W. H. ELLIOT.

Bedstead-Fastening.

No. 163,468. Patented May 18, 1875.

Fig 1.

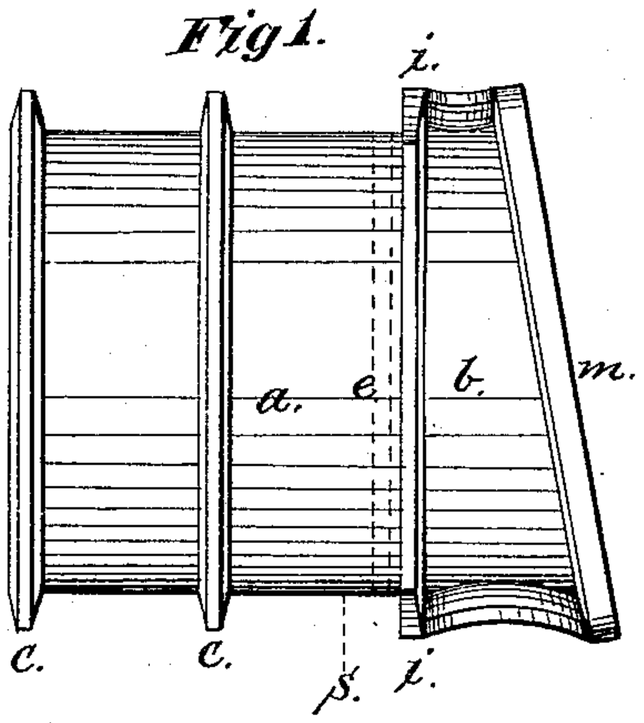


Fig 2.

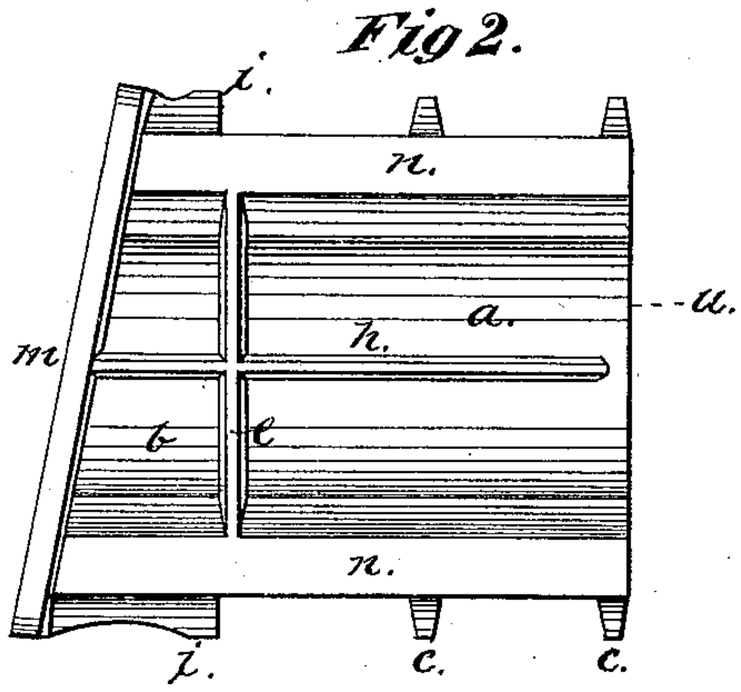


Fig 3.

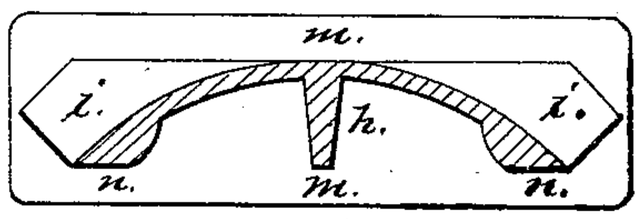


Fig 4.

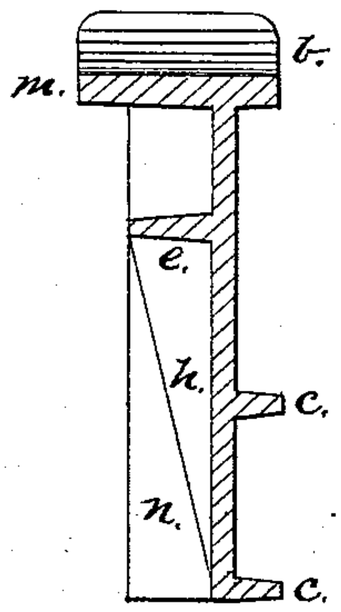


Fig 5.

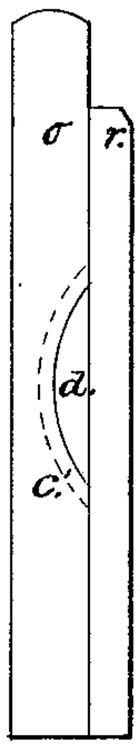
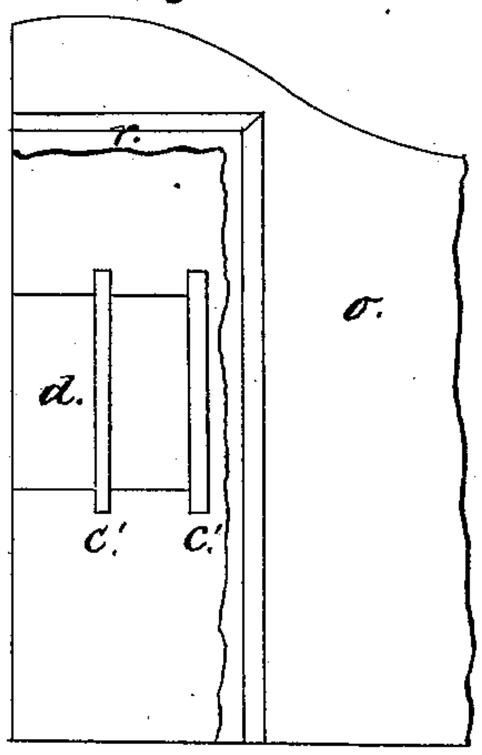


Fig 6.



Witnesses:

L. Ogan 9

D. Lewis

Inventor:

Wm. H. Elliot

THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

UNITED STATES PATENT OFFICE.

WILLIAM H. ELLIOT, OF NEW YORK, N. Y.

IMPROVEMENT IN BEDSTEAD-FASTENINGS.

Specification forming part of Letters Patent No. **163,468**, dated May 18, 1875; application filed April 1, 1874.

To all whom it may concern:

Be it known that I, WM. H. ELLIOT, of the city, county, and State of New York, have invented a new and Improved Iron Fastening for Bedsteads; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

Similar letters of reference indicate the same devices in all the figures.

To enable others skilled in the arts to comprehend, make, and use my invention, I will proceed to describe its nature, construction, and operation.

The nature of my invention consists in a novel method of constructing an iron fastening for bedsteads; and it has for its object the production of a lighter, stronger, and cheaper fastening than has heretofore been made.

Figure 1 is an elevation of my improved iron fastening, showing the curved plate forming the body of the same. Fig. 2 is the same, showing the concave side of the plate. Fig. 3 is a transverse section of the same at dotted lines *s*. Fig. 4 is a longitudinal section at dotted line *u*. Fig. 5 is an elevation of the end of the rail and cleat, showing the rail mortise. Fig. 6 is an elevation of the side of the rail with the cleat broken away to show the cut for the iron which forms one side of the rail-mortise.

A is the curved or cylindrical plate forming the body of my iron tenon; *b*, the head of the same; *c*, one or more flanges or shoulders across the convex side of the body of the tenons; *d*, the cut in the side of the end of the rail, which with the cleat over it forms the rail-mortise; *e*, a rib across the concave side of the body of the tenon, which when in use is located within the rail-mortise to strengthen the tenon, and to prevent insects from finding a retreat in the rail-mortise, which is only partly filled by the body of the tenon. *h* is a brace to strengthen the cylindrical body in a longitudinal direction; *i*, a shoulder, being a part of the head, which rests against the end of the rail; *m*, the diagonal flanges or shoulders which rest against the diagonal shoulders in the mortise of the post. These flanges are adapted to rest against shoulders formed on the solid material of the post, but may readily be adapted to take hold on a post-iron. *n* represents the flattened and thickened edges of the cylindrical or curved plate forming the body of the tenon. *o* is the rail, and *r* the cleat across the end of the same.

I have shown in the drawings two flanges across the body of the tenon on the convex side. One would be sufficient in most cases. The body of the tenon need not necessarily be of a perfectly cylindrical form. The curve may be flattened in the center, but I have chosen the cylindrical form of body, as it is the cheapest to let into the rail. In adjusting my improved tenon to the rail, the convex side is put into the cut in the rail, the flanges *c* fitting accurately into the grooves *c'*, and the shoulder *i*, which divides the head from the body of the tenon, rests against the end of the rail, while the rib *e* is under the edge of the cleat to effectually close the mortise. The flattened and thickened edges *n* of the body of the tenon not only add strength, but they present a broad, flat surface to the cleat to resist any twisting strain that may be applied to the side rail. The form of the body of the tenon would alone be sufficient to hold it in its place, but it would be rendered still more secure by giving the rail-mortise a heavy coat of thick glue before laying the tenon in its bed. The glue will not adhere to iron as well as to wood, but it will harden the surface of the wood under the iron and render the tenon less liable to become loose in use. After the iron has been bedded in the glue the cleat may be fastened over it in the usual way. The curved surface on one side, and the flattened surfaces *n* on the other side, meet in a thin edge; these with the rib *e* fit perfectly a mortise composed of a cut made by a revolving cutter-head on one side, as seen in Figs. 5 and 6, and the cleat on the other side.

Having described my improved iron fastening, what I desire to have secured to me by Letters Patent of the United States is—

In a bedstead-fastening, the tenons consisting of the curved plate *a*, provided with the thickened and flattened edges *n*, forming the body thereof, the flanges *c*, transverse rib *e*, head *b*, and diagonal flanges *m*, all constructed substantially in the manner and for the purpose set forth.

WM. H. ELLIOT.

Witnesses:
C. L. OSGOOD,
D. LEWIS.