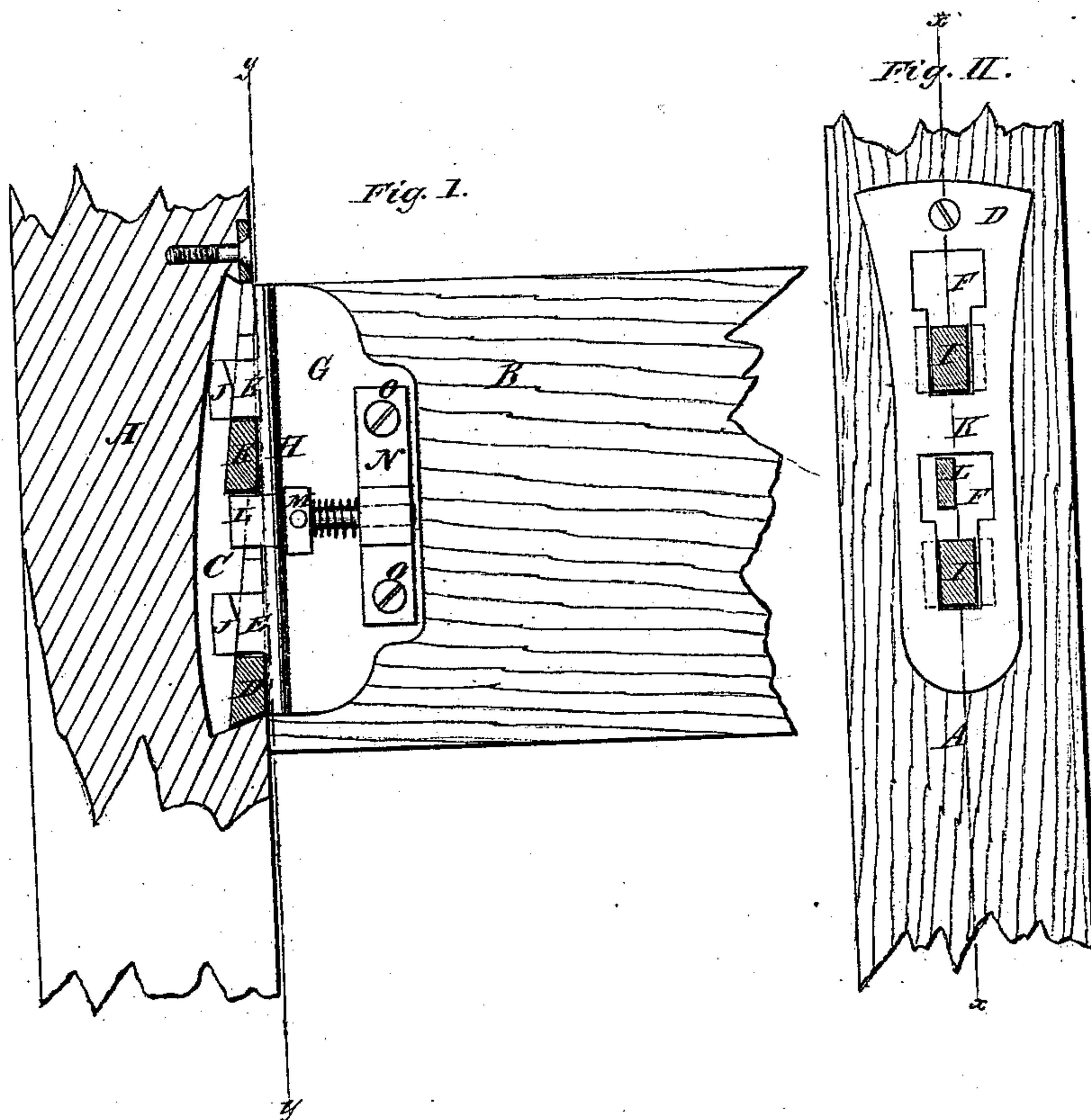


Maulding & Fraley,

Bedstead Fastener.

No. 106,382.

Patented Aug. 16. 1870.



Witnesses:
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PRES. MAULDING AND JOHN U. FRALEY, OF MARSHALL, TEXAS.

Letters Patent No. 106,382, dated August 16, 1870.

IMPROVED BEDSTEAD-FASTENING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that we, PRES. MAULDING and JOHN U. FRALEY, of Marshall, in the county of Harrison and State of Texas, have invented a new and useful Improvement in Bedstead-Fastening; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

This invention relates to a new and useful improvement in mode of fastening the rail to the posts of bedsteads, whereby many of the objections to the ordinary bedstead-fastening are obviated; and

It consists in a lock-joint formed by lugs operating on inclined planes, by means of which the parts are drawn together, and in a spring bolt, by means of which the parts are held tightly together, as will be hereinafter more fully described.

In the accompanying drawing—

Figure 1 is a vertical section of the fastening on the line *x x* of fig. 2.

Figure 2 is a vertical section of fig. 1, on the line *y y*.

Similar letters of reference indicate corresponding parts.

A is the bedstead-post;

B is the rail;

C is the cavity formed in the side of the post; and

D is the metallic plate fastened therein by chambering out the cavity and fitting the edges and lower end of the plate thereto, and then fastening the plate by a single screw, as seen in fig. 1.

E E represent inclined planes on the inner side of this plate, and

F F are orifices through it for the introduction of the fastening-lugs.

G represents a plate of metal, which is rigidly at-

tached to the side of the rail with its edge and flange H flush with the end of the rail.

I I are the fastening-lugs, which project from the edge of the plate, with lips, J, on their sides, as seen in dotted lines in fig. 2.

The lugs, with the lips, enter the broad portion of the orifices F, and, as the rail is forced down, the lips J engage with the inclined planes E E, and serve to draw the rail up to the post and make a tight joint.

The orifices F F in the plate D are separated by the cross-bar K.

L is a spring bolt which passes through the flange H and enters the chamber or cavity C beneath the bar K, as seen in the drawing. This bolt securely holds the rail in its place and allows the bedstead to be lifted or moved about without danger of being loosened or coming to pieces.

M is a finger-piece on this bolt, by means of which the bolt is drawn back when the rail is to be removed from the post.

The bolt operates upon the face or outside of the plate G, and is confined thereto by the cap N, the screws, o o, of which hold the plate to the rail.

By this fastening the rail and the post are tightly joined together, no cracks being left for the entrance of vermin, while the possibility of the joint being loosened is prevented.

Having thus described our invention,

We claim as new and desire to secure by Letters Patent—

A bedstead-fastening, formed by the combination of plates D and G, inclined planes E E, lugs I I, with the lips J and bolt L applied, arranged substantially as described.

PRES. MAULDING.
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Witnesses:

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