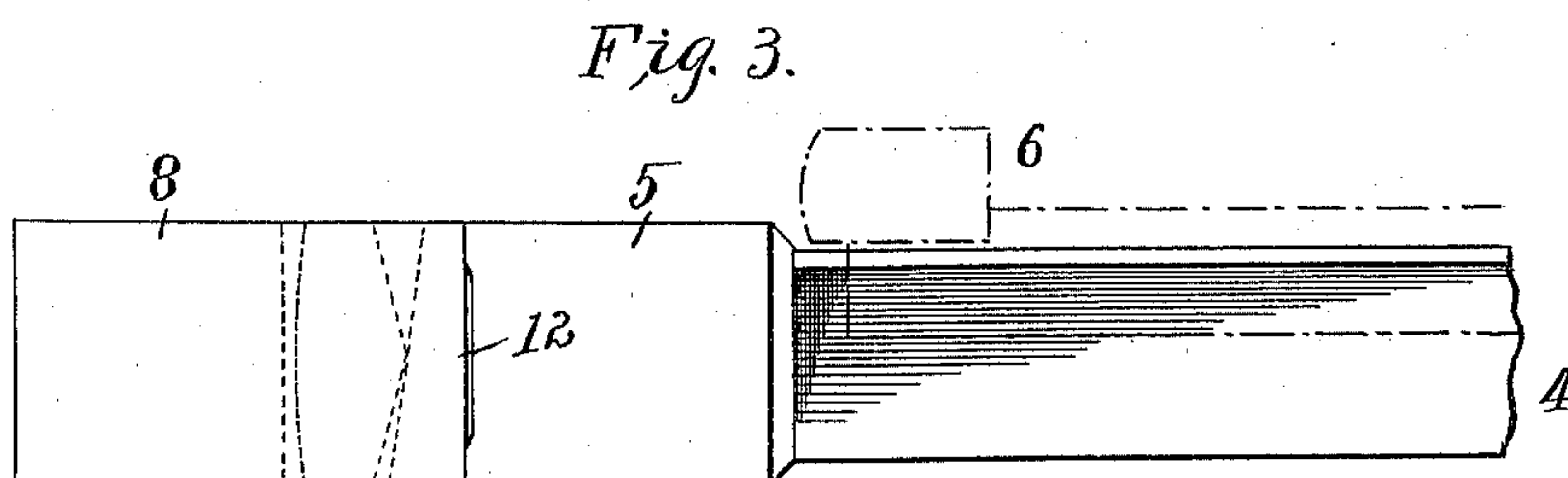
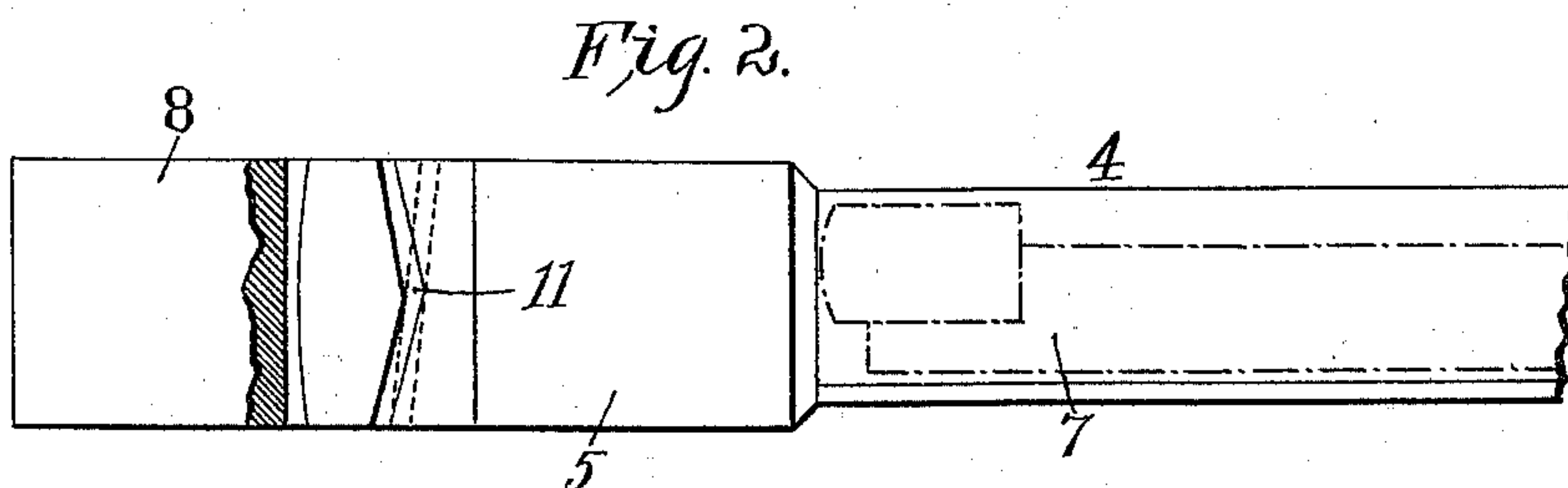
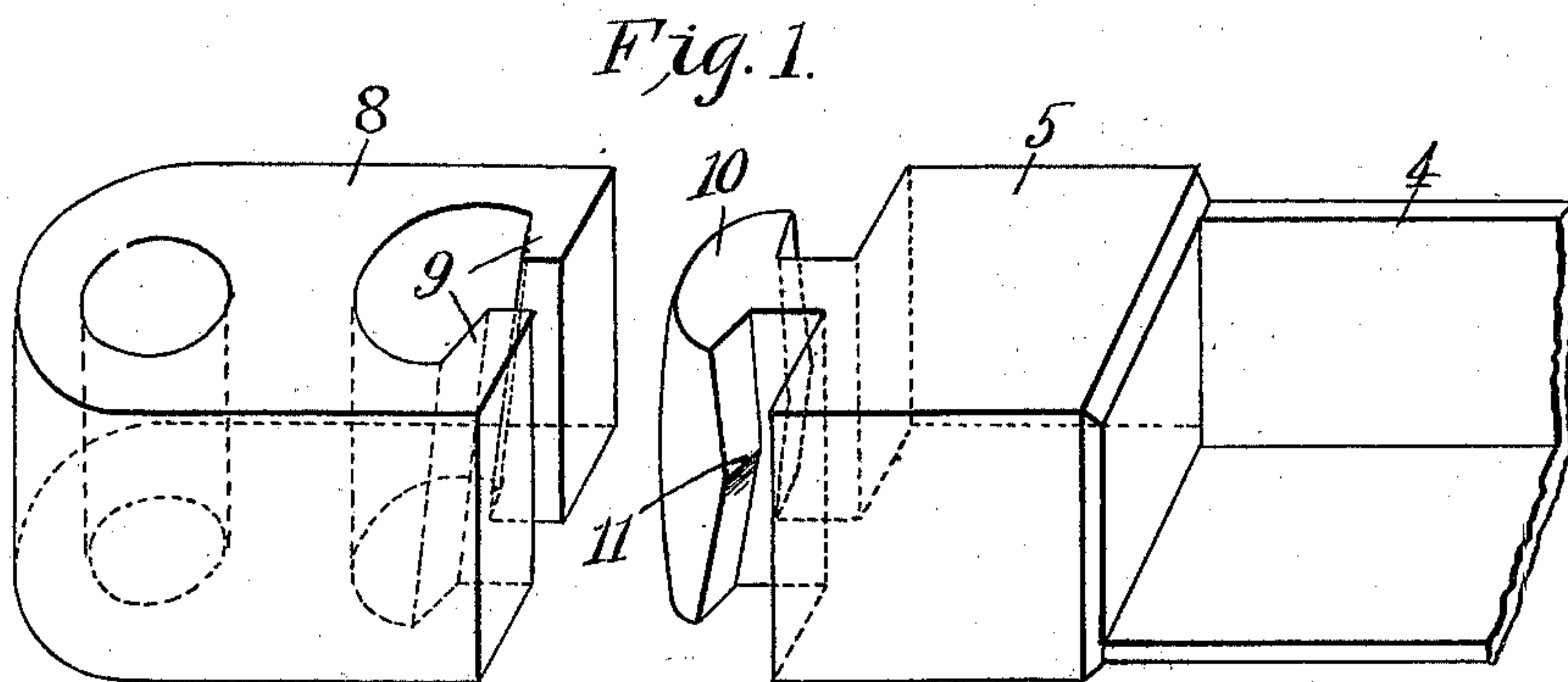


(No Model.)

G. BRAND.
REVERSIBLE RAIL GRIP FOR BEDSTEADS.

No. 605,286.

Patented June 7, 1898.



Witnesses:

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UNITED STATES PATENT OFFICE.

GEORGE BRAND, OF BROOKLYN, NEW YORK.

REVERSIBLE RAIL-GRIP FOR BEDSTEADS.

SPECIFICATION forming part of Letters Patent No. 605,286, dated June 7, 1898.

Application filed October 26, 1897. Serial No. 656,476. (No model.)

To all whom it may concern:

Be it known that I, GEORGE BRAND, a citizen of the United States, and a resident of Brooklyn, in the county of Kings and State
5 of New York, have invented a certain new and useful Reversible Rail-Grip for Iron Bedsteads, of which the following is a specification.

This invention relates to rail-joints for iron
10 bedsteads, and has special reference to an improvement upon the form of joint patented to me October 27, 1896, under Patent No. 570,369. In the joint as disclosed in said patent a rigidity and perfection in the union of the two
15 parts is obtained by so constructing the members of the joint that one part shall have central bearing-surfaces opposite the abutting face of said member, while the second member of the joint has wedge-shaped portions
20 entering between said bearing-surfaces and the abutting face, whereby all rocking motion in the joint is prevented. In the present invention the purpose is to construct a joint in which this same rigidity and perfection of
25 union shall exist and which at the same time will allow of the reversal of the main portion of the rail.

To this end the invention consists in the formation, construction, and combination of
30 parts hereinafter fully described, and set forth in the claim.

In the accompanying drawings, which form a part of this specification, Figure 1 represents in perspective the two parts of my improved
35 rail-joint separated. Fig. 2 is a partially-sectioned side elevation of said parts, and Fig. 3 is a side elevation of said parts with the main portion inverted.

The purpose of having the main portion of
40 the rail reversible is for the accommodation of different forms of spring bed-bottoms.

The form of rail best adapted for reversal is what is known as the "angle-rail," (represented in the drawings at 4.) In the usual construction of an iron bedstead a suitable length
45 of angle-iron bar has cast upon its ends the removable portions of the rail-joint, one such portion being indicated at 5.

It is at present the custom in making spring
50 bed-bottoms for iron bedsteads to allow the end piece to project beyond the side rails so as to rest upon the rails of the bedstead; but

spring bed-bottoms designed for wooden bedsteads do not have these projecting end pieces and are not, therefore, adapted to iron bedsteads. It is also usual in the construction
55 of the removable side rails to place the broad side of the angle-bar uppermost, as shown in Fig. 3. This is the form best adapted for the reception of those bed-bottoms which have
60 projecting end pieces. A bottom of this form is indicated in position in broken lines at 6 in Fig. 3. In making the removable side rails reversible this broad portion of the side rail may be placed at the under side, as indicated
65 in Figs. 1 and 2, and when so placed any of the ordinary forms of bed-bottoms constructed for wooden beds may be readily placed upon this broad side of the rail, as indicated in broken lines at 7 in Fig. 2.

Having now disclosed the object of making the side rails reversible, the special construction of the slip-joint by which this reversibility is allowed and the perfection of the joint maintained will be described.

That portion of the rail-joint containing the socket and which is here shown adapted for attachment to or support upon the head or foot board of a bedstead is indicated at 8 and is substantially the same construction as that
80 shown in the patent above referred to. It has the wedge-shaped portions 9, formed by the outer face of the part 8 and the inner wall of the socket. The T-head 10 upon the part 5
85 has upon the side facing the end of part 5 central bearing-surfaces 11, which, as indicated in Figs. 2 and 3, engage the inclined surface of the wedge portions 9 midway of their length, and in that manner make a binding connection between the abutting faces of
90 the two parts 5 and 8.

The heads 10 have the greatest diameter in the plane of the bearing-surfaces and taper equally in both directions therefrom, so that no matter which end of the head 10 enters the
95 socket the central bearing-surfaces will come to the same point on the wedge-shaped portions 9 and bring the part 5 in close union with the part 8 and so as to leave the upper surfaces of said parts flush with one another.

It will be noted in this joint, as in that of the patent referred to, that ample clearance is allowed between the rear wall of the socket and the outer wall of the head 10, so that any fins

or roughness upon either of these surfaces will in no wise affect the union of the parts, and inasmuch as the head engages the socket at only the central bearing-surfaces the only parts of the joint in which especial accuracy in construction must be obtained are the central bearing-surfaces and the places on the wedge-shaped portions with which they engage.

10 The abutting faces of the members of the joint may be perfectly plane, as indicated in Figs. 1 and 2, or one or both of them may be cut out somewhat intermediate of the upper and lower edges, as indicated at 12 in Fig. 3 and as shown in said patent. This construction further facilitates the production of a rigid and stable connection between the parts of the joint.

20 While I have described in detail the T-head and socket of special construction and one which I believe best adapted for use in a reversible rail for bedsteads, I do not limit myself to this special construction of these parts,

since they may be varied, and yet the reversibility of the side rail obtained. The main portion 4 of the side rail may also be of different construction, and yet allow of the attainment of the ends specified.

What I claim as my invention is—

A slip-joint consisting of the members 5 and 8, the former provided with a head 10, having central bearing-surfaces from which the head tapers toward each end and a face abutting against the second member, and the second member having wedge-shaped portions entering between said bearing-surfaces and said abutting face, and engaging said head at the central bearing-surfaces only substantially as and for the purpose set forth.

Signed at New York, in the county of New York and State of New York, this 18th day of October, A. D. 1897.

GEORGE BRAND.

Witnesses:

WM. H. CAPEL,
DELBERT H. DECKER.