B. BURR.

BENT WOOD CORNER.

No. 187,449. Patented Feb. 20, 1877.

FIG. 1.

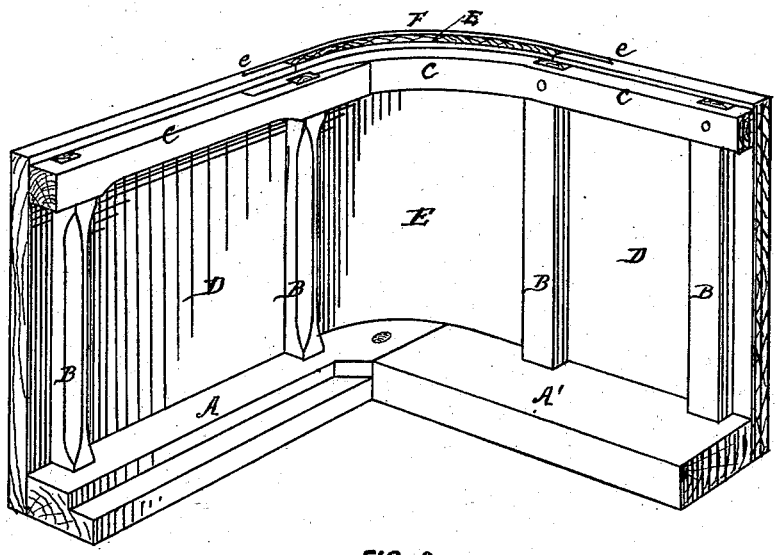
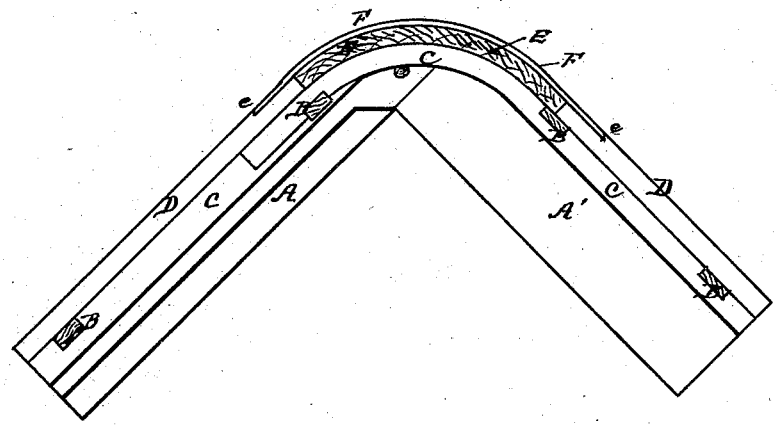


FIG. 2.



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UNITED STATES PATENT OFFICE.

BRADLEY BURR, OF BATAVIA, ILLINOIS.

IMPROVEMENT IN BENT-WOOD CORNERS.

Specification forming part of Letters Patent No. **187,449**, dated February 20, 1877; application filed October 3, 1876.

To all whom it may concern:

Be it known that I, BRADLEY BURR, of Batavia, in the county of Kane and State of Illinois, have invented certain Improvements in Bent-Wood Corners for Wagon-Work, of which the following is a specification:

In the accompanying drawing, which forms a part of this specification, Figure 1 is a perspective view of a bent-wood corner made in accordance with my invention, showing its application to a wagon box or body. Fig. 2 is a plan view of the same.

Like letters of reference indicate the same part in both figures.

The gist of my invention consists in making the corner of two layers of wood, one thick layer bent across the grain, and one exterior thin or finishing layer bent in the direction of the grain, and fitted to overlap at each end the joint between the straight sides and the bent interior layer, whereby a smooth, durable, and easily manufactured corner is produced.

In the said drawing, A A′ are the side and end sills of the wagon-body. B B B B are the upright posts of the frame-work, and C is the top rail thereof. This constitutes a strong frame-work, and, as a basis for the subsequent application of the bent-wood corner, should be constructed and completed first, and should be made of the rounded form at the corner of the outline required. To this frame-work is applied the sides D D, in the common way, terminating, however, at the commencement of the curve.

The gap at the curve thus left between the ends of the straight horizontal grain sides D D is filled with a bent-wood piece, E, with the grain of the wood running vertically. This piece is made a little less in thickness than the side pieces, and being cut of the proper size, and suitably prepared for bending, is bent into place and secured to the frame-work. At the same time, or subsequently, the thin exterior casing-board F is applied to the outside of the curve. The grain of this piece runs horizontally in the same direction as that of the sides.

In order to break joints and to further strengthen the corner, the thin piece F is made to overlap at each end of the side pieces, which are cut with a rabbet, as at *e*, to accommodate the lap, and preserve an uniform thickness. The shoulder of this rabbet and the extreme ends of the piece F are formed in dovetail shape, as shown in the drawing, to increase the strength of the union between the two parts.

The thick piece E, being bent across the grain, yields easily to the required conformation, while the outer piece F, which is bent lengthwise of the grain, is so thin comparatively and overlies so firm a foundation that no difficulty is experienced in imparting to it in place the required curve. Of course, the parts as they are applied are all firmly glued and otherwise fastened as required.

I have described my improved corner as applied to wagon-bodies; but it will be evident that the same may with advantage be applied to the corners of carriage-seats, and to other places where bent-wood corners are desirable.

It will also be readily understood that a pitch or incline may be given to the corner, if desired, as this is a mere matter of construction to be governed by the taste of the builder.

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

The bent-wood corner for wagon-work, consisting of a thick inner layer bent across the grain, and a thin outer layer bent along the grain, the inner layer abutting against the ends of the side pieces, and the outer being made to overlap the joints, and being countersunk to come flush with the outer surface of the sides, substantially as specified.

BRADLEY BURR.

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