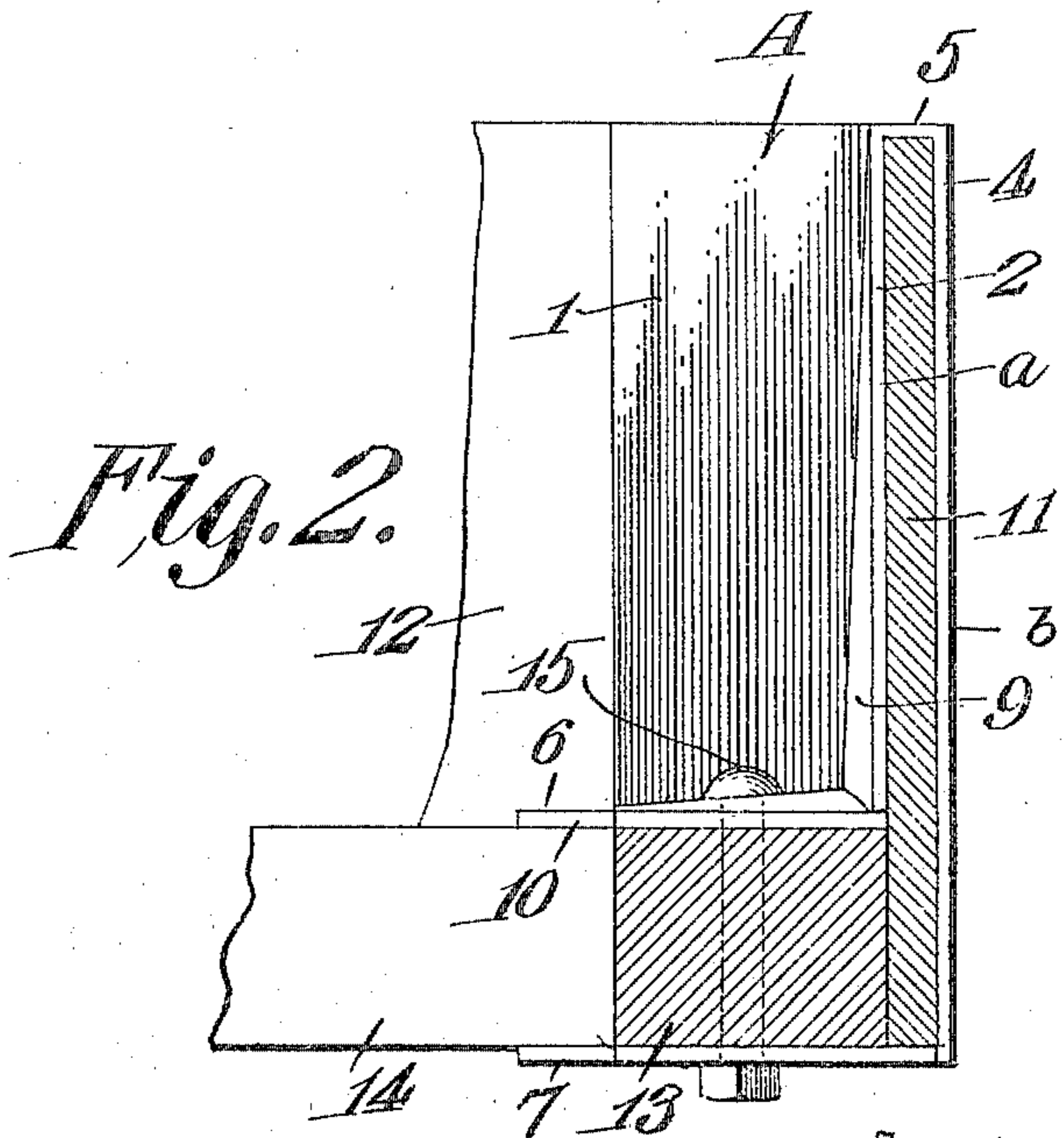
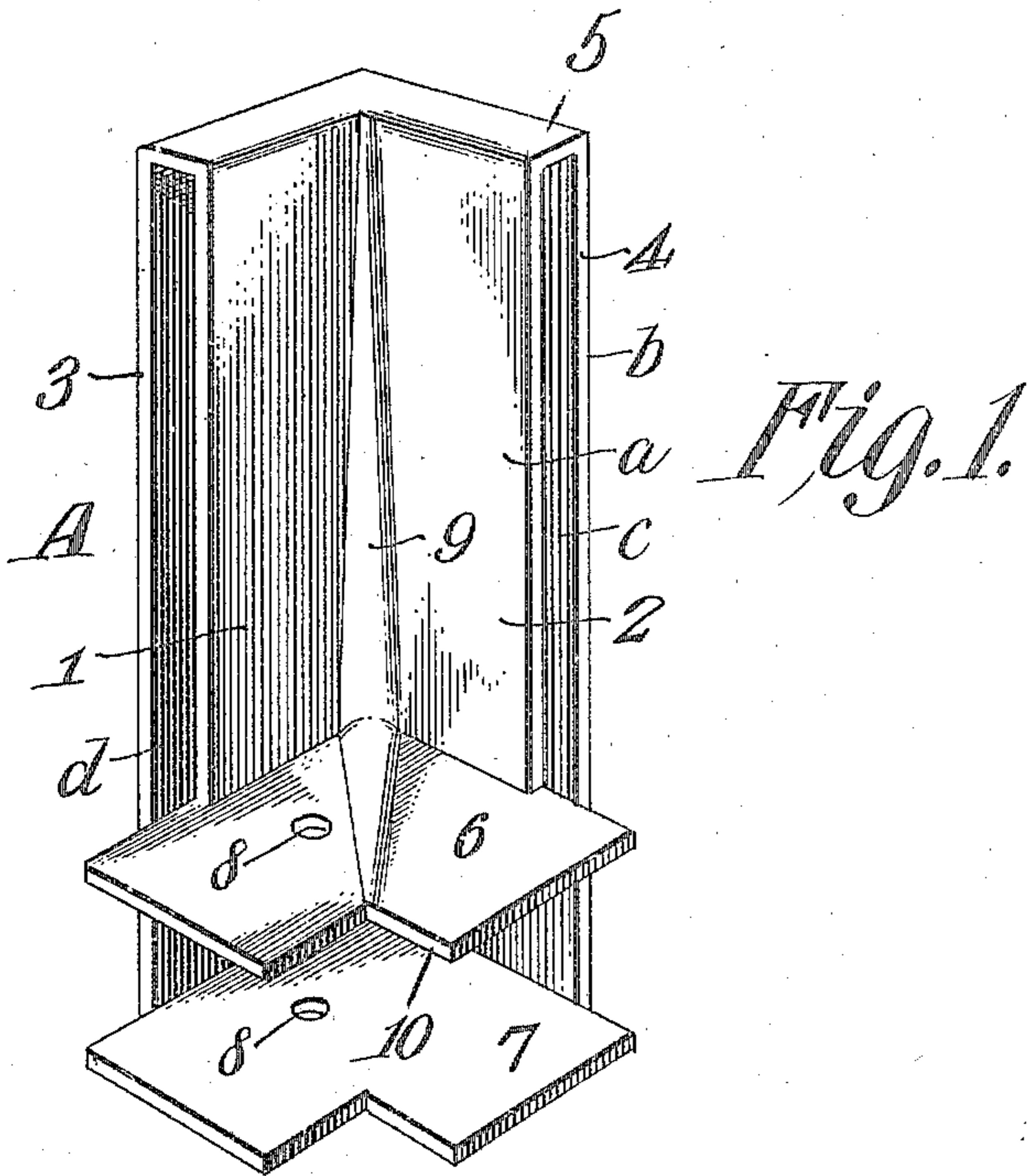


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CARRIAGE IRON.

APPLICATION FILED DEC. 23, 1908.

951,008.

Patented Mar. 1, 1910.



Witnesses  
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# UNITED STATES PATENT OFFICE.

LEWIS KUCHENBECKER, OF WALTHAM, MINNESOTA.

## CARRIAGE-IRON.

951,008.

Specification of Letters Patent.

Patented Mar. 1, 1910.

Application filed December 23, 1908. Serial No. 468,974.

*To all whom it may concern:*

Be it known that I, LEWIS KUCHENBECKER, a citizen of the United States, residing at Waltham, in the county of Mower and State of Minnesota, have invented new and useful Improvements in Carriage-Irons, of which the following is a specification.

This invention relates to a carriage iron or corner piece designed for use in buggy or other bodies to take the place of the usual wooden posts at the corners of the body so as to effectively secure the meeting ends of the sill members together.

The invention has for one of its objects to provide a device of this character which is of comparatively simple and inexpensive construction, of durable and substantial design, and adapted to be readily applied.

With these objects in view and others, as will appear as the description proceeds, the invention comprises the various novel features of construction and arrangement of parts which will be more fully described hereinafter and set forth with particularity in the claim appended hereto.

In the accompanying drawing, which illustrates one embodiment of the invention, Figure 1 is a perspective view of the corner piece. Fig. 2 is a sectional view showing the said corner piece in applied position.

Similar reference characters are employed to designate corresponding parts throughout the views.

Referring to the drawing, A designates the corner piece which may be a metal casting or sheet metal structure formed by suitable dies and consisting of inner and outer sections *a* and *b* which are disposed parallel with each other in spaced relation and of angular cross section. In other words, the section *a* is composed of plates 1 and 2 disposed at right angles to each other while the outer section consists of plates 3 and 4 also disposed at right angles to each other, and the upper ends of the two sections are united by a horizontal web or connecting portion 5, the sections being free from each other at all other points.

Secured to the lower ends of the inner and outer sections, respectively, are horizontal plates 6 and 7. The plates 6 and 7 are provided with apertures 8 disposed in line with each other for the reception of a bolt whereby the corner piece is secured to the vehicle body. The inner part of the corner piece is reinforced by a rib 9 which

extends continuously down the section *a* at the point of union between the plates 1 and 2 and also across the top of the plate 6 to give greater strength and stiffness to the device. The plates 6 and 7 have their inner corners cut away or recessed at 10 so as to register with the inner edges of the sill pieces of the body.

In Fig. 2, the corner piece is shown in applied position and the panels 11 and 12 of the body are disposed in the pockets *c* and *d* formed between the inner and outer sections of the corner piece and the sill pieces 13 and 14 of the vehicle body are accommodated between the plates 6 and 7. The corner piece is held in place by a bolt 15 which passes through the apertures 8 in the plates 6 and 7 and also through the sill pieces at the joint thereof. With the parts connected in this manner, a strong and substantial corner is provided and the parts are protected against wear and destruction.

From the foregoing description, taken in connection with the accompanying drawing, the advantages of the construction and of the method of operation will be readily apparent to those skilled in the art to which the invention appertains, and while I have described the principle of operation of the invention, together with the device which I now consider to be the best embodiment thereof, I desire to have it understood that the device shown is merely illustrative, and that such changes may be made when desired as are within the scope of the claim appended hereto.

Having thus described the invention, what I claim is:—

A carriage iron consisting of a one-piece structure comprising parallel complementary inner and outer sections of angle formation, a web uniting the upper ends of the sections, plates projected inward in spaced relation from the lower ends of said sections, a rib provided in the angle between the members of the inner section and extended across the upper side of the plate at the lower end of said inner section, said rib tapering from the angle toward its extremities.

In testimony whereof I affix my signature in presence of two witnesses.

LEWIS KUCHENBECKER.

Witnesses:

C. J. CONDO,

C. A. HERINGTON.