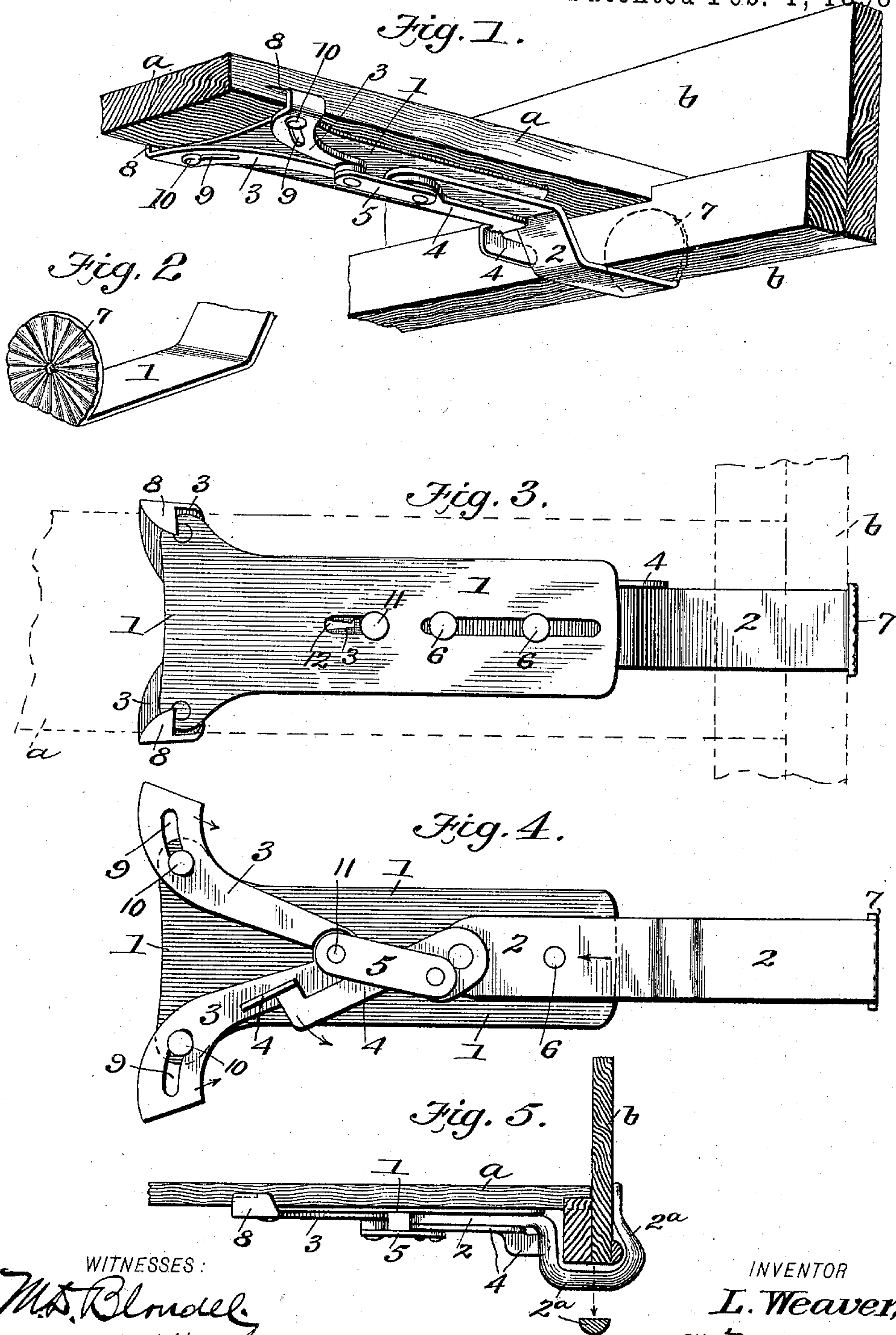


(No Model.)

L. WEAVER, Jr.  
BED RAIL CLAMP.

No. 598,454.

Patented Feb. 1, 1898.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

LAFAYETTE WEAVER, JR., OF BRIDGETON, NEW JERSEY.

## BED-RAIL CLAMP.

SPECIFICATION forming part of Letters Patent No. 598,454, dated February 1, 1898.

Application filed September 9, 1897. Serial No. 651,129. (No model.)

*To all whom it may concern:*

Be it known that I, LAFAYETTE WEAVER, Jr., of Bridgeton, in the county of Cumberland and State of New Jersey, have invented a new and Improved Bed-Rail Clamp, of which the following is a specification.

My invention is an improved detachable clamp or fastening for securing together the slats that support a bed bottom or springs and the side rails of a bedstead, by which such slats are supported.

The construction, application, and operation of the clamp are as hereinafter described, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view illustrating the practical application of the clamp. Fig. 2 is a perspective view of one end of the clamp. Fig. 3 is a bottom plan of the same. Fig. 4 is a top plan showing the clamp extended or open, as required to adapt it to be applied to a slat and bed-rail, as in Fig. 1. Fig. 5 is a side view of a modified form of the clamp applied to a bedstead.

Fig. 1 shows sections of a slat *a* and side rail *b* of a bedstead arranged and connected in a well-known manner; and my improved clamp is also shown applied to such parts *a b* as in actual use—that is to say, to the under side of the slat *a* and side rail *b*, so as to hold the same firmly together.

The clamp is composed of metal parts—to wit, a flat body-plate 1, the main or rail jaw 2, two opposite auxiliary or slat jaws 3, a toggle-lever 4, and a link 5. The main or rail jaw 2 is a plate or bar attached slidably to the slotted body 1 by means of rivets 6 and having a depressed portion to accommodate the rail *b* and its outer end 7 bent up at a right angle to adapt it to clasp or bear against the outer side of said rail. The lever-jaws 3 are narrow curved plates having on their free ends claws or teeth 8, which project inward, as shown, to adapt them to engage opposite sides of the slat *a*. Said jaws 3 are provided with lengthwise slots 9, that receive rivets 10, attached to the body-plate 1, so that the jaws may slide freely.

The thumb-lever 4 is pivoted to the inner end of the rail-jaw 2, and the link 5 pivotally connects such lever eccentrically with the inner ends of the jaws 3. The eccentric ar-

range is such that the lever will be self-locking when adjusted as in Fig. 1. The free end of the lever is adapted to be arrested by the jaw 2 at the proper point to hold it locked. The rivet 11, that pivotally connects the jaws 3 and link 5, passes through and slides in a lengthwise slot 12 of body-plate 1 and thus serves to hold the movable parts flat on the latter.

To apply the clamp so that it may perform its function, the lever 4 is thrown back, as shown in Fig. 4, which forces the rail-jaw 2 and auxiliary lever-jaws 3 as far apart as practicable. With such movable parts in this position the clamp is applied to the under side of the side rail *b* and a connecting-slat *a*. Then the lever 4 is forced forward or toward the rail *b* to its locking position, as shown in Fig. 1, whereby the three jaws 2 and 3 are retracted or forced toward each other, so that the teeth 8 of jaws 3 enter the sides of the slat *a*, while the head 7 of the main jaw 2 engages or presses against the outer side of the rail *b*, thereby drawing the slat and rail closely together and locking them in such engagement. In this application of the clamp the claws or teeth 8 are not only forced into the slat *a*, but are simultaneously drawn toward the rail *b*, thus making a cut or groove in the latter. It will be noted that the said claws 8 are straight or square on the inner side to adapt them to take a firm hold of or find due resistance in the wood.

In Fig. 5 the main or rail jaw 2<sup>a</sup> is constructed of half-round malleable iron and so curved as to adapt it to pass around or over the lower side of the rail *b* without contact and to permit its flat head to bear on the rail at a point directly opposite the end of the slat *a*. It is apparent that this construction and arrangement avoid any torsion or twist of the side rail *b*, as may occur when the head of the jaw bears at a lower point.

What I claim is—

1. The improved bedstead-clamp, comprising a curved or bent main jaw adapted to engage the rail, two slidable auxiliary jaws adapted to engage a slat, and a toggle-lever and link which are pivotally connected with each other and connect the adjacent ends of the three aforesaid jaws, substantially as shown and described.



2. The improved bedstead-clamp, composed of the body-plate having slots and studs as specified the slidable and bent main jaw having a head adapted to engage the outer side  
5 of a bedstead-rail, the slotted auxiliary or lever jaws sliding on the studs, and having inwardly-projecting teeth for engaging a slot, the lever pivoted to the main jaw, and the link pivoted to the slot-jaws and eccentric-  
10 ally to the lever, as shown and described, to adapt the lever to open the clamp-jaws and also lock them in engaging position, as shown and described.

3. The combination with the body-plate slot-jaws, and lever, of the rail-jaw having a  
15 downward curve or depression which adapts it to extend around the lower edge of a rail, and a head formed on the outer end of said jaw at a point directly in line with the inner  
end of the jaw and the lever which is pivoted  
20 thereon, as shown and described for the purpose specified.

LAFAYETTE WEAVER, JR.

Witnesses:

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