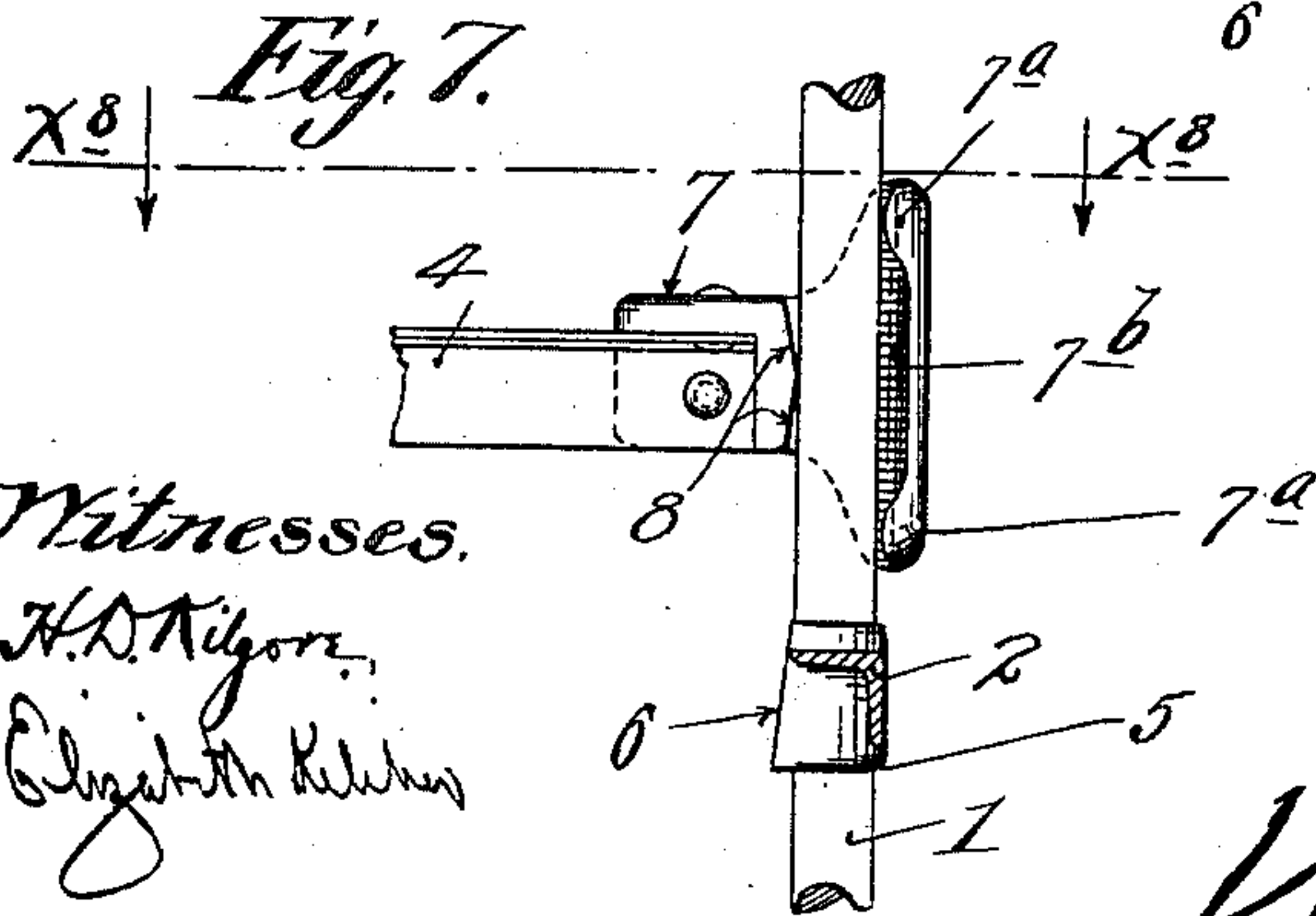
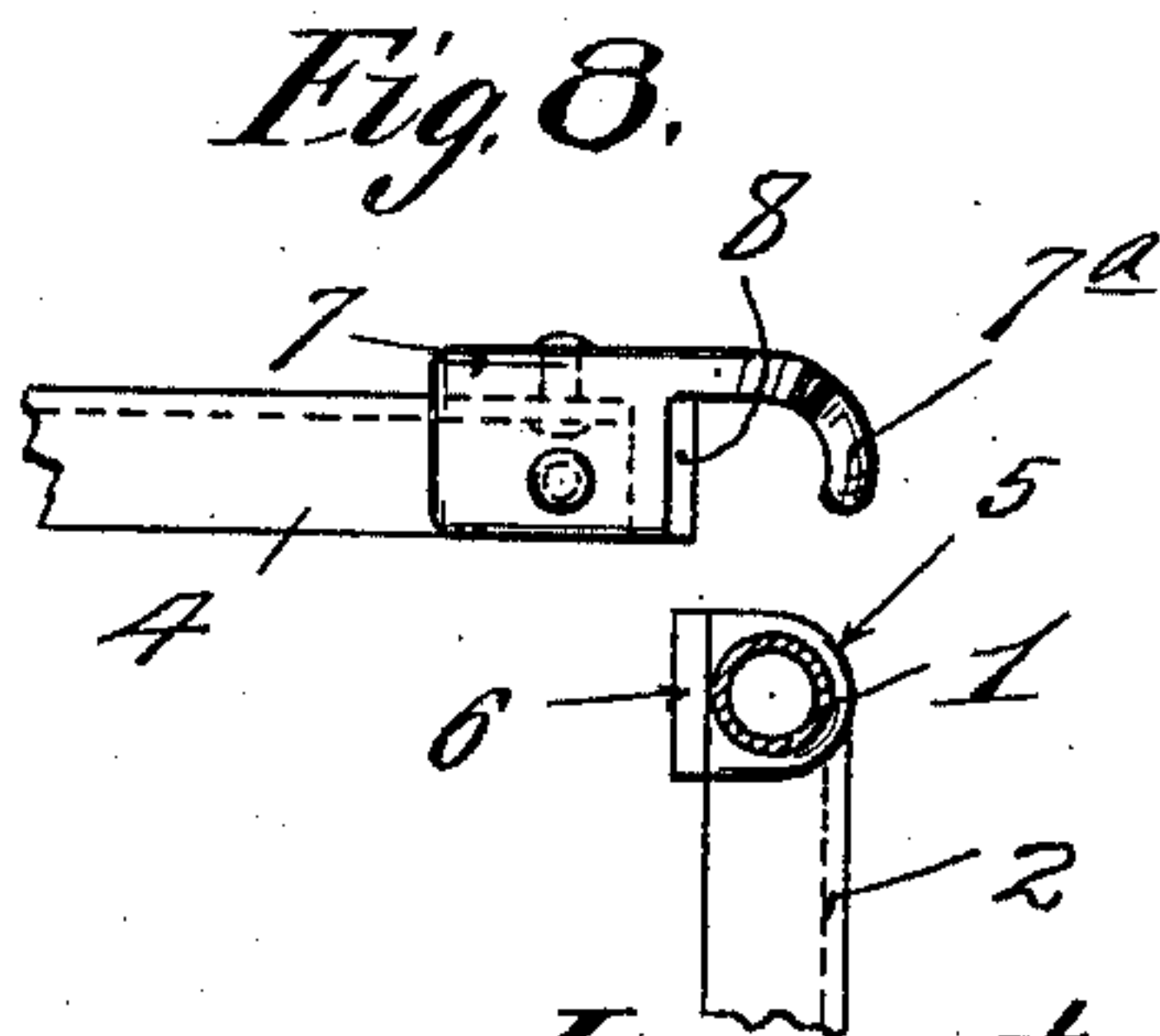
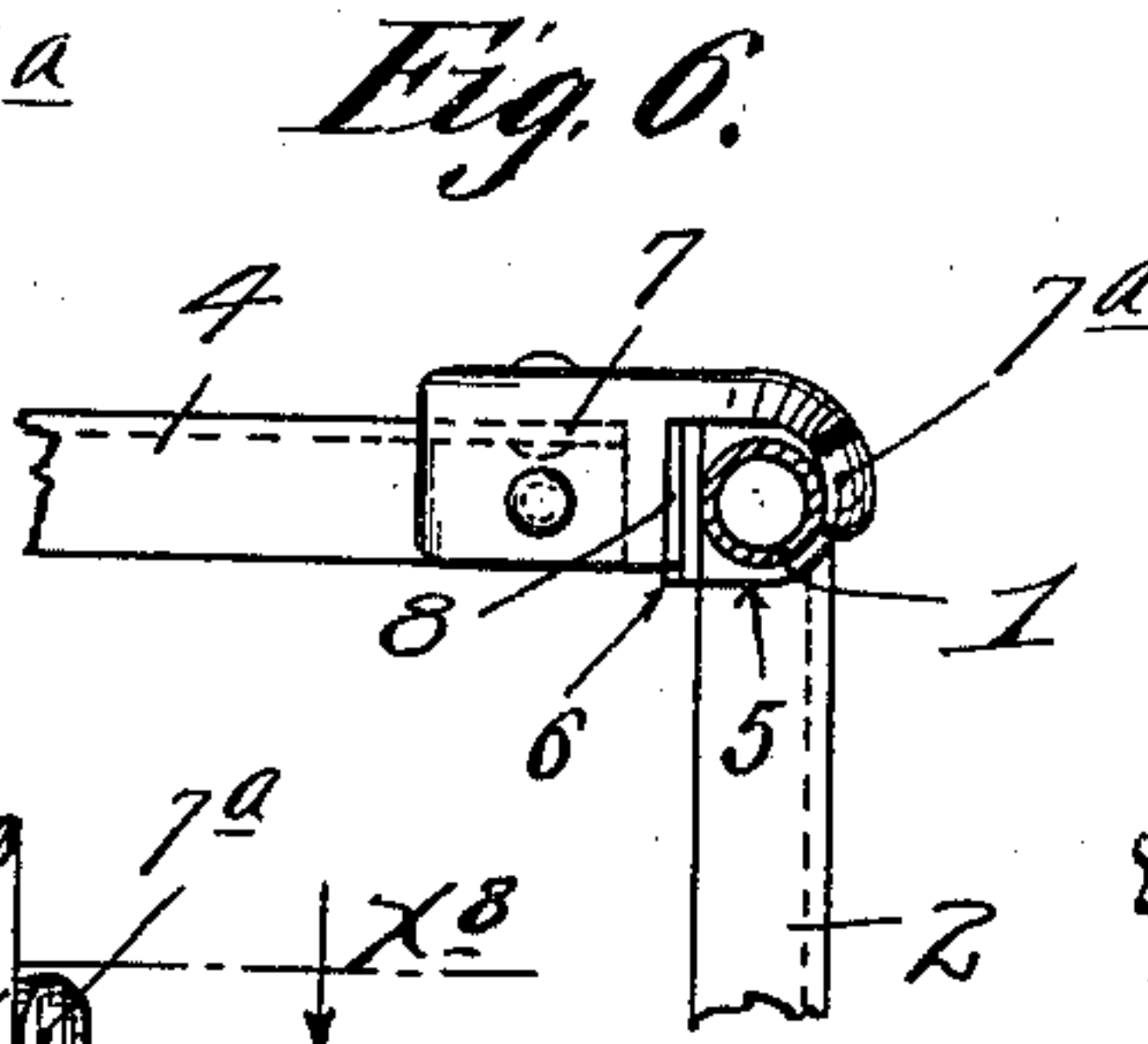
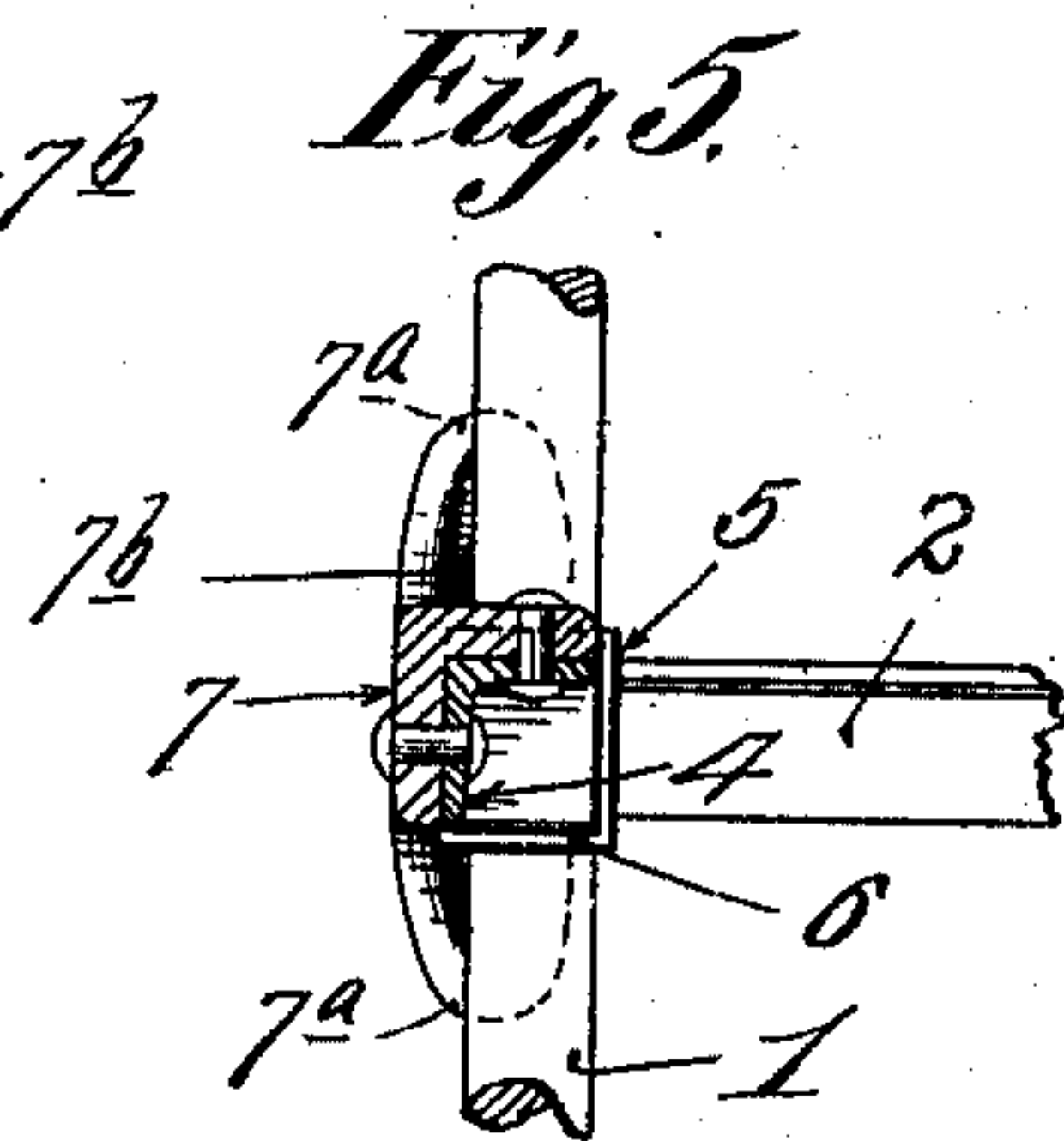
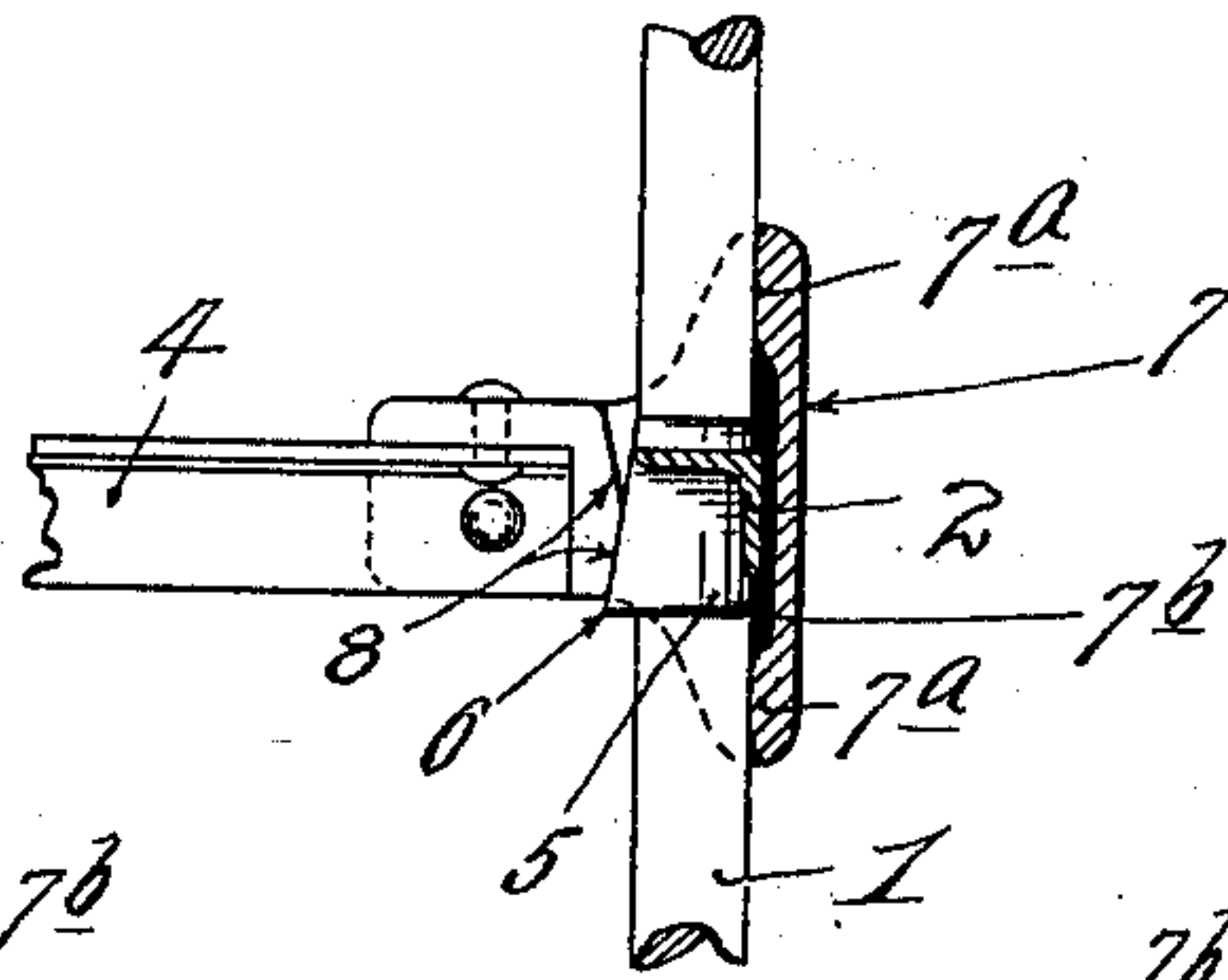
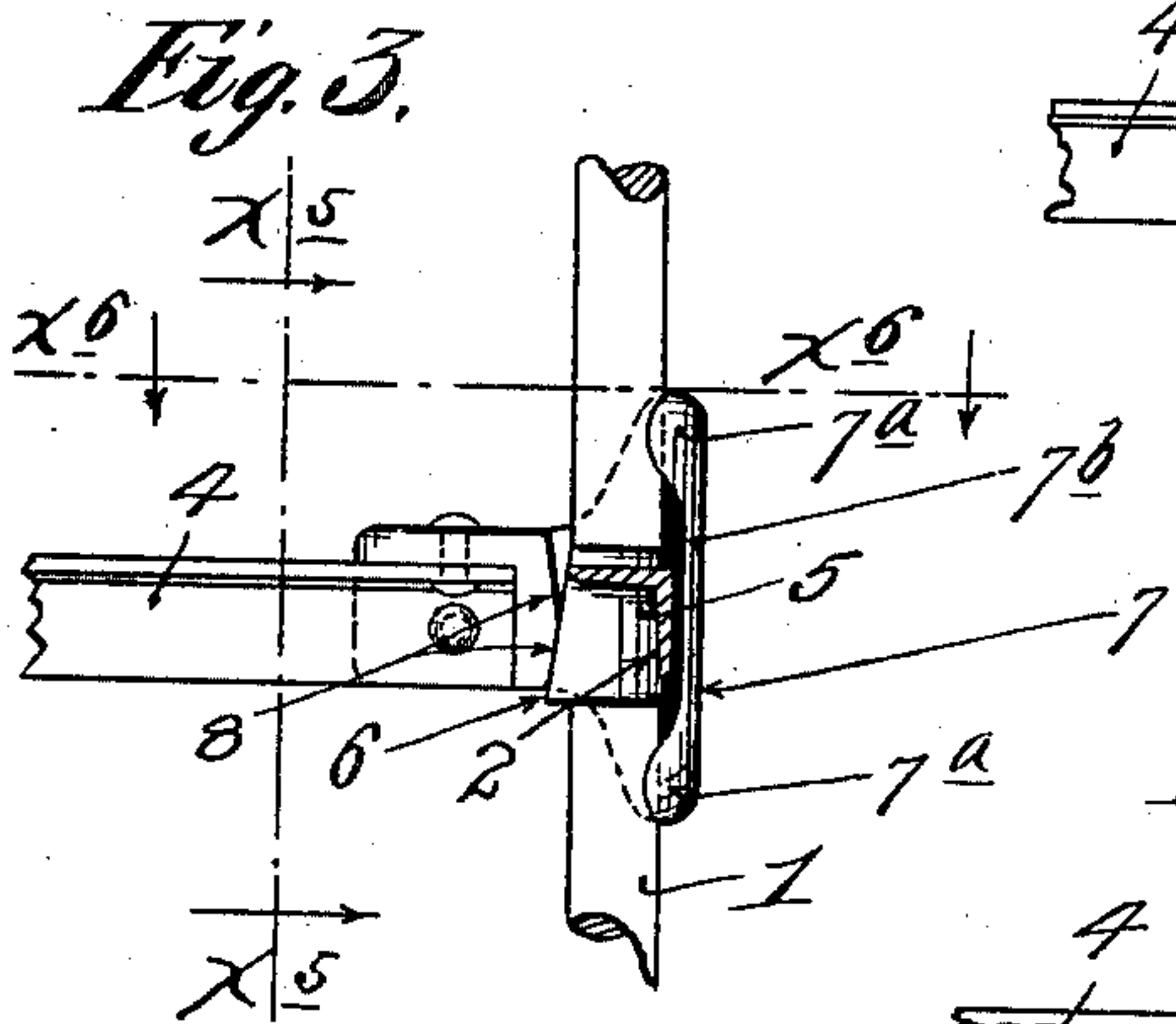
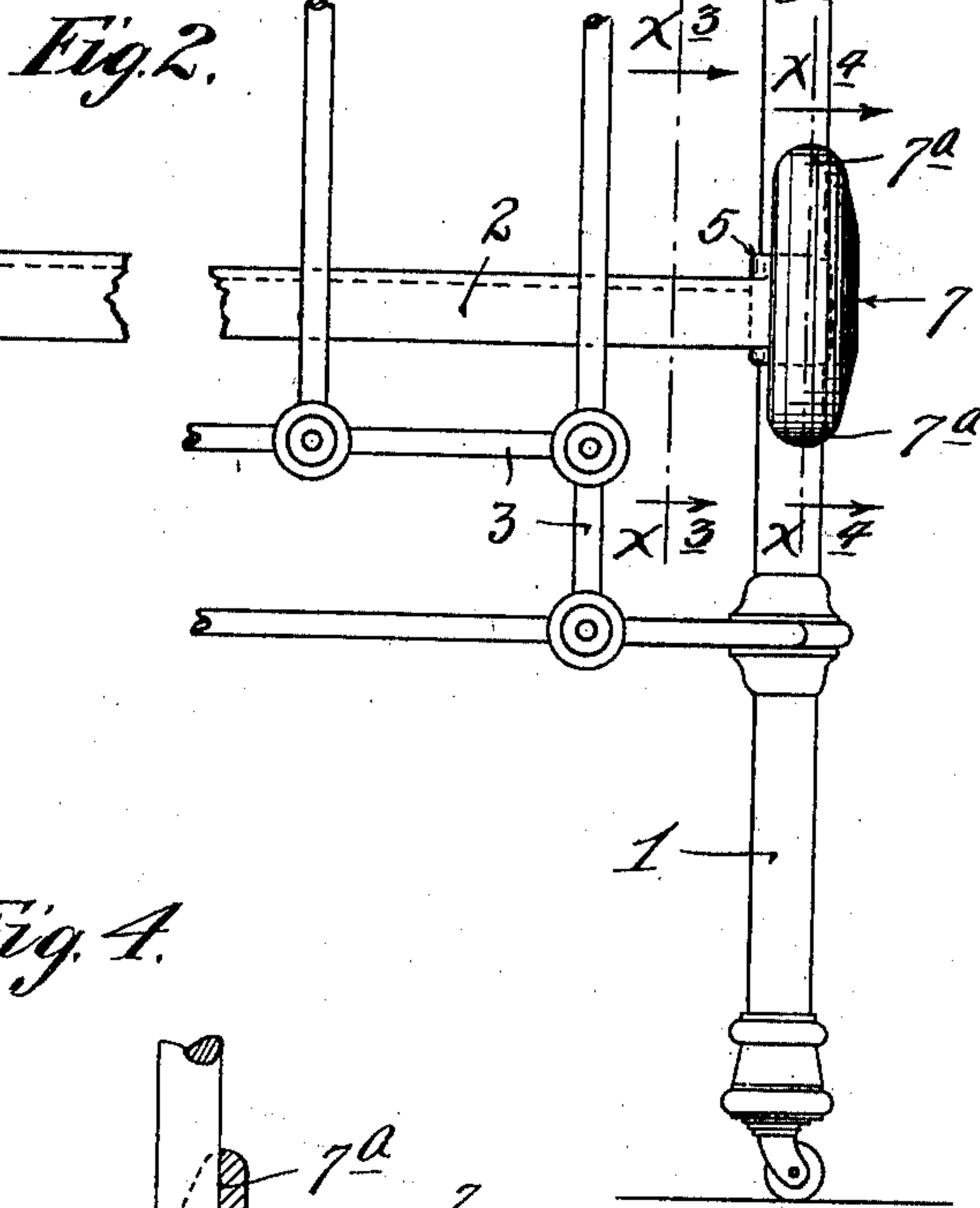
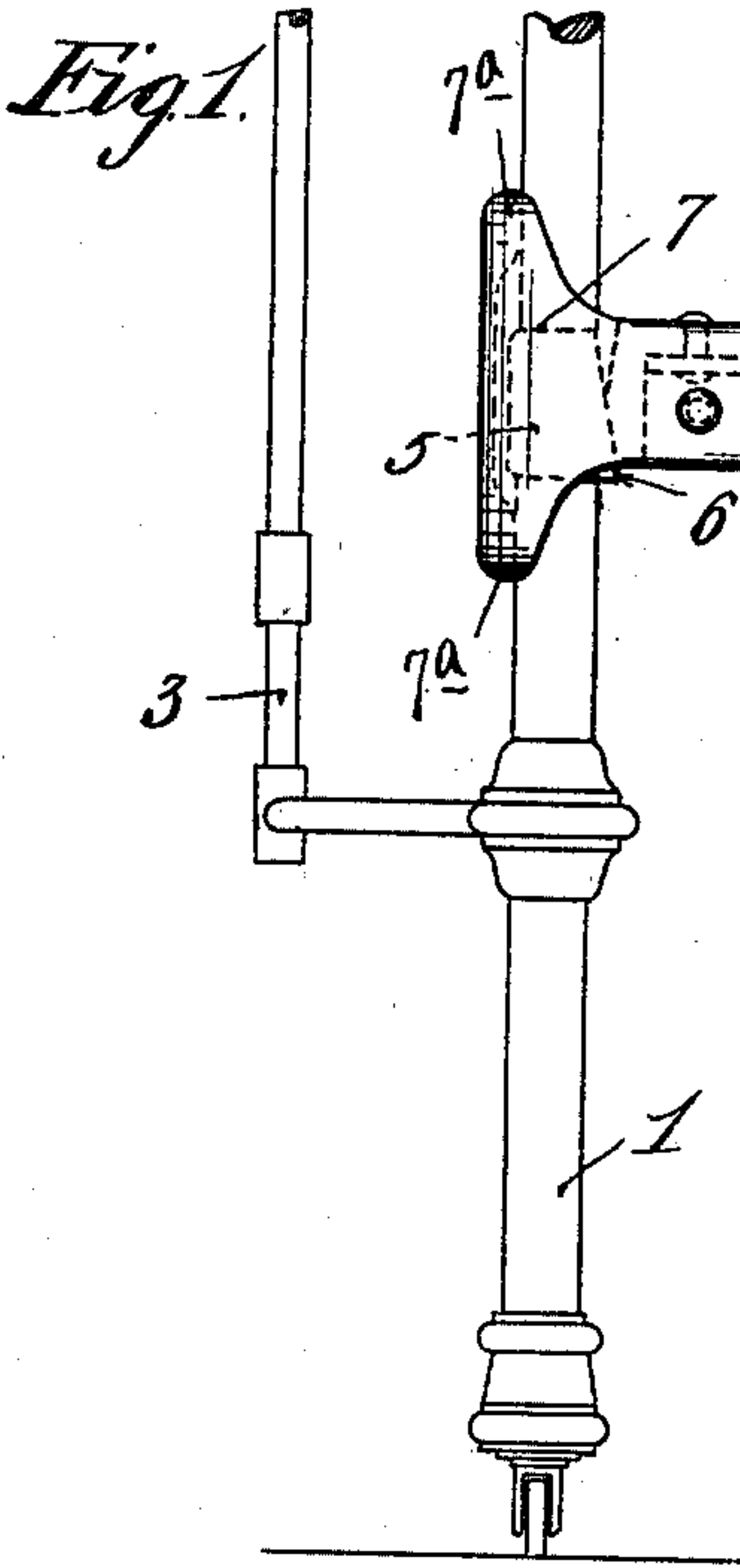


No. 719,192.

PATENTED JAN. 27, 1903.

G. W. COMEE.
COUPLING FOR IRON BEDS.
APPLICATION FILED JUNE 28, 1902.

NO MODEL.



Witnesses.
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UNITED STATES PATENT OFFICE.

GEORGE W. COMEE, OF WASECA, MINNESOTA.

COUPLING FOR IRON BEDS.

SPECIFICATION forming part of Letters Patent No. 719,192, dated January 27, 1903.

Application filed June 28, 1902. Serial No. 113,579. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. COMEE, a citizen of the United States, residing at Waseca, in the county of Waseca and State of Minnesota, have invented certain new and useful Improvements in Couplings for Iron Beds; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to iron beds, and has for its object to provide an improved coupling for detachably connecting the rails to the corner-posts of the bed.

To the above ends the invention consists of the novel devices and combinations of devices hereinafter described, and defined in the claims.

Figure 1 is a view in side elevation, with some parts broken away, showing portions of an iron bed and one of my improved couplings. Fig. 2 is a rear elevation of the parts shown in Fig. 1. Fig. 3 is a vertical section shown in Fig. 1. Fig. 4 is a vertical section on the line $x^3 x^3$ of Fig. 2. Fig. 5 is a vertical section on the line $x^4 x^4$ of Fig. 2. Fig. 6 is a horizontal section on the line $x^5 x^5$ of Fig. 3. Fig. 7 is a view corresponding to Fig. 3, but shows the parts of the coupling drawn apart; and Fig. 8 is a horizontal section on the line $x^8 x^8$ of Fig. 7.

Of the ordinary parts of the iron bed the numeral 1 indicates the corner-posts, only one of which is shown in the drawings. The pairs of corner-posts 1 are rigidly connected by a transverse tie-bar 2 and preferably also in the usual way by the iron scrollwork or frame 3.

The numeral 4 indicates the side rails of the bed, which, as shown and preferred, are of angle-iron.

Cast around or otherwise rigidly secured on each post 1 is a sleeve 5, having a beveled lock-surface 6, which flares downward, as best shown in Figs. 3 and 7.

To the end of each rail 4 is bolted, riveted, or otherwise rigidly secured a head or casting 7, which close to the end of said side rail is provided with a reversely-beveled clamping-shoulder 8. The projecting flange of the head 7 extends both above and below the shoulder

8 and curves laterally inward, so that it is adapted to embrace and clamp the corner-post.

More specifically described, the head 7 is provided with upper and lower concave clamping-lugs 7^a, which fit the outer surface of the cooperating post 1 when the beveled shoulder 8 is forced downward onto the cooperating cam-surface 6 of the sleeve 5, as shown in Fig. 3. When the rail is raised, as shown in Fig. 7, the clamping-lugs 7^a will clear the post and allow the rail to be moved laterally. In fact, this latter removal of the side rail may be effected whenever the rail is raised slightly above the position indicated in Fig. 3, and it may be here noted that the head 7 is cut away at its central portion, as shown at 7^b, so as to clear the sleeve 5 and tie-bar 2. When, however, the side rail is forced downward into the position indicated in Fig. 3, the head 7 is locked to the corner-post, so that it cannot be removed laterally or otherwise without first raising the same, so as to loosen the beveled shoulder 8 from the beveled surface 6.

As the shoulder 8 is beveled in two directions and is located intermediate of the clamping-lugs 7^a, it is evident that the side rail may be reversed or turned upside down—that is, may be applied either with the vertical web of the side rail projecting upward or downward.

The coupling above described not only affords means for quickly and easily attaching or detaching the side rails, but affords a rigid, strong, and durable device which will give great rigidity to the bed, which latter feature is seldom found in iron beds as hitherto constructed.

It will of course be understood that the device above described is capable of considerable modification within the scope of my invention as herein set forth and claimed.

What I claim, and desire to secure by Letters Patent of the United States, is as follows:

1. In an iron bedstead, the combination with a corner-post having a beveled stop-surface 6, of a side rail provided at one end with a coupling-head formed open at the inner side of the rail, and having a stop surface or shoulder 8 at the end of the rail for engagement with the beveled stop-surface of said

leg, said coupling-head further having vertically-alined concave clamping-shoulders 7^a engageable with the outer surface of the corner-post, one above and the other below the beveled stop thereof, whereby said coupling-head may be removable laterally from said post when said rail is raised slightly and moved laterally outward.

2. In an iron bedstead, the combination with the corner-post 1 having the rigidly-secured collar 5 with beveled stop-surface 6, of the side rail 4, and the coupling-head 7 rigidly secured to the end of said rail 4, formed open at the inner side of said rail, provided with the reversely-beveled stop-shoulder 8 at the end of said rail, further provided with the vertically-spaced concave clamping-shoulders 7^a and cut away at 7^b, which clamping-shoulders 7^a engage the outer surface of the posts one above and the other below said collar 2, and which shoulder 8 coöperates with

said stop-surface 6 and permits the rail to be reversed, and which head is removable laterally from said post when said rail is raised slightly and moved laterally.

3. In a bedstead, the combination with a corner-post having an inclined stop, of a side rail provided at one end with a coupling-head formed open at the inner side of the rail and having a stop at the end of the rail engageable with the stop of said post, and having also upper and lower stop clamping surfaces which grip or engage the outer surface of said post, both above and below the inclined stop thereof, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE W. COMEE.

Witnesses:

J. E. MADDEN,
GERTIE McLAUGHLIN.