

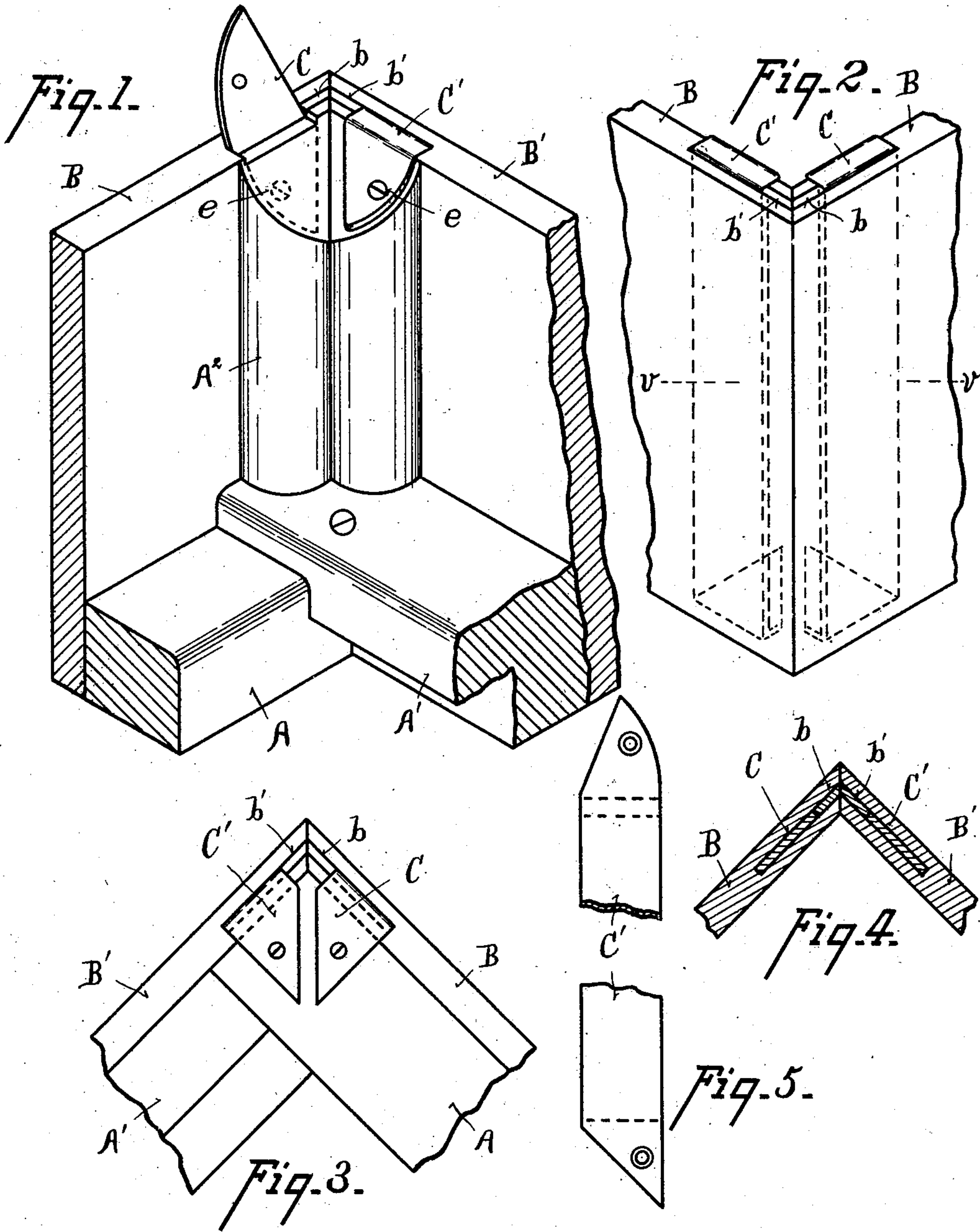
No. 747,572.

PATENTED DEC. 22, 1903.

J. AHR.  
CORNER FOR CARRIAGE BODIES.

APPLICATION FILED JULY 2, 1903.

NO MODEL.



WITNESSES:

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JOHN AHR, OF CINCINNATI, OHIO.

## CORNER FOR CARRIAGE-BODIES.

SPECIFICATION forming part of Letters Patent No. 747,572, dated December 22, 1903.

Application filed July 2, 1903. Serial No. 164,001. (No model.)

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

Be it known that I, JOHN AHR, a citizen of the United States of America, and a resident of Cincinnati, county of Hamilton, State of Ohio, have invented certain new and useful Improvements in Corners for Carriage-Bodies, of which the following is a specification.

The object of my invention is an efficient means for strengthening the corners of carriage-bodies without cutting into or otherwise marring the external surface of the corners.

In the accompanying drawings I have illustrated the corner of a carriage-body embodying my invention, in connection with which the invention will be described first and then will be specifically pointed out in the claims.

Referring to the drawings, Figure 1 is a detail perspective view of a corner of the carriage-body, taken from the inside, showing one of the reinforcing-strips before it is bent over in full line and showing it bent down in dotted lines. Fig. 2 is a perspective view taken from the outside of the carriage-body. Fig. 3 is an inverted plan view of the same. Fig. 4 is a detail perspective view taken upon line *vv* of Fig. 2. Fig. 5 is a detail view of one of the reinforcing-strips, it being broken off in the center and the ends being brought together to economize space.

Referring to the parts, the horizontal front and side pieces *A A'*, composing the frame or sill, the vertical corner-brace or capital *A<sup>2</sup>*, are all of ordinary construction and need not, therefore, be specifically described. Before the sides *B B'* of the carriage-body are secured to the sill or capital they have vertical slots cut in from their ends, and the ends of the slots have inserted in them narrow wooden plugs *b b'*, leaving the slots of a width equal to that of the reinforcing-strips *C C'*, which they are to receive. The plugs *b b'* are placed so that their grain runs in a direction transverse to that of the grain in the sides *B B'*.

After the sides *B B'* have been glued to the frame *A A'* and the capital *A<sup>2</sup>* metal strips *C C'* are inserted in the slots in the sides, and their upper ends are turned down upon the corner-brace *A<sup>2</sup>*, the upper end of which is beveled off, and screws *e* are passed through holes in the ends of the reinforcing-strips into brace *A<sup>2</sup>*. The lower ends of the reinforcing-strips are turned up against the bottom of the side pieces *A A'* of the frame and are se-

cured by screws to these pieces in a similar manner to that of their upper ends. It is seen that this method of reinforcing the corner of a carriage-body leaves the external surface thereof smooth and uncut, whereas in the methods now in use for reinforcing the corner it has been necessary to pass screws into the side pieces of the body, to countersink the screws, and then to plug up the holes in an attempt to make the external surface of the corner smooth.

The wooden plugs *b b'* serve to make the corners strong, since they make the corner at that point three-ply; but I might omit the plugs, and instead of using two strips I might use one angle-strip to fill both slots.

It is obvious many mere mechanical changes might be made in the construction shown without departing from the scope of my invention; but

What I claim is—

1. A corner-brace for a carriage-body consisting of side pieces of the body having slots in their ends, metal reinforcing-strips seated in the slots, and turned down at their ends for securing the strips in the slots, substantially as shown and described.

2. The corner of a carriage-body consisting of the capital, the sides of the body slotted at their ends and metal reinforcing-strips in the slots, at their upper ends turned down and secured to the capital.

3. The corner of a carriage-body consisting of the horizontal frame-pieces, the capital, the side pieces of the body slotted at their ends and metal reinforcing-strips seated in the slots, at their upper ends turned down and secured to the capital and at their lower ends turned up and secured to the frame-pieces, substantially as shown and described.

4. The corner-brace for a carriage-body consisting of side pieces of the body having slots in their ends, narrow wooden plugs in the ends of the slots leaving ways therein for reinforcing-strips, and metal reinforcing-strips seated in the ways and secured to the carriage-frame, substantially as shown and described.

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Witnesses:

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