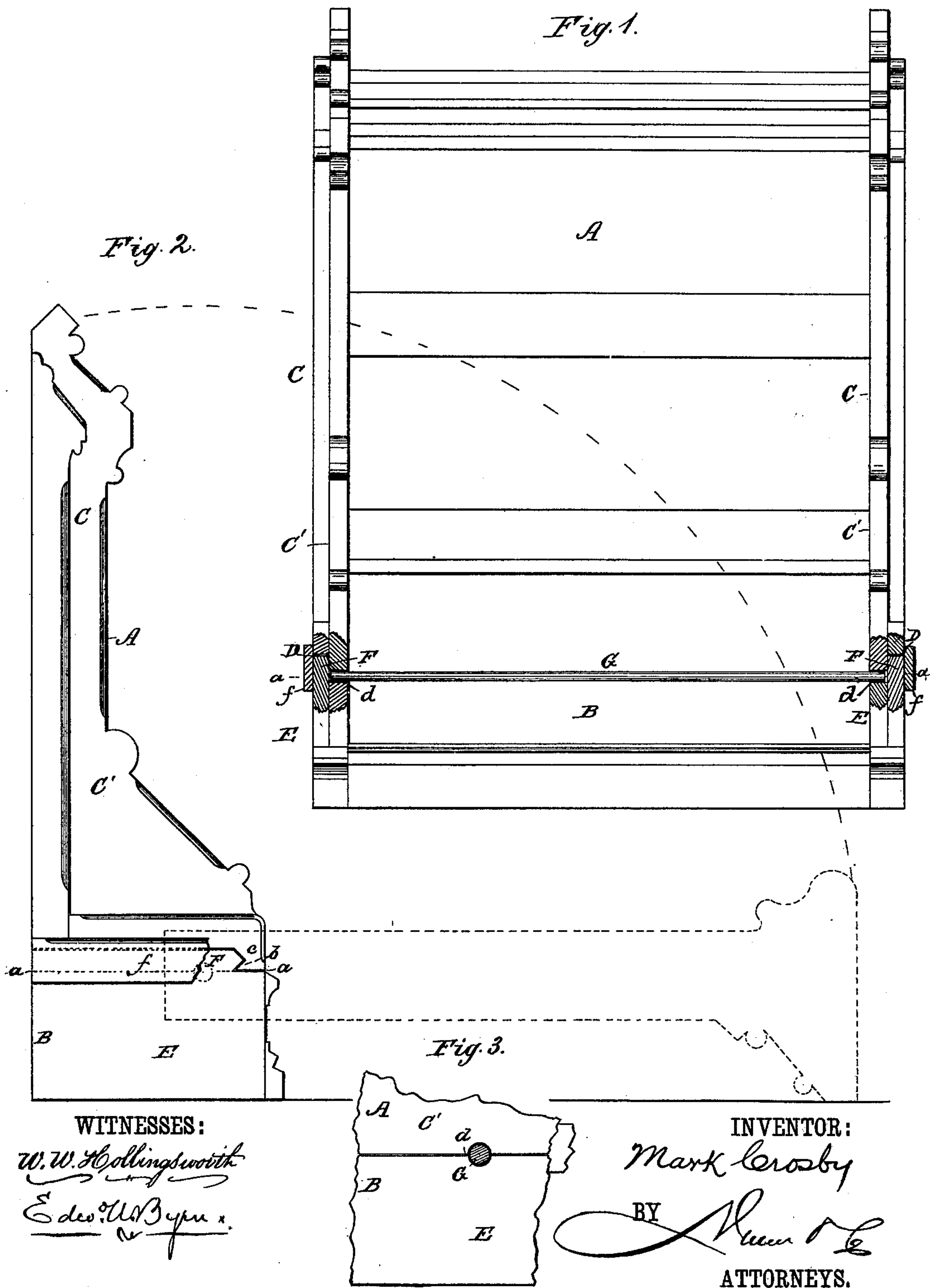


M. CROSBY.
Cabinet-Bedstead.

No. 214,110.

Patented April 8, 1879.



UNITED STATES PATENT OFFICE.

MARK CROSBY, OF WAKEFIELD, MASSACHUSETTS.

IMPROVEMENT IN CABINET-BEDSTEADS.

Specification forming part of Letters Patent No. **214,110**, dated April 8, 1879; application filed December 14, 1878.

To all whom it may concern:

Be it known that I, MARK CROSBY, of Wakefield, in the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Cabinet-Bedsteads; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a front elevation of the head-board, with the parts shown in section at the point where the separable joint occurs. Fig. 2 is a side elevation of the head-board, with the position of the bed-frame indicated in dotted lines. Fig. 3 is a detail view, showing the arrangement of the pivot-rod G to the detachable parts of the head-board.

My invention relates to certain improvements in bedsteads of that class which are known as "cabinet-bedsteads."

The invention consists in combining, with the detachable head-board and the basic support, a rod which forms an axial support for the upper end of the folding-bed frame, which rod has its bearings in the joint between the detachable head-board and the supporting-base, so that it may be placed laterally in its position and there secured by the head-board.

In the drawings, A represents the head-board, and B the basic support for the same, made in two separate pieces, jointed at the line *a*, and capable at all times of being easily detached. The head-board is made large, high, and heavy, so as to give a massive and stylish appearance to the bedstead, its dimensions from the line *a* to its upper end or crest being preserved, however, within such limits as permit it to be easily handled or passed through doors. C C are the side pieces of the head-board, which are suitably carved or ornamented, and widened at C', to give a wider support for the head-board and a graceful and symmetrical filling to the angle between the bed and head-board. In the bottom edges of these side pieces, C C', a recess or groove, D, is formed by an attached outer strip, *f*, which recess or groove runs out at the rear of the head-board, but is closed at the front.

Upon the upper edges of the end piece, E, of the bars are formed projecting strips F, cor-

responding to the grooves D in the bottom of the head-board. Over these strips the grooves of the head-board are fitted, and the head-board then slid bodily back, the strip serving to guide and hold it in place. The front ends of the strips are undercut at *b*, and the front ends of the grooves in the head-board are closed in by abutments *c*, which are hook-shaped, so that when the head-board is slid entirely back in its place these hook-shaped abutments *c* fit beneath the undercut ends of the strips F, and securely hold the board against any tendency to tilt backward upon its support.

G is a metal rod. This forms the support for the forward part of the bed-frame, (shown in dotted lines,) and the axis upon which the bed-frame is turned from its horizontal to the vertical or closed position. In fixing this axial rod in position I place it in seats or bearings *d*, directly at the joint of the detachable head-board and base. This permits the rod to be inserted laterally, in contradistinction to perforating the end walls of the base and inserting it longitudinally, which latter arrangement not only leaves the ends of the rods showing and looking unsightly, but is not so easy of adjustment.

In fixing the rod in its place one half of the bearing, as shown in Fig. 3, is in the upper edge of the base, and the other half in the lower edge of the side wall of the head-board. This it will be seen serves, in connection with the weight of the head-board, to lock the same back to its place, so that it cannot slide forward unless it is slightly lifted. The bearing of the rod, however, may be located wholly in the upper or wholly in the lower section, an outlet to the joint *a* being left to permit the rod to be inserted laterally, as described.

Having thus described my invention, what I claim as new is—

The detachable head-board A and separated supporting-base B, in combination with the axial supporting-rod G, fixed in bearings opening into the joint between said detachable parts, as described.

MARK CROSBY.

Witnesses:

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