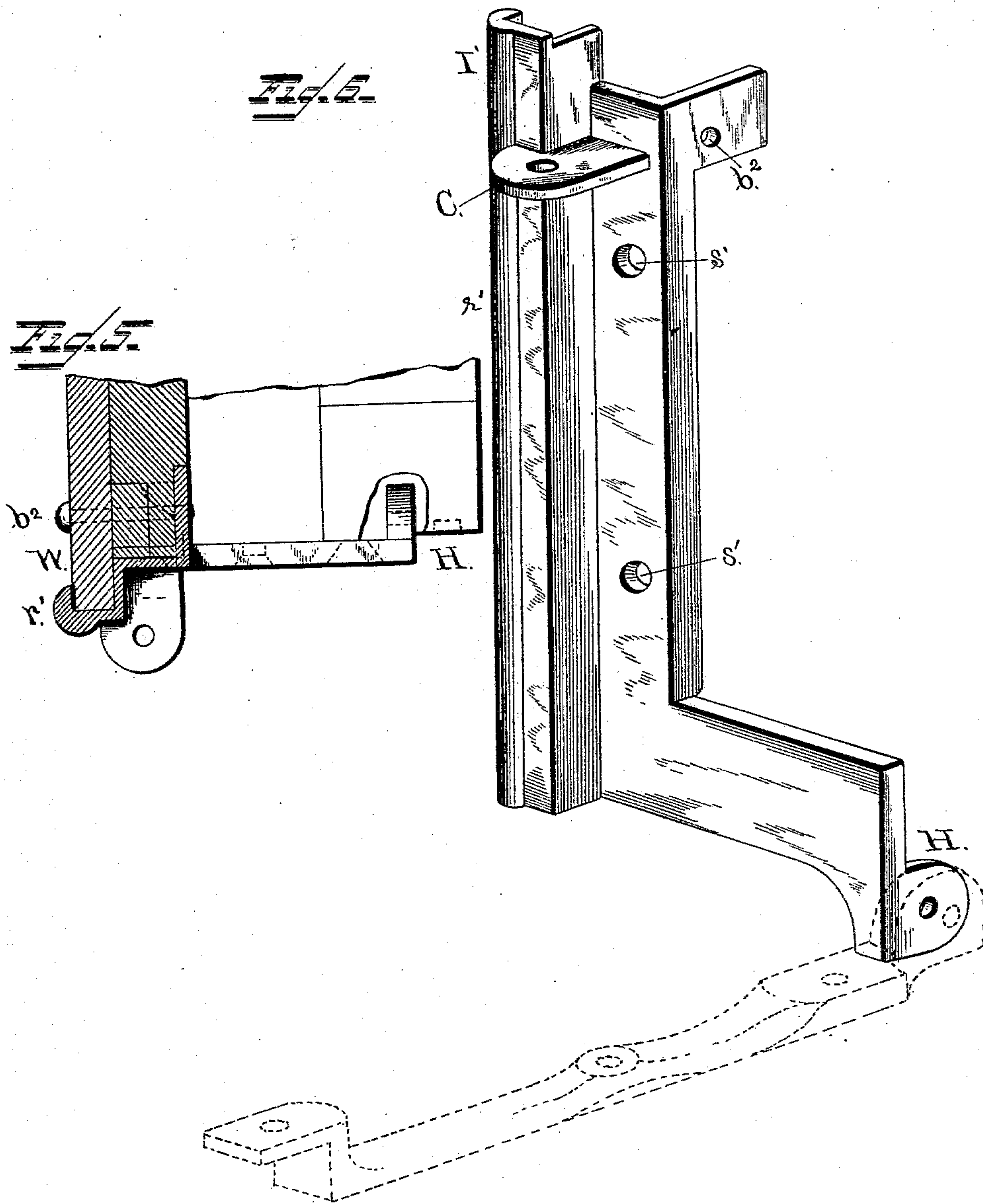
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*J. L. Curand.*

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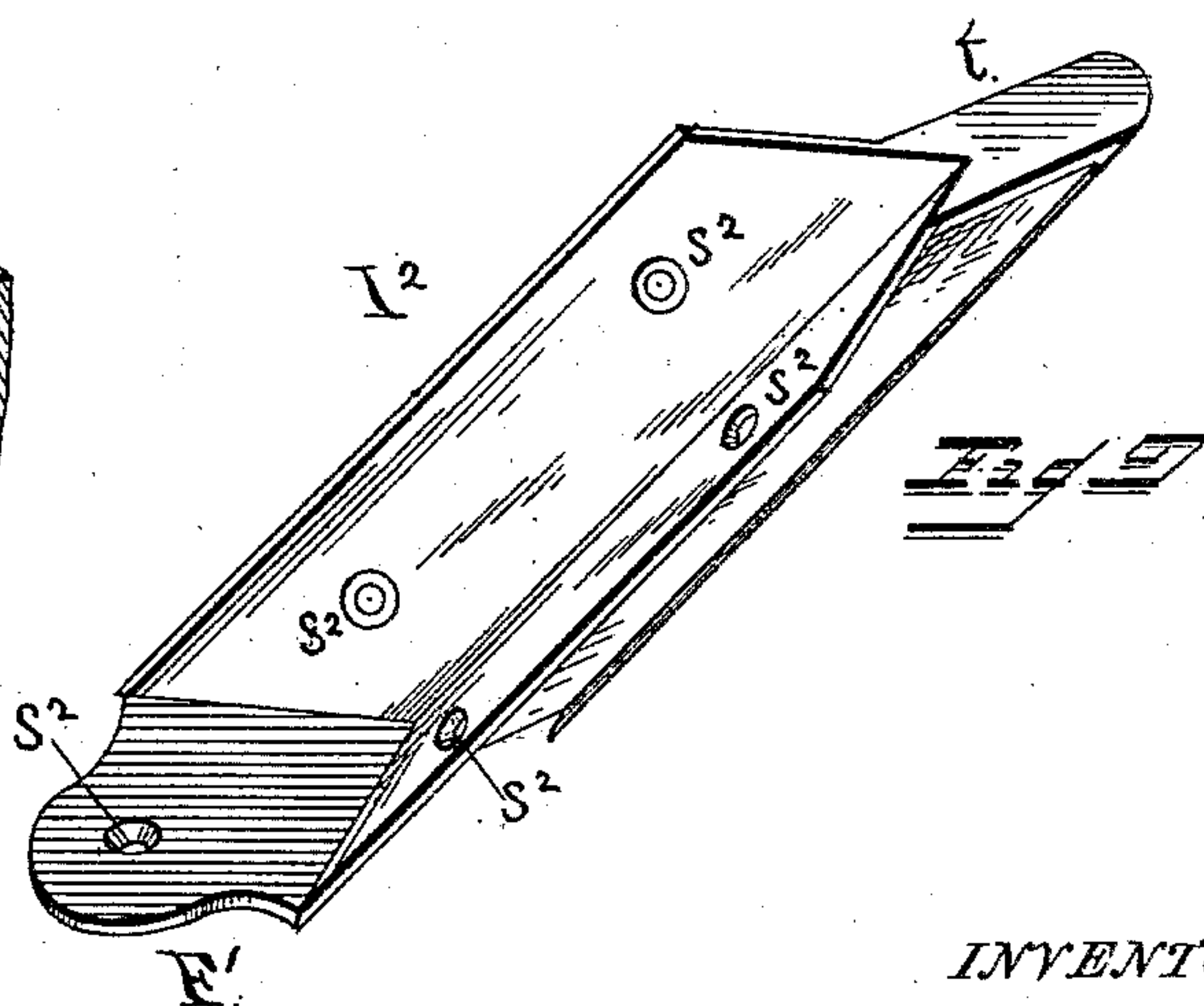
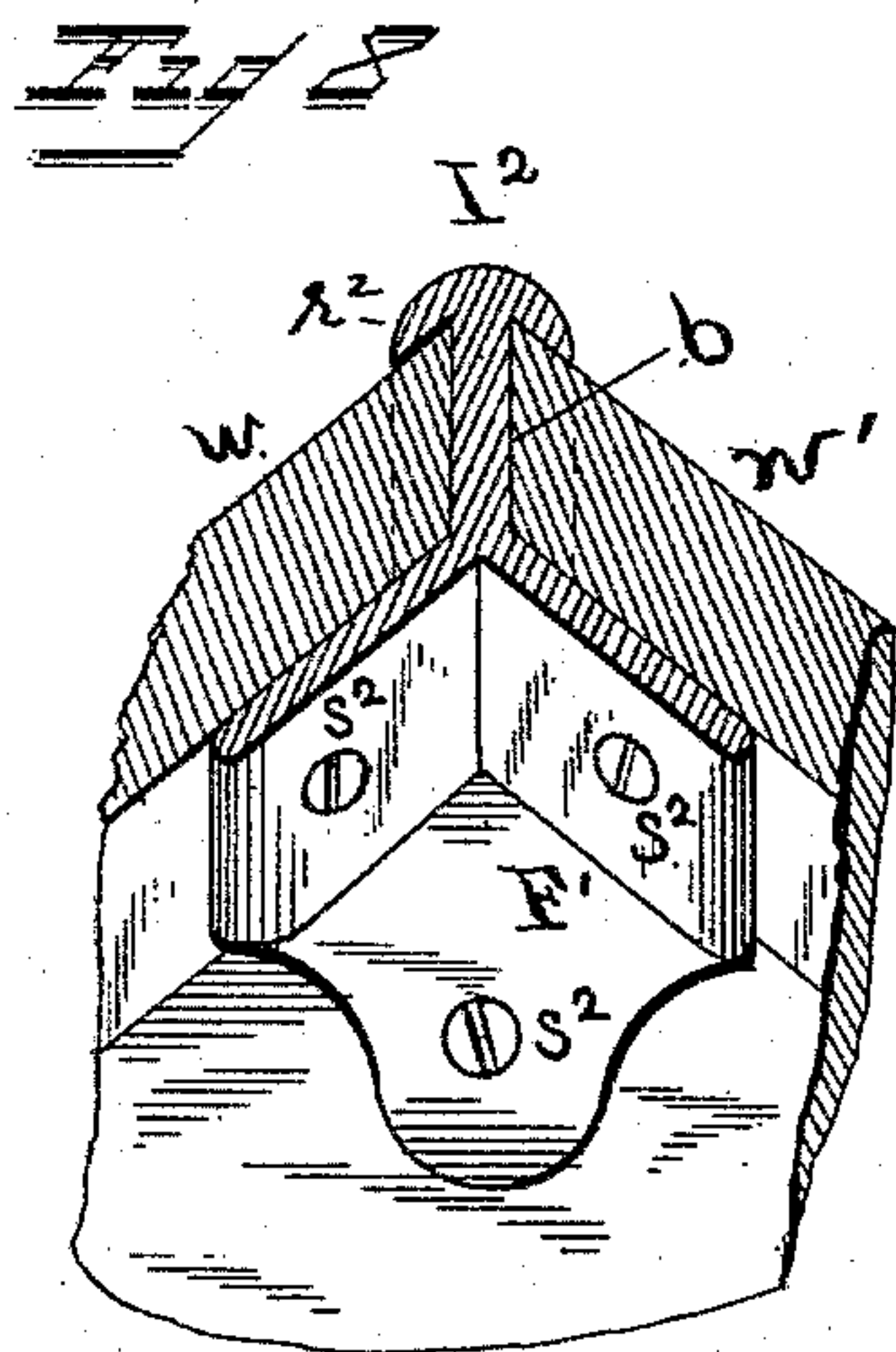
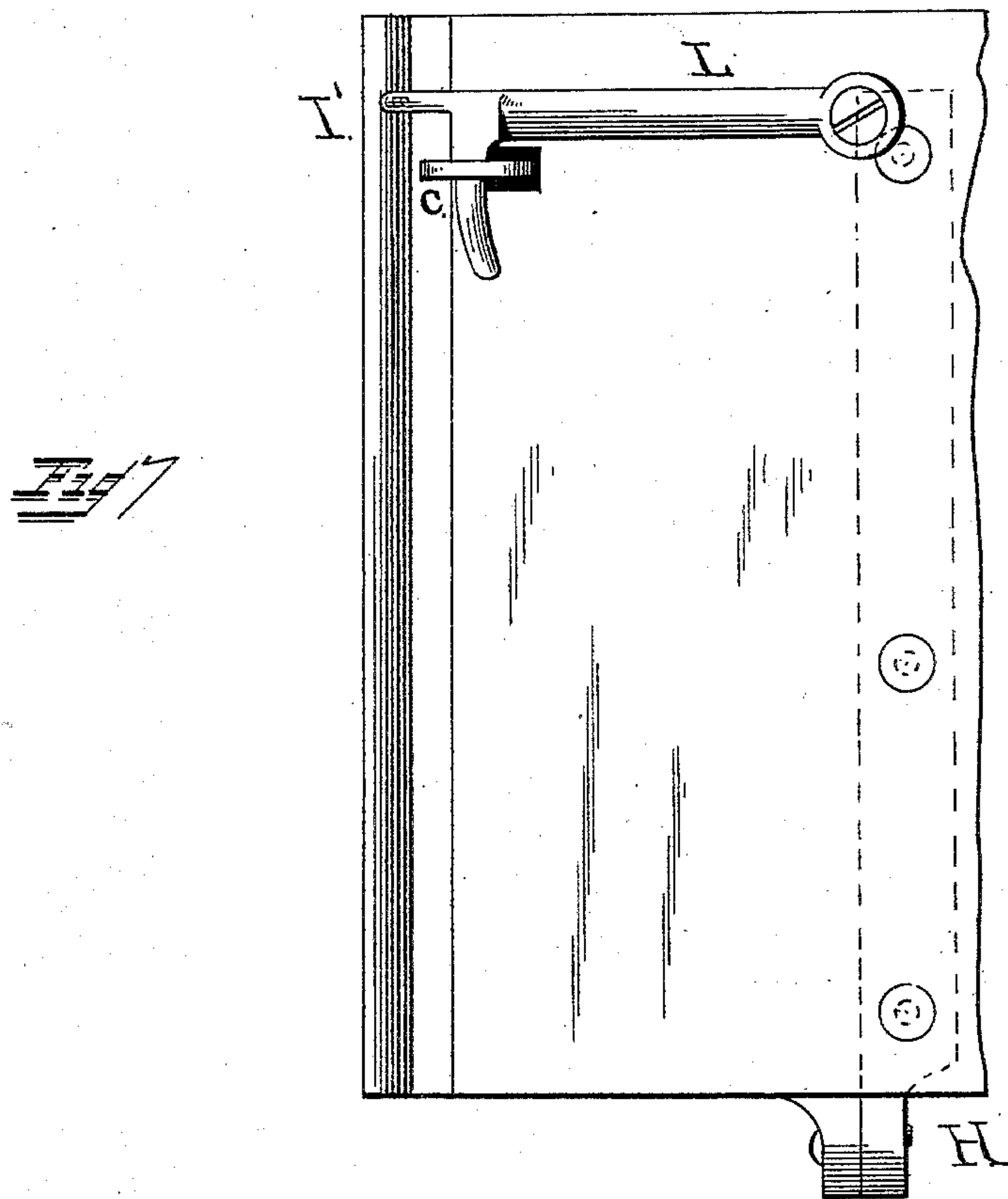
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# UNITED STATES PATENT OFFICE.

PETER ANDERSEN, OF FORT WAYNE, INDIANA, ASSIGNOR TO HENRY G. OLDS, OF SAME PLACE.

## CORNER-IRON FOR WAGON-BOXES.

SPECIFICATION forming part of Letters Patent No. 401,100, dated April 9, 1889.

Application filed July 6, 1888. Serial No. 279,189. (No model.)

*To all whom it may concern:*

Be it known that I, PETER ANDERSEN, a citizen of the United States, residing at Fort Wayne, in the county of Allen, in the State of Indiana, have invented certain new and useful Improvements in Corner-Irons for Wagon Boxes and Seats; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form part of this specification.

My invention is of an improved corner-iron for fastening together the sides of wagon and buggy boxes and seats.

In the drawings, Figure 1 is a cross-section of my improved corner-iron for making a solid corner in a wagon or buggy box. Fig. 2 is the same iron in perspective. Fig. 3 is the top piece used with the same iron. Fig. 4 is a vertical section of the top piece. Fig. 5 is a cross-section of the corner-iron used at the rear of a wagon-box having a hinged end-gate. Fig. 6 is a perspective of the same. Fig. 7 is a rear view of the end-gate shut and latched. Fig. 8 is a cross-section of the corner-iron used in a seat-back, and Fig. 9 is a perspective of the same.

I shall describe my invention first as applied to a solid wagon-box corner, such as is usually found at the front end of a light delivery or express wagon. Its leading feature consists in providing two mitered recesses into which the ends of the boards constituting the side and end of the box are closely fitted, with an exterior rib finished in such manner as to make a suitable corner to the box. This corner-iron is shown in cross-section at Fig. 1 and in perspective at Fig. 2.

In Fig. 1, I is the corner-iron, and W and W' the wooden side and end of the wagon-box, fitted closely into the mitered recesses in the corner-iron, as shown. At r is the rib, finished to make the outer corner of the box, and at F is the projecting foot of the corner-iron, which rests upon the bottom of the wagon-box and is bolted through it at b.

In Fig. 3 is shown the iron top piece, T, used with the corner-iron I. It is placed on the

upper edge of the box, so that the outer edges, e and e', coincide with the outer edges of the box at W and W', and is fastened down by screws at s and s'. The angles a and a' fit closely upon the wooden box, as shown in Fig. 4, and it is bolted to the side and end of the box at b' b'.

In Figs. 5 and 6 at I' is shown the corner-iron used for the rear end of a wagon-box with a swinging end-gate. In these figures r' is the exterior rib constituting the corner of the box. In the rectangular recess behind r' is fitted the wooden side W of the box, bolted at b<sup>2</sup>. At s' s' the corner-iron is fastened with screws or bolts to the wooden corner-post of the box. At C is a catch, which receives the latch L of the end-gate. At Fig. 7 is shown a portion of the end-gate shut and latched.

At Figs. 8 and 9 at I<sup>2</sup> are shown in section and perspective the corner-iron used for a seat. It is necessary for convenience that the back and end of the seat shall incline from the bottom at an obtuse angle, and the corner-iron has to be shaped accordingly. In Fig. 8 the exterior rib is shown at r<sup>2</sup> with the wooden end and back of the seat w and w' fitted into the mitered recess in the corner-iron. At F' is shown the foot of the corner-iron. At s<sup>2</sup> s<sup>2</sup> s<sup>2</sup> s<sup>2</sup> the iron is screwed fast to the sides and bottom of the seat. At t the exterior rib of the corner-iron is carried across its top to the inside, so as to make a finish across the top at the corner of the seat.

The exact forms here shown are not material to my invention and may be varied in detail without detracting from it.

I claim—

1. An iron wagon-box corner combining in one piece an exterior rib constituting the outer corner of the box, a single thin connecting septum or web, and diverging interior flanges fitting the interior corner of the box and forming by these three parts mitered recesses for receiving and holding the wooden side and end of the box, substantially as shown and described.

2. A set of corner-irons for a solid wagon-box corner, comprising an upright corner of iron having an exterior rib forming the outer corner of the box, a connecting septum or web,



and diverging interior flanges fitting the inner corner of the box and forming by these three parts mitered recesses for receiving and holding the wooden side and end of the box, and a top piece fitting the upper and inner edge of the box and bolted thereto, substantially as described.

3. A set of corner-irons for a solid wagon-box corner, comprising, in combination, the upright corner-iron I and the top piece, T, constructed and combined substantially as described.

4. A corner-iron for the rear end of a wagon-box having a hinged end-gate, combining in one piece an exterior rib forming the outer corner of the box, a recess to receive the end of the wooden side of the box, a catch to hold the latch of the end-gate, and an inner flange fitting against and fastened to the rear corner-post of the box, substantially as described.

5. The corner-iron I', substantially as described.

6. A corner-iron for a wagon or buggy seat, combining in one piece an exterior rib forming the outer corner of the seat, a single thin connecting septum or web, and diverging interior flanges fitting the interior corner of the seat and forming by these three parts mitered recesses for receiving the ends of the back and side of the seat, the said parts being combined in planes and angles corresponding to the planes and angles of the back, sides, and bottom of the seat, substantially as described.

In testimony whereof I do hereto subscribe my name, in the presence of two witnesses, this 3d day of July, 1888.

PETER ANDERSEN.

Witnesses:

WM. JOHNSTON, Jr.,  
JAMES H. ROLINSON.