

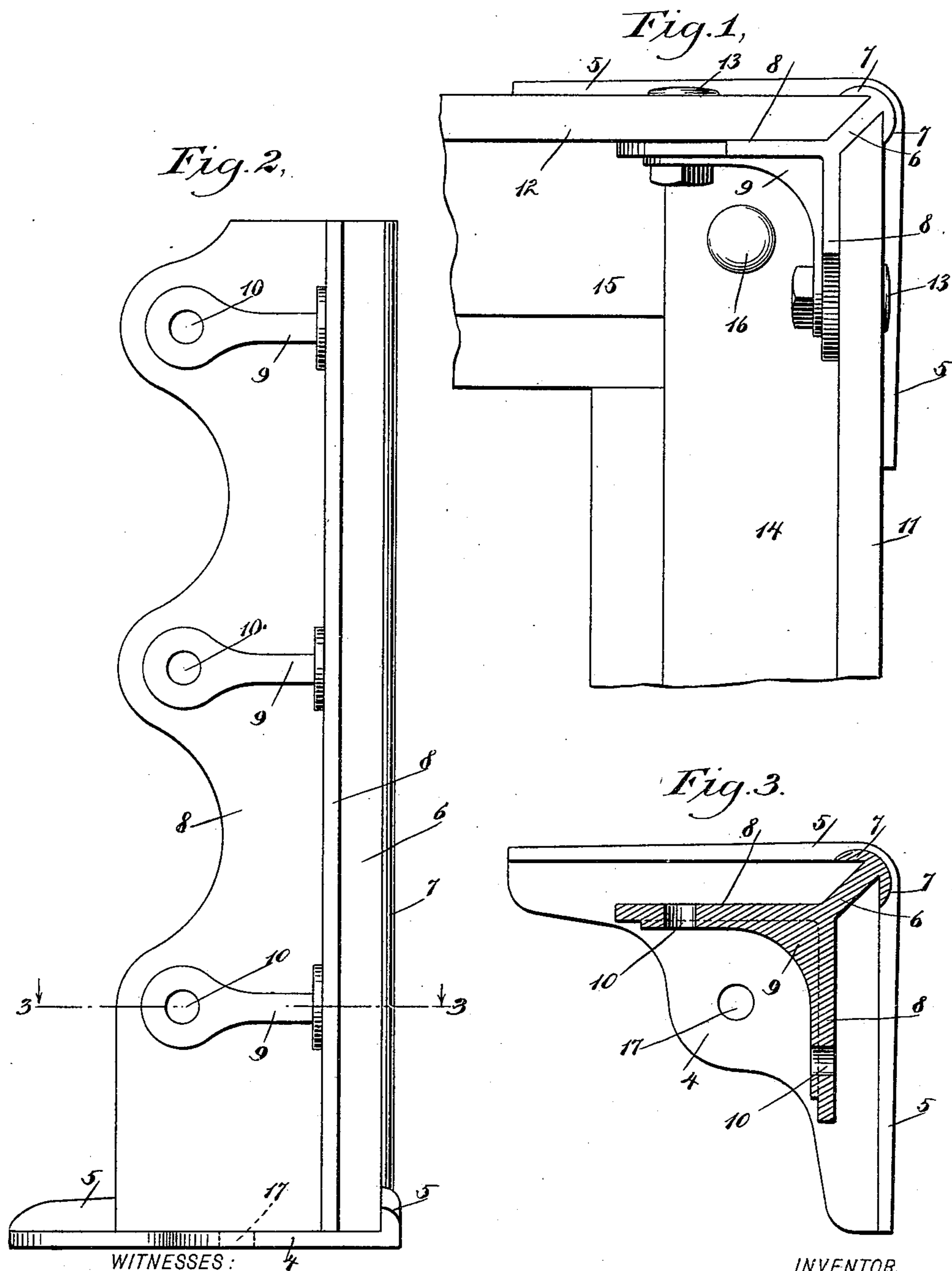
No. 665,843.

Patented Jan. 8, 1901.

F. J. WAGNER.
CARRIAGE IRON.

(Application filed July 17, 1900.)

(No Model.)



WITNESSES:
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UNITED STATES PATENT OFFICE.

FRED J. WAGNER, OF DALLAS, OREGON.

CARRIAGE-IRON.

SPECIFICATION forming part of Letters Patent No. 665,843, dated January 8, 1901.

Application filed July 17, 1900. Serial No. 23,889. (No model.)

To all whom it may concern:

Be it known that I, FRED J. WAGNER, of Dallas, in the county of Polk and State of Oregon, have invented a new and Improved Carriage-Iron, of which the following is a full, clear, and exact description.

This invention is a fitting or corner-iron designed for joining the parts of the body or bed of carriages, buggies, hacks, and road-wagons; and it embodies a peculiar construction by which the sills are held rigidly at their joints and by which also the side and end walls of the body are connected securely at their vertical seams.

This specification is the disclosure of one form of my invention, while the claim defines the actual scope of the invention.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of the invention. Fig. 2 is an elevation looking toward the iron in a line parallel with one side of the body, and Fig. 3 is a sectional view looking down from the line 3 3 of Fig. 2.

The carriage-iron has a base-web 4 of approximately triangular form and provided at each of its two side or outer edges with an upwardly-extending flange 5, which serve, respectively, to engage the outer faces of the adjacent side and end walls of the carriage-body, as will be fully described hereinafter. Standing on the base-web 4, at the outer corner thereof, is a perpendicular strip 6, which is adapted to fit between the meeting edges of the side and end walls of the carriage-body and which has at its outer edge two oppositely-extending flanges 7, adapted, respectively, to engage the outer faces of the side and end walls of the carriage-body at points directly adjacent to the meeting edges thereof. Forming parts of the strip 6 are two wings 8, which are disposed at right angles to each other and are adapted, respectively, to lie against the inner faces of the contiguous side and end walls of the carriage-body. The wings 8 are integral with or rigidly secured to the base-web 4. The wings 8 run, respectively, parallel with the flanges 5, so that the coacting end and side walls of the carriage-body may fit snugly between the wings and the flanges. The same is true with reference

to the flanges 7 and wings 8. The coacting side and end walls of the carriage-body fit snugly between these parts owing to the parallel disposition thereof. The wings 8 are strengthened by means of ribs 9, which extend transversely thereof and terminate at each end in bolt-holes 10, which holes are continued through the respective wings, so as to fasten into the side and end walls of the carriage-body.

This being the construction of my invention, reference to Fig. 1 will show readily how the carriage-iron is applied. The coacting side wall 11 and the coacting end wall 12 are placed with their lower edges on the base-web 4 and respectively between the flanges 5 and wings 8. Bolts 13 are run through the several openings 10 and through the side and end walls, so as to hold such walls rigidly in place. The adjacent side sill 14 and the end sill 15 are mortised together and bear on the web 4 between the wings 8. The sills are held by means of a bolt 16, passing through a bolt-hole 17, formed in the web 4, and also passing through the sills 14 and 15. The result of this construction is that the parts concerned are held with the utmost rigidity, and owing to there being no independent play the lives of the parts are materially lengthened.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

A carriage-iron, having a base-web, two edges of which meet at an angle, said edges being provided each with an upwardly-projected flange, a strip standing perpendicularly on the base-web at the meeting of said angular edges thereof and having oppositely-projected flanges at its outer edge running into the flanges of the base-web, and two wings projected from the inner edge of the strip and standing on the base-web and running parallel with the base-flange thereof, the wings having horizontal ribs on their inner faces, the outer ends of which ribs are formed with holes extending through the wings for the reception of fastenings, as specified.

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Witnesses:

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