No. 730,423. PATENTED JUNE 9, 1903.

H. P. WELLS.

CORNER CONSTRUCTION FOR VEHICLE BODIES.

APPLICATION FILED NOV. 3, 1902.

NO MODEL.

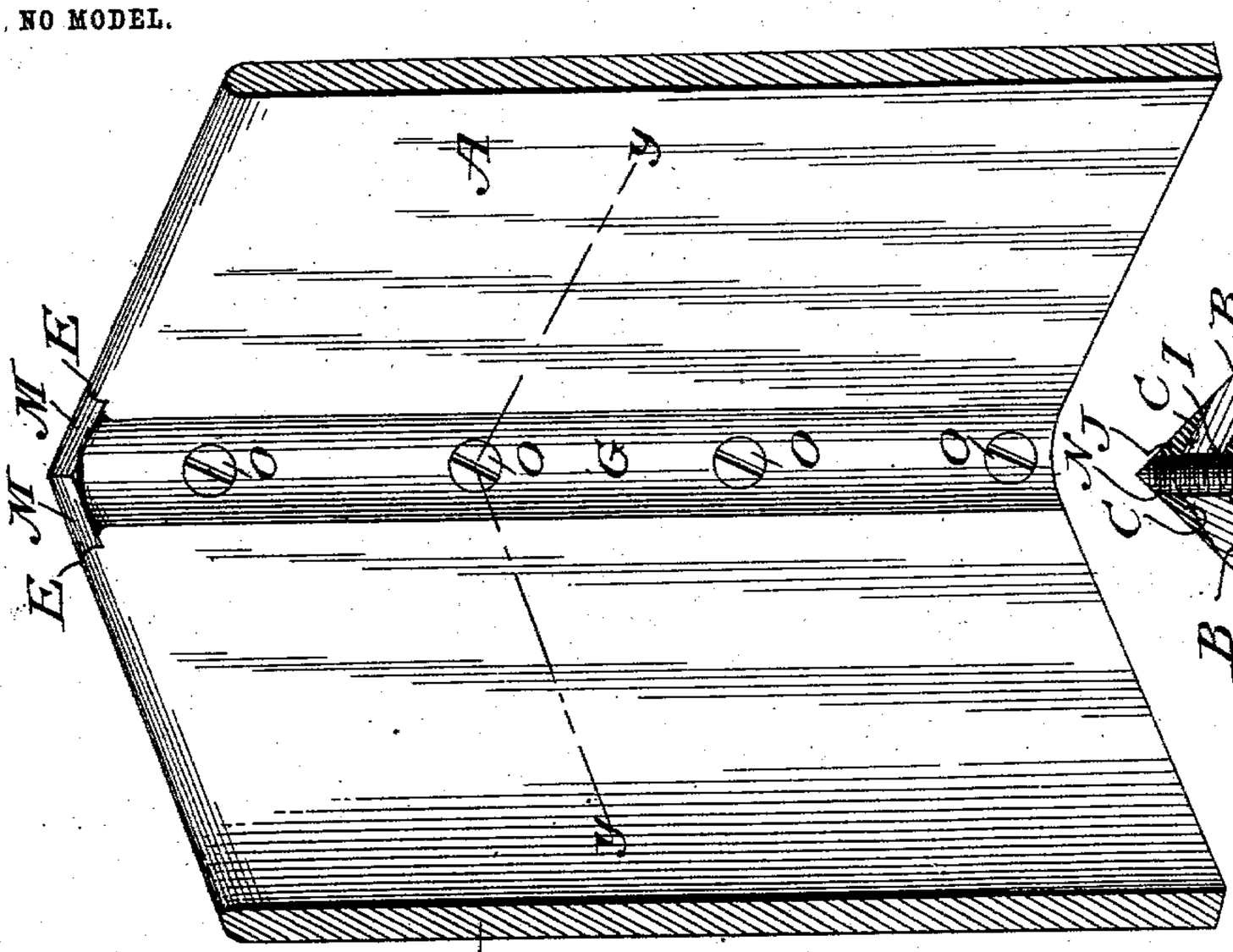

Fig. 2.

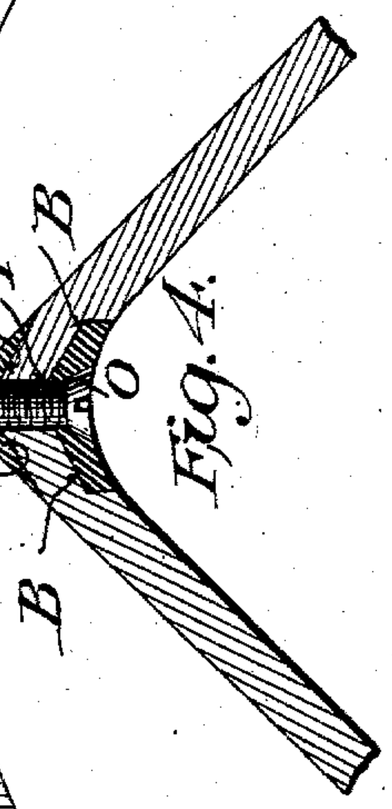

Fig. 4.

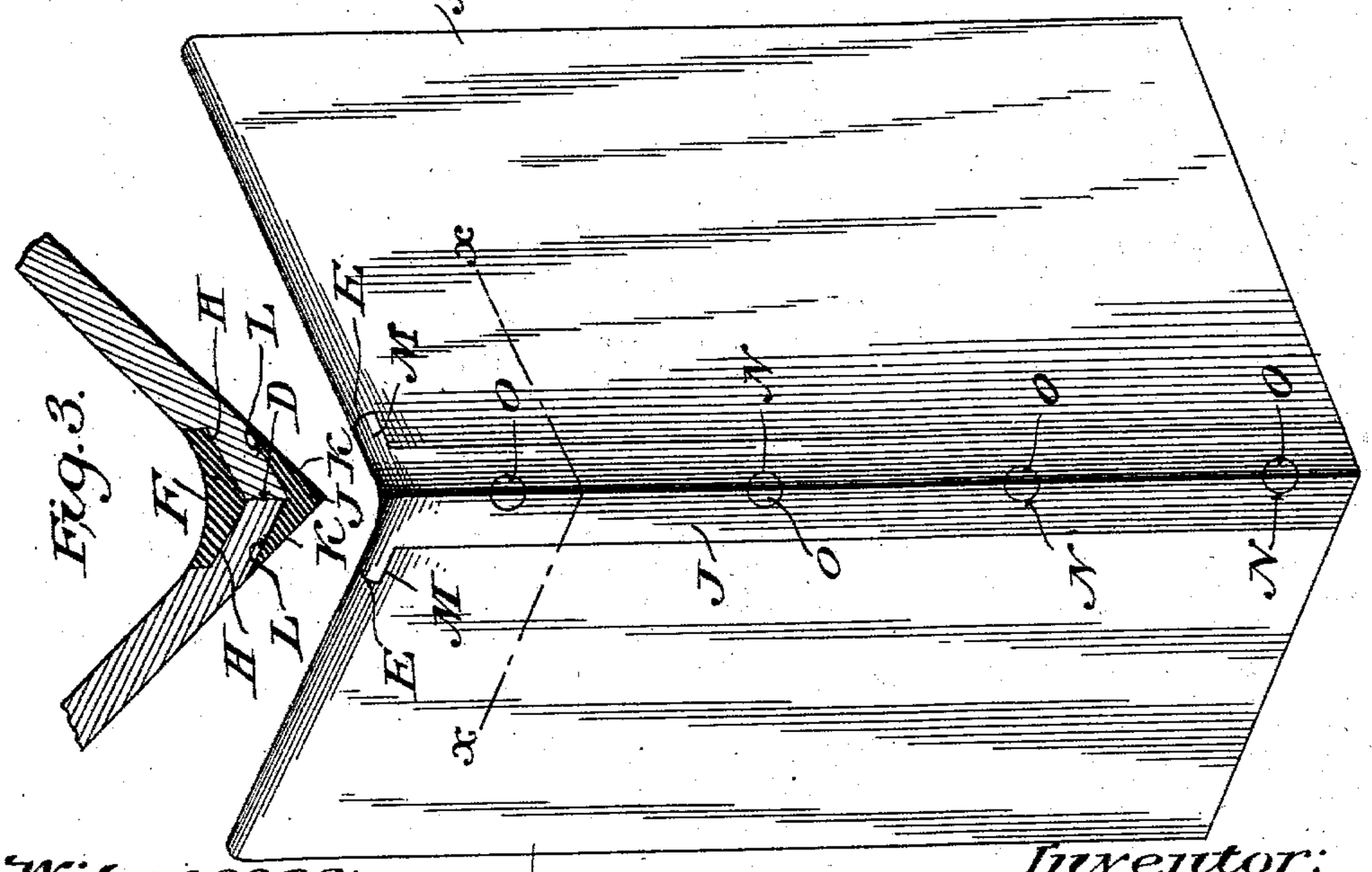

Fig. 3.

Fig. 1.

Witnesses:
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No. 730,423. Patented June 9, 1903.

UNITED STATES PATENT OFFICE.

HARLAN P. WELLS, OF AMESBURY, MASSACHUSETTS.

CORNER CONSTRUCTION FOR VEHICLE-BODIES.

SPECIFICATION forming part of Letters Patent No. 730,423, dated June 9, 1903.

Application filed November 3, 1902. Serial No. 129,923. (No model.)

To all whom it may concern:

Be it known that I, HARLAN P. WELLS, a subject of the King of Great Britain and Ireland, residing at Amesbury, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Corner Construction for Vehicle-Bodies, &c., of which the following is a specification.

The object of my invention is the production of an improved corner construction for vehicle-bodies, vehicle-seats, &c., which shall be unaffected by changes of temperature or varying degrees of moisture, which shall insure the retention of the parts in their proper relative positions under all conditions, which shall be strong, rigid, and durable, and which shall constitute a construction superior to others now in use or previously designed.

The invention consists in certain novel features of formation and combination and arrangement of parts hereinafter set forth and claimed.

The accompanying drawings illustrate an example of the physical embodiment of the invention in connection with a vehicle-body constructed according to the best mode I have so far devised for the practical application of the principle.

Figure 1 is an external view of a vehicle-body corner, showing my improvement. Fig. 2 is an interior view of the same. Fig. 3 is a section on line *x x* of Fig. 1. Fig. 4 is a section on line *y y* of Fig. 2.

Referring to the several figures, the letter A designates the corner portions or panel ends of a vehicle-body, said portions in this instance being of wood; B, a groove formed in the inside surface of each plane adjacent its end, one of the surfaces of said groove bounded by the perpendicular end edge of the panel; C, the exterior beveled surfaces of the panel ends adjacent and extending to the edges of the same; D, the perpendicular meeting edges of the panel ends, each having a beveled surface; E, seats in the upper top edges of the panels at the corner; F, the inside metallic strip, having a concave surface G throughout its length; H, the opposite face of the strip, having in this instance two plain surfaces lying in different planes and meeting so as to form an obtuse angle in cross-section; I, holes for screws; J, the external or outside metallic strip; K, the two outside plain surfaces meeting to form in cross-section a right angle; L, the inside surfaces meeting to form in cross-section an obtuse angle; M, wings at the top end which fit within the seats E of the panels; N, threaded holes, and O represents threaded machine-screws.

It will be observed upon reference to the drawings that when the external metallic strip is in place the plain surfaces K coincide with and form a continuation of the external surfaces of the panels and in this example lie in the same planes. In uniting the ends of the panels white lead may be applied to all the meeting surfaces, the parts then assembled, and the machine-screws adjusted and turned, which action, inasmuch as the holes N are threaded, draws the two metallic strips together and compresses the ends of the panels between them, forming a very rigid and strong corner-joint. The ends of the screws which pass through the external strip are to be dressed off, so as to lie in the planes of the external surfaces of the strip.

While I have shown only one example of the physical embodiment of my invention, I do not thereby intend to restrict the scope of the same to the details illustrated, as unsubstantial changes in form may be adopted. For instance, the external surface of the outside metallic strip may be a curved surface forming a round corner, and rivets may be used in place of the screws, the external strip being provided with holes of enlarged diameters, whereby the heads of the rivets may be countersunk. These and similar changes I intend to embrace within the scope of the claims.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination in a corner construction, of two panels meeting at an angle, each panel having a beveled perpendicular edge and said edges meeting in frictional contact; an inner and an outer metallic strip, each having holes in its longitudinal central line and the holes in one of said strips being threaded; and machine-screws located in the holes of the strips and passing through the beveled edges of the panels; the said strips being out of contact whereby upon the turning of the

screws the edges of the panels are compressed between the strips.

2. The combination in a corner construction of two panels A, A, meeting at an angle and each having a perpendicular beveled edge, the outer and inner surfaces of each panel adjacent the said edge grooved at B and beveled at C, and said perpendicular beveled edges meeting at D; two metallic strips F and J provided with holes; and machine-screws O uniting the metallic strips and clamping the edges of the panels.

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

HARLAN P. WELLS.

Witnesses:
G. H. BRIGGS,
DELLE W. DOLBIER.