

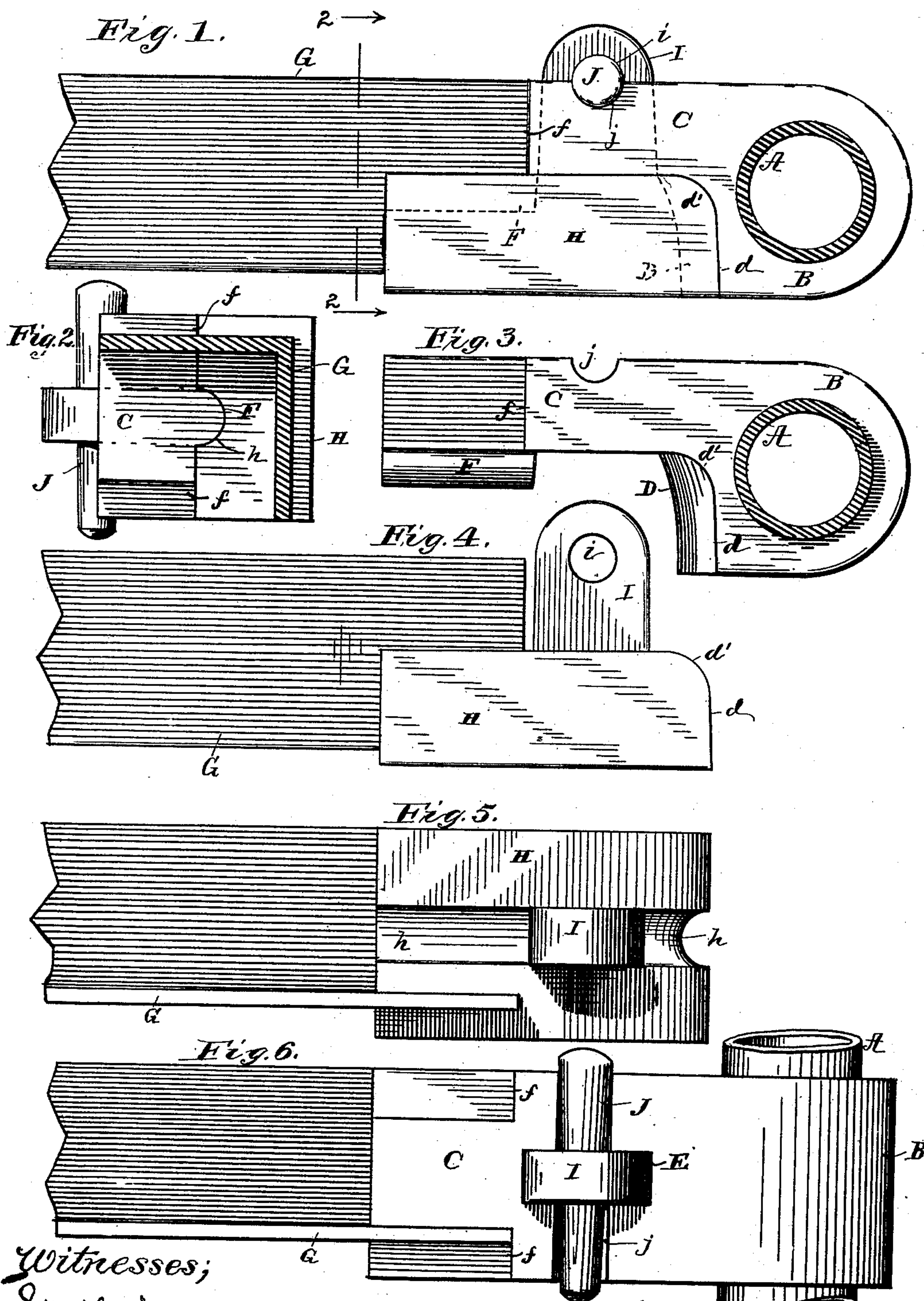
No. 713,895.

Patented Nov. 18, 1902.

M. F. MADDOX.
CORNER SUPPORT FOR BEDS.

(Application filed Nov. 7, 1901.)

(No Model.)



Witnesses;
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UNITED STATES PATENT OFFICE.

MILTON F. MADDOX, OF INDIANAPOLIS, INDIANA.

CORNER-SUPPORT FOR BEDS.

SPECIFICATION forming part of Letters Patent No. 713,895, dated November 18, 1902.

Application filed November 7, 1901. Serial No. 81,369. (No model.)

To all whom it may concern:

Be it known that I, MILTON F. MADDOX, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Corner-Supports for Beds, of which the following is a specification.

The object of this invention is to provide a corner-fastener between the side rails and posts of bedsteads, and particularly iron and brass bedsteads, which will be simple and inexpensive to make and which will afford means for drawing the parts closely together without bolts and which will hold the posts rigidly in position at right angles with the side rails.

I accomplish the objects of the invention by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a detail in top or plan view of a side rail and post-fastener of my invention in complete operative position, the post being shown in cross-section; Fig. 2, a cross-section of the device on the dotted line 2 2 of Fig. 1, looking in the direction of the arrows; Fig. 3, a top view of the post-shank separated from the corresponding member of the bed-rail; Fig. 4, a view of the bed-rail separated from the post-shank; Fig. 5, a view of same end of rail shown in Fig. 4, but turned quartering to that view to show the end of the lug or tongue; and Fig. 6 is a detail in side elevation of a bed rail and post connection viewed from the inside of the bedstead.

Like letters of reference indicate like parts throughout the several views of the drawings.

Referring to the drawings, A represents the bed-post of a four-posted bedstead, and B a collar or enlargement having a projecting shank portion C preferably formed integrally with the collar. The inside surface of the shank is approximately alined with the vertical center of the adjacent post, and the reduction in thickness from the diameter of the collar is by an abrupt shoulder *d*, slightly oblique to the said inside surface and preferably making a rounded corner *d'* in its junction therewith. The shoulder has the horizontal rib D, at the inner end of which through the shank C is the slot E. This slot extends longitudinally of the shank along the mid-line thereof, and extending from the outer end of

the slot to the outer end of the shank along the same mid-line is the rib F. The end of the shank is reduced in width above and below the rib F abruptly to form the shoulders *f f*.

G is the bed-rail of angle-iron, having the head or end H cast on each end thereof. This head is of a size and shape to fill out the difference in width between the shank C and the collar B, as shown in Fig. 1. It has the tongue or lug I, which takes into the slot E and passing therethrough projects on the opposite side of the shank. The end of the tongue has the perforation *i*, through which a tapering pin J is driven to secure the parts together and draw them into close contact by the force of the wedge-shaped pin. The inner face of the head H has grooves *h h* to receive the ribs D and F. The outer face of the shank C has the transverse groove *j* to form a seat for the pin J and prevent movement of the outer end of the tongue. The oblique shoulder *d* when the head H is drawn in by the action of the tapering pin on the tongue is to tighten up the joint and to force the edge of the tongue opposite said oblique end firmly against its adjacent edge. The ribs D and F and the flat tongue in the rectangular slot hold the head and shank together to prevent vertical displacement, thereby maintaining the bed-posts at right angles to the bed-rails.

The heads H of the rails are alike on both edges, the tongue being intermediate of the two edges, whereby the head will fit the shank no matter which edge is turned uppermost, and as the heads on the two ends of each rail are duplicates it follows that the rails can be reversed, so as to bring the lower side uppermost by turning them end for end. It is often desirable to reverse the rail in this manner.

The tongue I may be formed out of the same metal as the head H; but, preferably, it will be of wrought iron or steel set in the mold and held by casting the gray iron around it, which makes a stronger construction.

Having thus fully described my invention, what I claim as new, and wish to secure by Letters Patent, is—

1. In a corner-fastener for bedsteads, a post a shank on the post having a perforation, a rail or frame fixture having a head with a tongue, said tongue being perforated at its

end and taking through the perforation in the shank, a tapering pin driven through the perforation in the tongue and a locking-rib and groove in the joint at the end and side of the rail-head.

2. In a corner-fastener for bedsteads, a post-shank having a substantially flat inner side and a shoulder oblique thereto, a rib on the oblique shoulder midway between the upper and lower edges thereof, a rib in the same horizontal plane at the outer end of the shank and a transverse slot through the shank between the said two ribs, an angular side rail having a head with a tongue to project through the transverse slot of the shank, grooves to receive the ribs and a wedge passing through a perforation in the projecting end of the tongue to draw the parts together and lock them.

3. In a corner-fastener for bedsteads, a post,

a shank on the post having a transverse slot and a shoulder oblique to the inner face of the shank, a rail or frame fixture having a head to fit the oblique shoulder and inner face of the shank and having a tongue to take through the slot in the shank, said tongue having an end perforation, a tapering pin through said end perforation and projections and indents in the joint between the head and shank to prevent turning and midway between the top and bottom edges to permit of the reversing of the rail.

In witness whereof I have hereunto set my hand and seal at Indianapolis, Indiana, this 2d day of November, A. D. 1901.

MILTON F. MADDUX. [L. S.]

Witnesses:

J. A. MINTURN,

S. MAHLON UNGER.