(No Model.)

J. MONZEL.

BEDSTEAD.

No. 254,777. Patented Mar. 7, 1882.

Fig. 1.

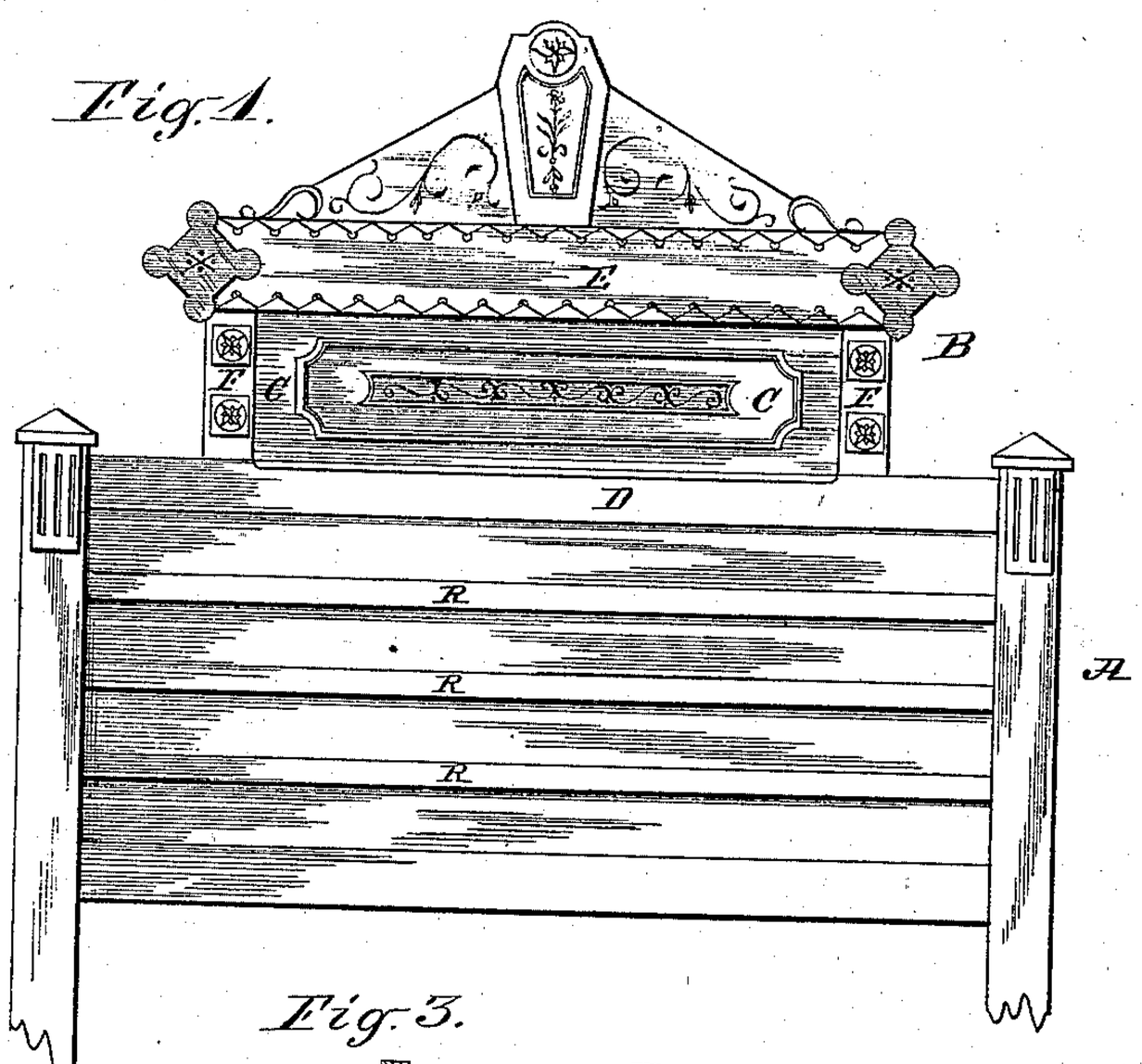
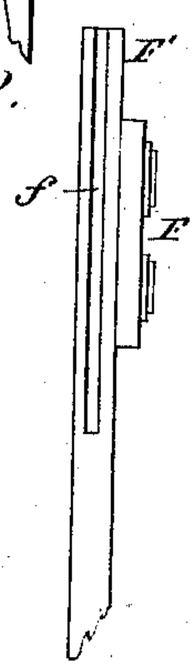


Fig. 3.

Fig. 2.



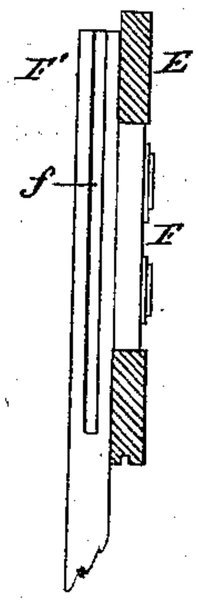


Fig. 4.

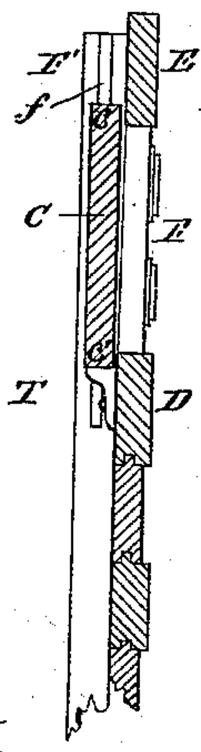
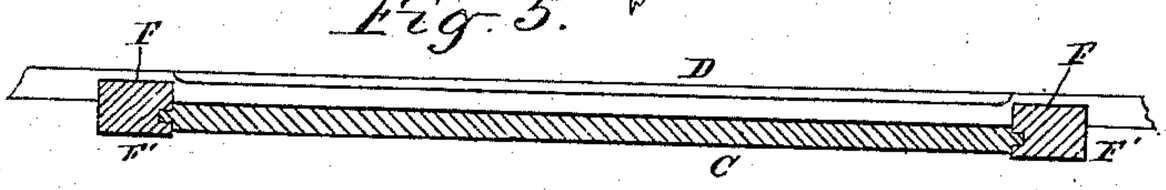


Fig. 5.



WITNESSES—
F. E. Adams
Cyrus Keller

INVENTOR—
John Monzel
per W. E. Dayton
Attorney.

UNITED STATES PATENT OFFICE.

JOHN MONZEL, OF CHICAGO, ILLINOIS, ASSIGNOR TO MONZEL & PRICE, OF SAME PLACE.

BEDSTEAD.

SPECIFICATION forming part of Letters Patent No. 254,777, dated March 7, 1882.

Application filed January 25, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN MONZEL, of the city of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Bedsteads; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to features of construction in paneled head-boards of bedsteads, and has for its object to facilitate the joiner-work in the manufacture of such articles, to permit movement of the panel in shrinking and swelling of the same, and to strengthen the connection of the parts.

In the drawings, Figure 1 represents a bedstead head-board in front elevation. Fig. 2 is one of the grooved uprights forming vertical parts of the upper extension-frame detached. Fig. 3 is a view of the parts forming the frame, shown in section. Fig. 4 is a similar view of the same parts. Fig. 5 is a view in horizontal section.

A is a head-board of a bedstead, and B is the top panel extension of such head-board. The parts D, E, and F F constitute the visible frame of the panel C. Ordinarily the uprights F are secured at their ends to the horizontal parts D and E of the frame by means of dowels or mortise and tenon, and the panel is retained by being nailed or screwed to the back of the frame or let into grooves in all of the parts D, E, and F of the frame. In such construction no provision is made for shrinking and swelling of the panel C, and as a consequence it often either buckles or splits. In the construction herein shown the visible uprights F are merely facings, permanently secured to the longer uprights F′, (shown detached in Fig. 2,) and are finished flush with or set a little back of the face of the rails D and E. Said uprights F′ extend upward behind and external to the rail D, and downward behind and external to the lower parts of the head-board. The inner edges of the uprights F′ are grooved at *f*, back of the rear face of the rails D and E, to receive the ends of the panel C or tongues thereon, and the upper and lower margins of said panel overlap the rails D and E a short distance, but are not fastened thereto. In joining the parts the members of the frame are drawn together closely against each other and against the ends of the panel by any suitable clamps, and while thus held the uprights F′ are secured to the rails D and E by screws or otherwise. Perfectly close joints are thus easily produced, and the panel C in shrinking and swelling is at liberty to slide up or down at its margins *c* and *c′*, behind the rails D and E or behind one of them. Said panel may be vertically retained by any suitable stop or stops, as a button, T, Fig. 4, below it, or both above and below it, if desirable, in addition to its end attachments. The central portion of the panel may be raised; but obviously its margins should preferably be in a plane, in order that it may move freely behind the rails D and E, and at the same time preserve a close joint. The panel or its margin should be finished before it is inserted, in order that a finished surface may show in case of shrinkage. In the construction described the panel sets back the full thickness of the rails D and E, and gives to the bedstead the appearance of being heavy.

The uprights F′, being secured to the several rails, D R R, serve the usual purpose of bars for stiffening the head-board, but more perfectly than the strips ordinarily employed for this purpose, because of their permanent attachment with the frame-facings F.

In the manufacture of bedsteads the construction described enables me to connect any desired style of top B with a common or standard form of the main head-boards A readily and at short notice, and the parts having been previously finished, the bedsteads are ready for delivery as soon as the tops are affixed. In this case the parts forming the top B—namely, the uprights F F′, rail E, and panel C—may be previously joined and ready for immediate attachment to the head-board by clamping in one direction only—that is to say, by drawing the feet of the facings F against the upper edge of the rail D. The lower ends of the uprights F′, before being attached to the head-board, may be confined by a temporary strip tacked from one to the other.

I claim as my invention—

In combination with the main portion A of a bedstead head-board, the paneled top B, consisting of the grooved uprights F′, having the shorter facings F, the top rail, E, and the panel C, the parts being secured and the panel being retained by the grooves *f* in the uprights F′, and free to move vertically behind the rails D and E, or one of them, substantially as described.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

JOHN MONZEL.

Witnesses:
M. E. DAYTON,
JESSE COX, Jr.