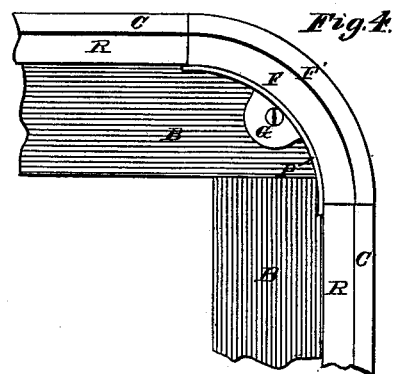
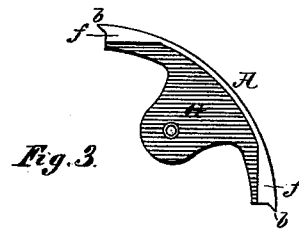
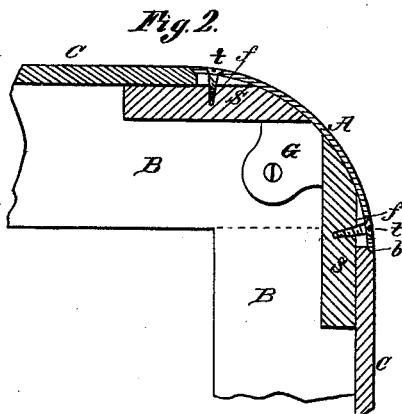
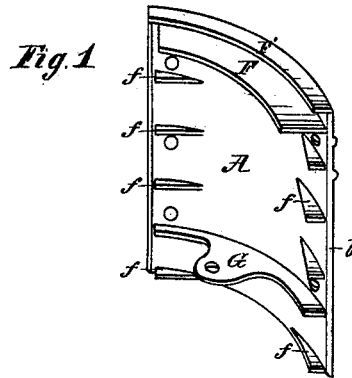


P. ANDERSON.  
Corner-Plate for Carriage-Bodies.

No. 221,492.

Patented Nov. 11, 1879.



Witnesses:  
F. B. Townsend  
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Attorney

# UNITED STATES PATENT OFFICE.

PETER ANDERSON, OF RACINE, WISCONSIN.

## IMPROVEMENT IN CORNER-PLATES FOR CARRIAGE-BODIES.

Specification forming part of Letters Patent No. **221,492**, dated November 11, 1879; application filed August 2, 1879.

*To all whom it may concern:*

Be it known that I, PETER ANDERSON, of Racine, in the county of Racine and State of Wisconsin, have invented certain new and useful Improvements in Round - Corner Plates for Carriage-Bodies; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to a metallic round corner for carriage-bodies; and it consists in a plate having certain features of construction hereinafter described, and indicated in the appended claims.

In the drawings, Figure 1 is a perspective view of the plate, showing its inner face. Fig. 2 is a horizontal sectional view, and shows the plate applied to the carriage-body. Fig. 3 is an under-side view of the plate. Fig. 4 is a top view of the plate applied to the body.

B represents the bed-rails of the body-frame. S S are standards set upon said bed-rails at their external angles. R R are top rails of the body-frame. C C are the side and end or the pawls of the carriage-body, secured in any suitable manner to the frame, and terminating at proper points on the standards to admit the corner-plate between their ends, as shown in Fig. 2.

A is a thin metallic plate, forming a quarter-cylinder of any desired radius, and of the height of the body-panel. On its upper margin the plate is provided with a horizontal flange, F', directed inwardly, and of the width of the panel in thickness.

F is a second horizontal flange below F', and in line with the upper surface of the rail R, and of the same width as said rail. Viewed from the top, therefore, the flanges F and F' apparently form, when the plate is applied to the corner, continuations of the panels and rails, giving the appearance of a continuous rail or panel extending entirely around the body.

G is a third horizontal flange projecting from the inner face of the plate A in position to lie upon the bed-rails B, and to afford one means of attachment of the plate to the body, as shown in Figs. 2 and 4.

In order to hold the outer face of the plate A flush with the panels C, said plate is provided with the ribs *f f*, the longer edges of which are in planes at right angles with each other, so that they will bear evenly upon the standards S, as indicated clearly in Fig. 2. The shorter faces of the ribs abut against the ends of the panels C. These ribs may be as numerous as required to afford uniform support, or the metal of the plate may be uniformly thickened to the dimensions of the ribs. The latter, however, are preferable as being more easily fitted, as being cheaper, and as favoring the process of annealing when the plate is cast and made malleable.

The vertical edges of the plate are sharply beveled at *b*, and in applying the plate the edge of the panel is carefully chamfered to receive the plate, as indicated in Fig. 2. An important advantage is obtained by thus beveling the edges of the plate over the customary form of plates, in which the edge is square and abuts squarely against the ends of the panels, since, by the action of the screws *t*, aided, if necessary, by the hammer, the overlapping plate-edge may be drawn down upon the chamfered wood, so as to make a perfectly-close joint, which, in the case of abutting edges, depends wholly upon the accuracy with which the panel ends are cut, the truth of the plate-edges, and the care with which the plate is applied.

When the plate A has ribs *f*, instead of being uniformly thickened to fill the angle at the ends of the panels, the screws *t* should be set at points near the ribs *f*, as shown in Fig. 1.

To fit the plate to the corner, the standards are cut away to conform as nearly as may be to the curve of the plate, and a saw-cut is made across the angle of the standards just above the bed-pieces B to admit the flange G; or suitable space may be left for the flange in fitting the standards to place. After drawing the edges *b* tightly down upon the wood by means of the screws *t*, the wood and plate are dressed to give a continuous flush surface.

The separate wrought or cast piece P may be secured to the inside of the standards S, if desired.

Instead of the thin flange F', the metal above

the flange F' may be cast of the same thickness as the panel, thus more perfectly presenting the appearance of a continuation of the panel when viewed from the inside.

If in the process of annealing the plate is sprung, it may be subsequently brought into shape by being struck in a suitable former.

Having thus described my invention, I claim—

1. The round-corner plate A, having the ribs *ff*, adapted to bear in the angle formed by the panel ends and standards, and the projecting beveled edges *b*, intended to overlies the panel and be externally flush therewith, substantially as described, and for the purpose set forth.

2. The plate A, having the flange F, the flange or thickened upper margin, F', and the

supporting-ribs *f*, substantially as described, and for the purpose set forth.

3. In a carriage-body corner, the combination of the standards S, the panels C, and the corner-plate A, said plate being constructed to bear upon the standards, and to abut with the panel ends in the angle formed by the panels and standards, and also to overlap the panels by the outwardly-beveled projecting edges *b* to give a flush exterior at the joints, substantially as described.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

PETER ANDERSON.

Witnesses:

JAMES HANSON,

CLARENCE SNYDER.