

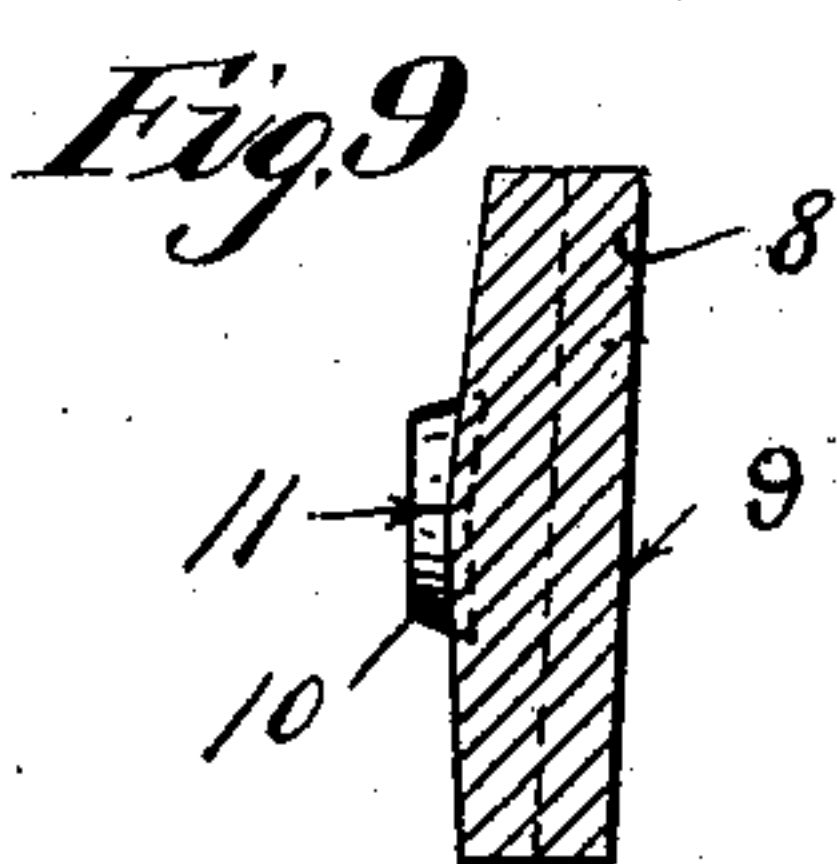
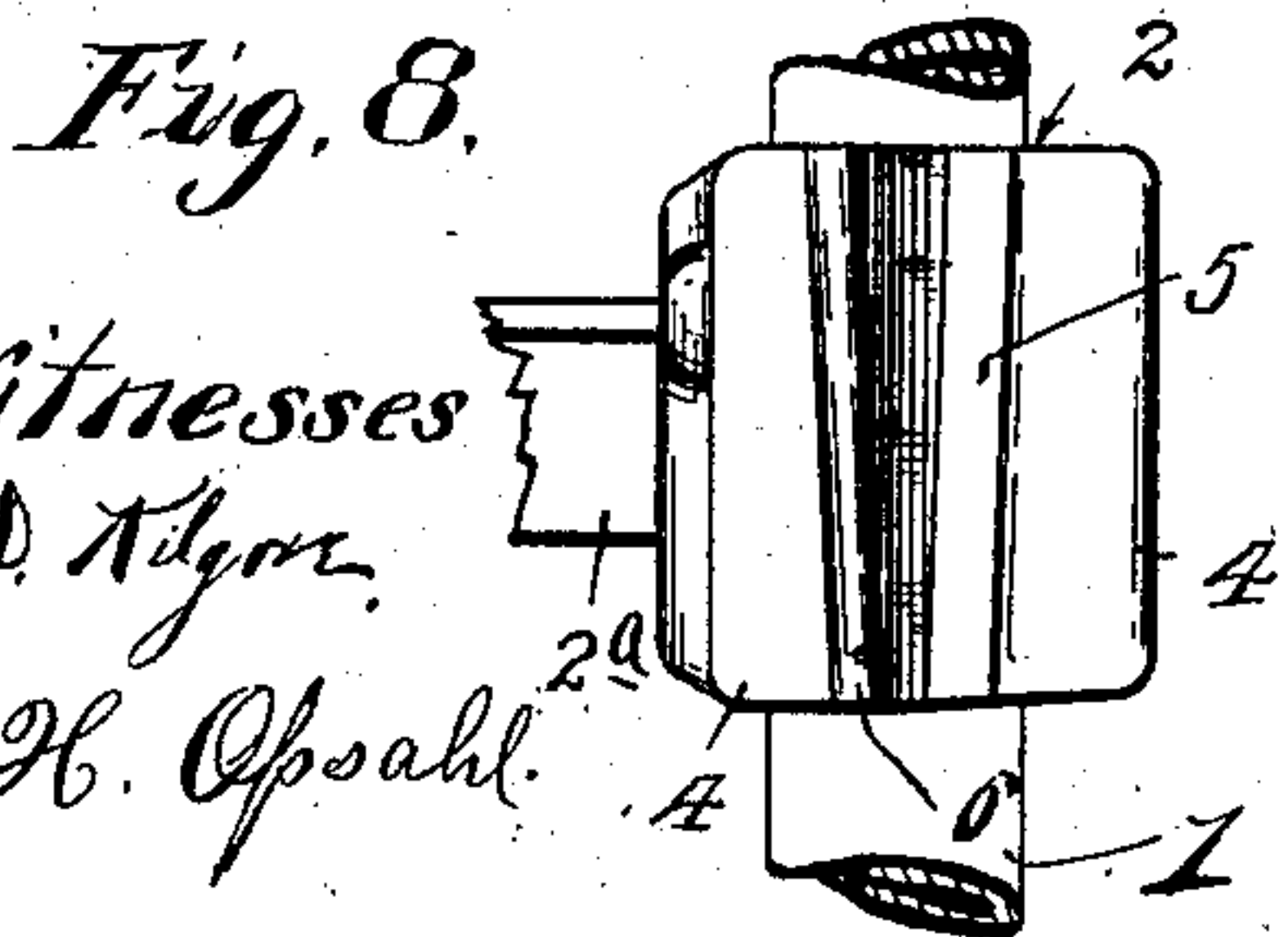
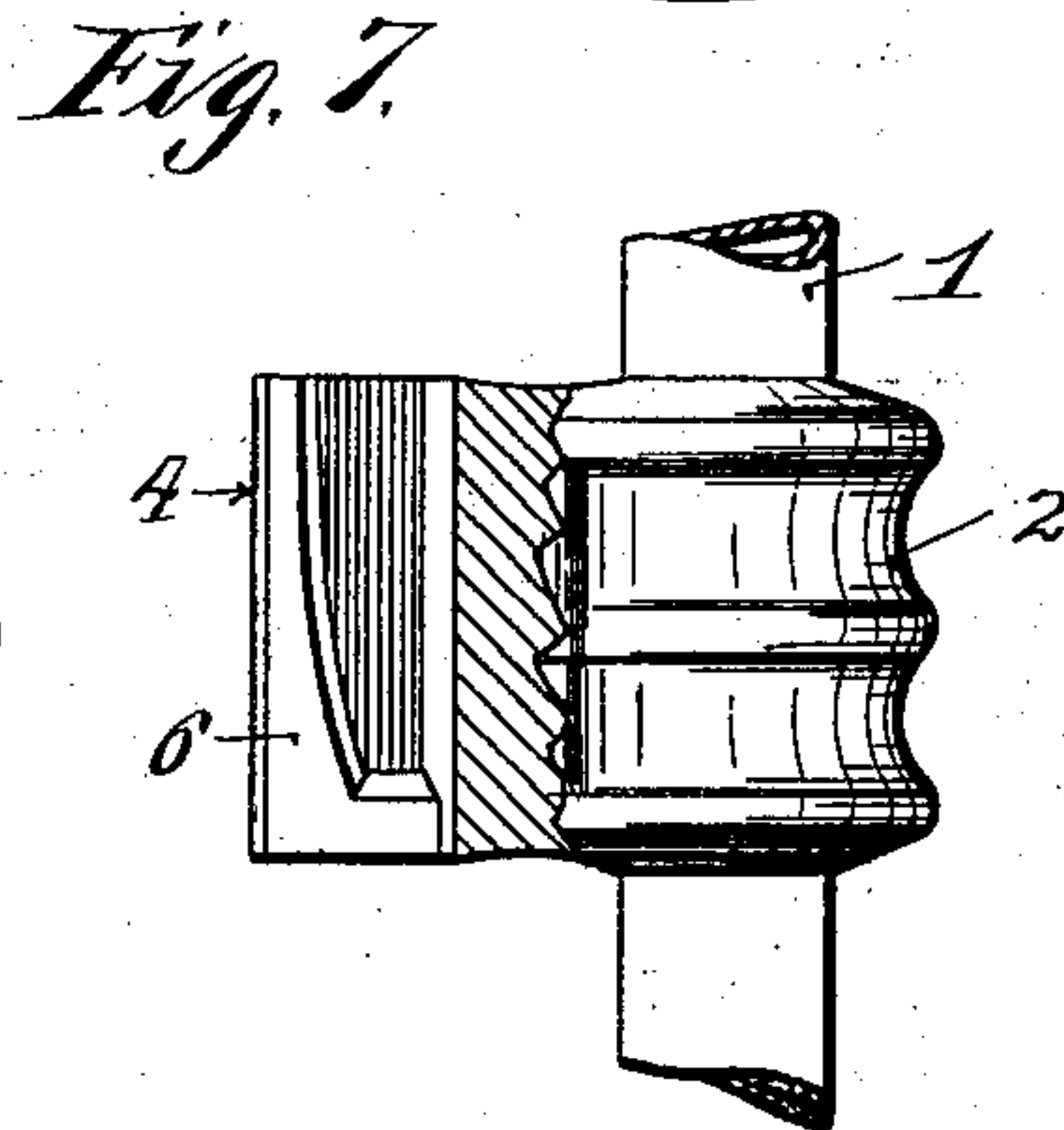
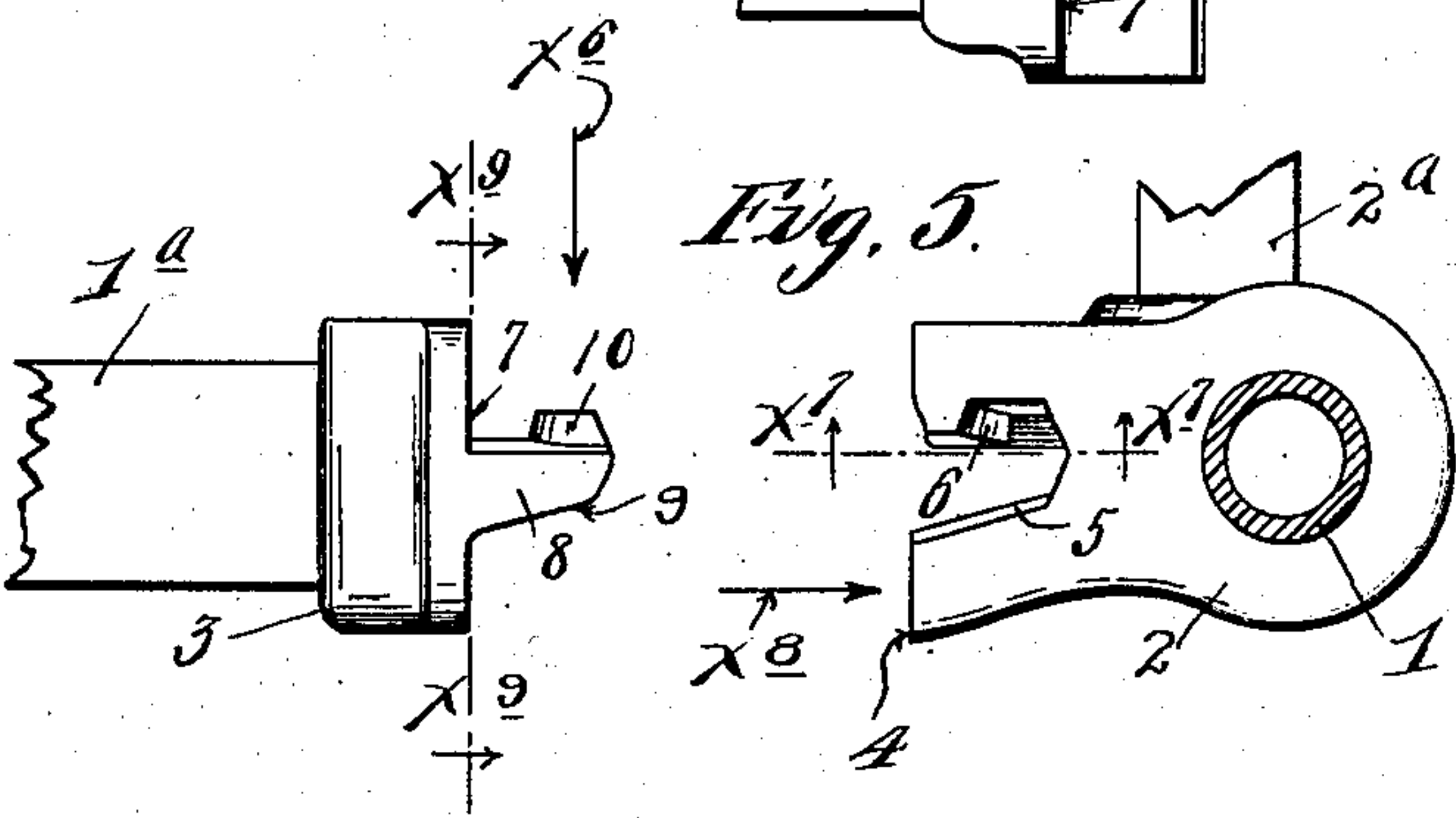
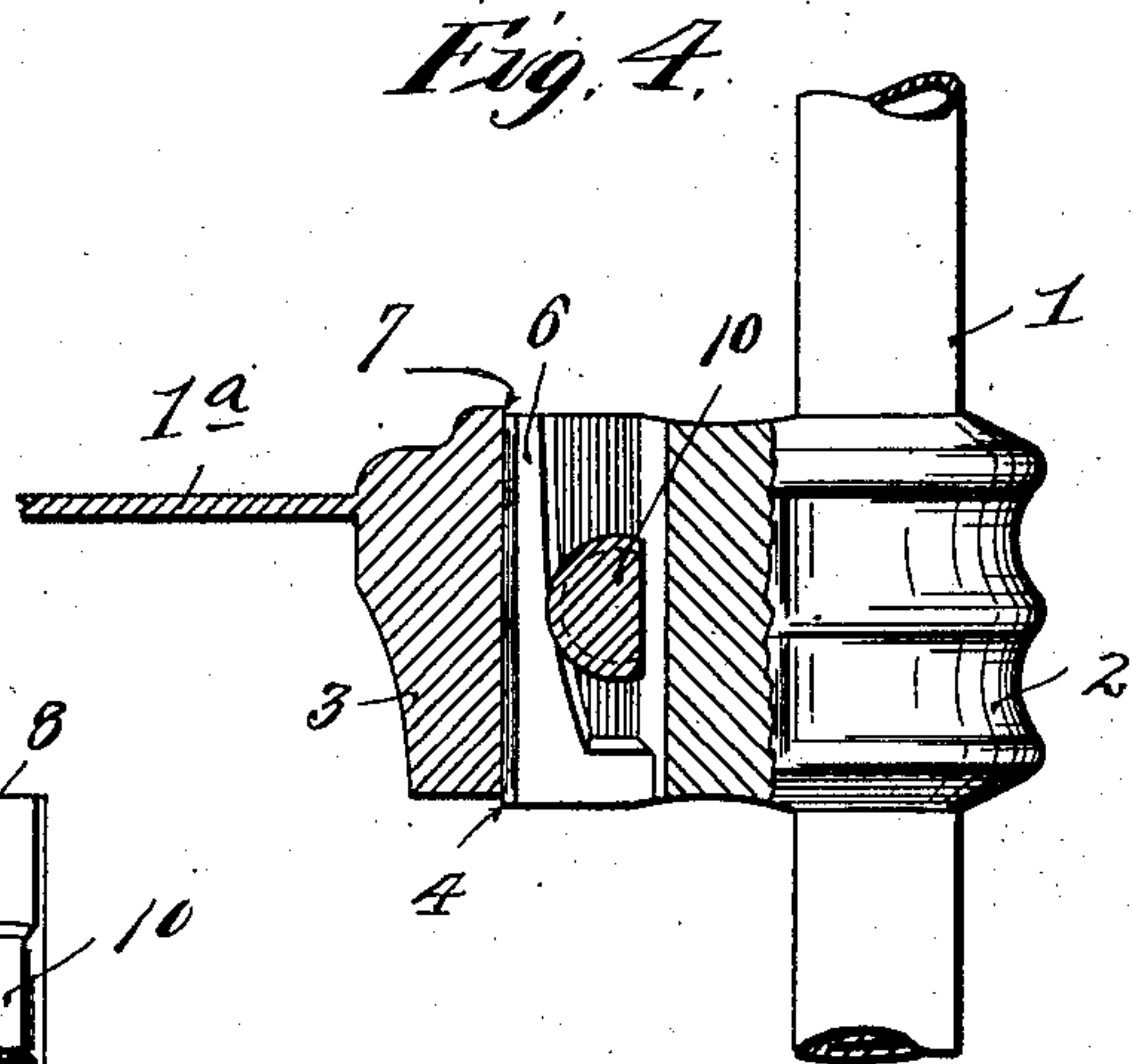
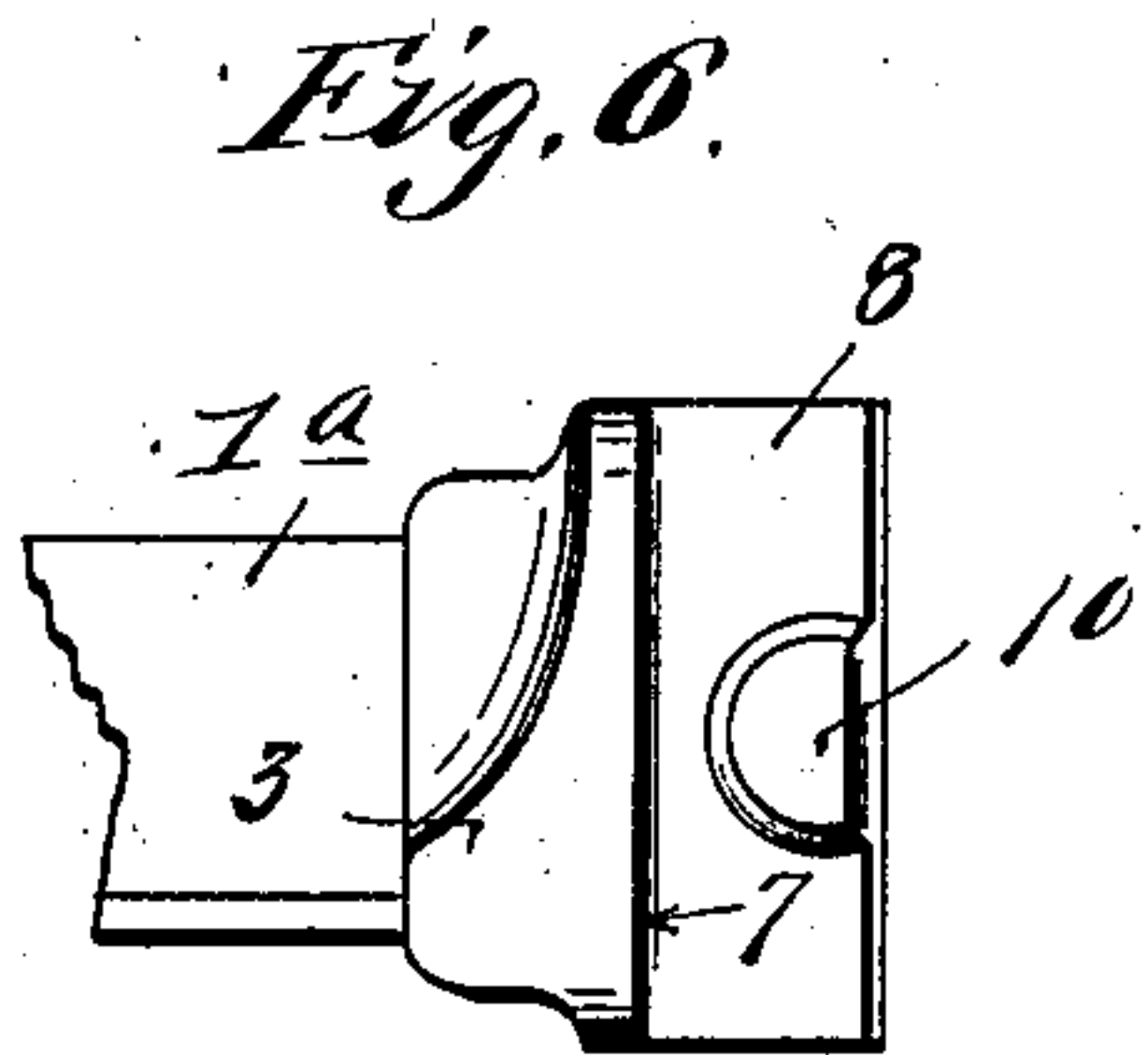
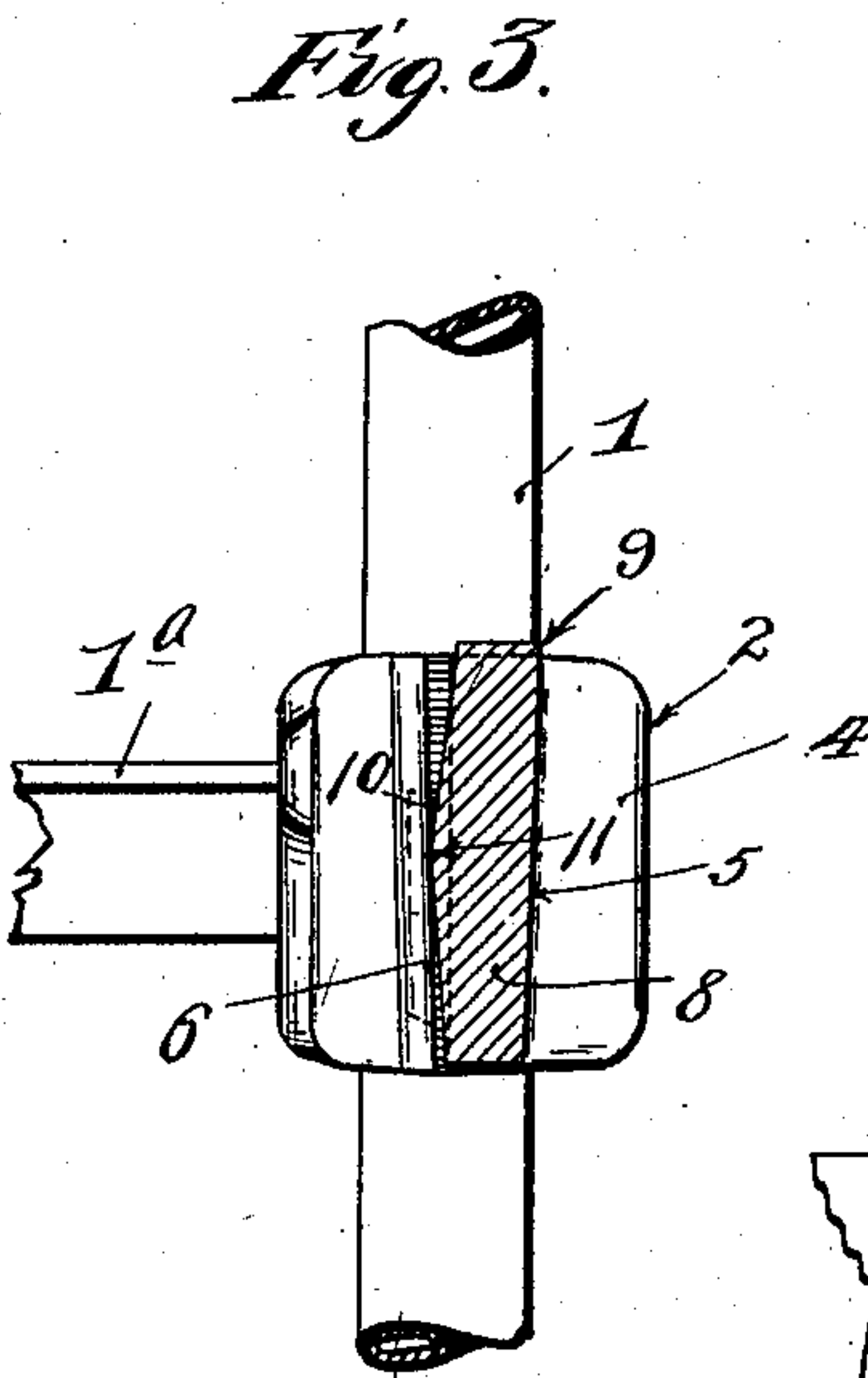
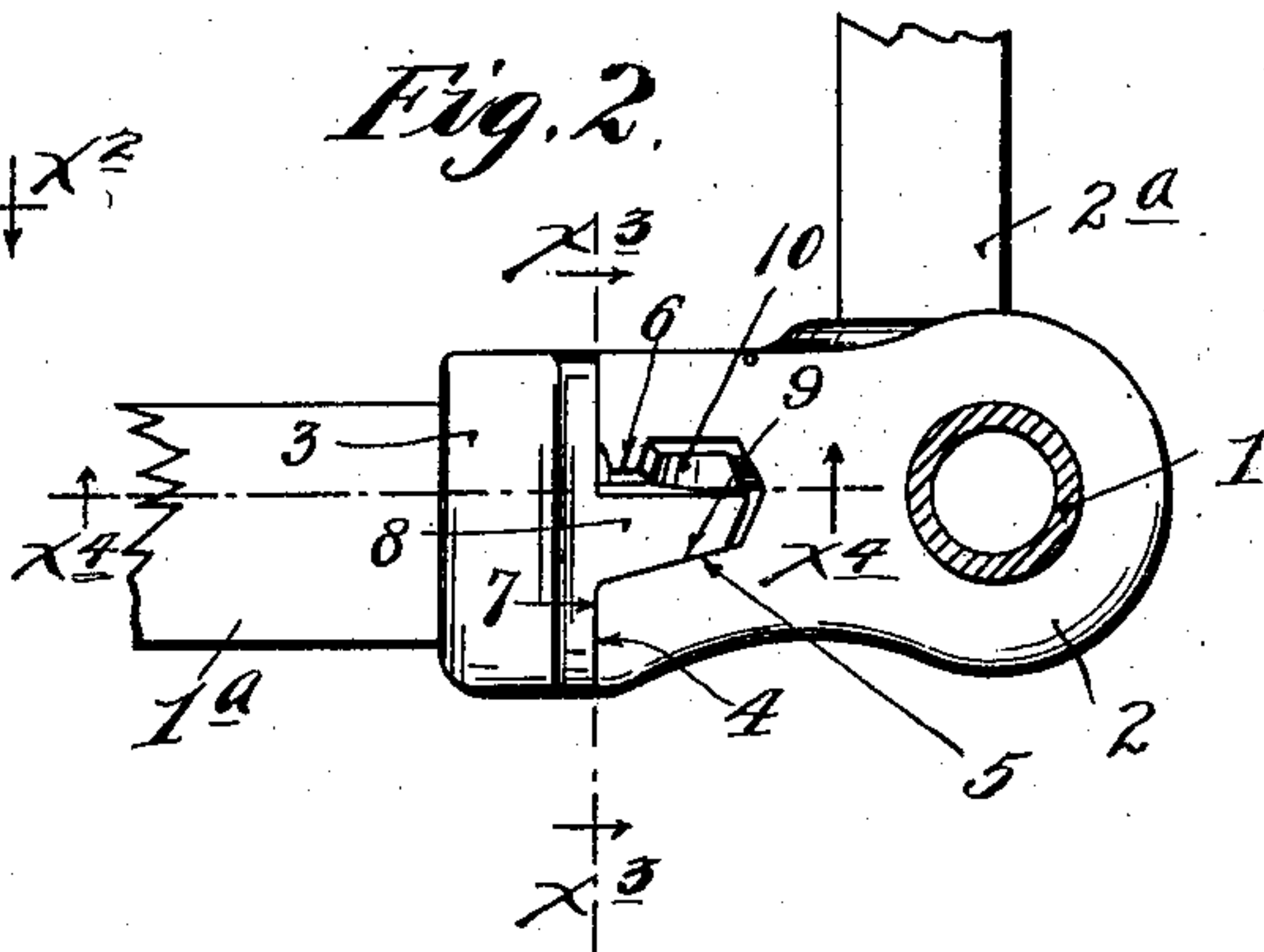
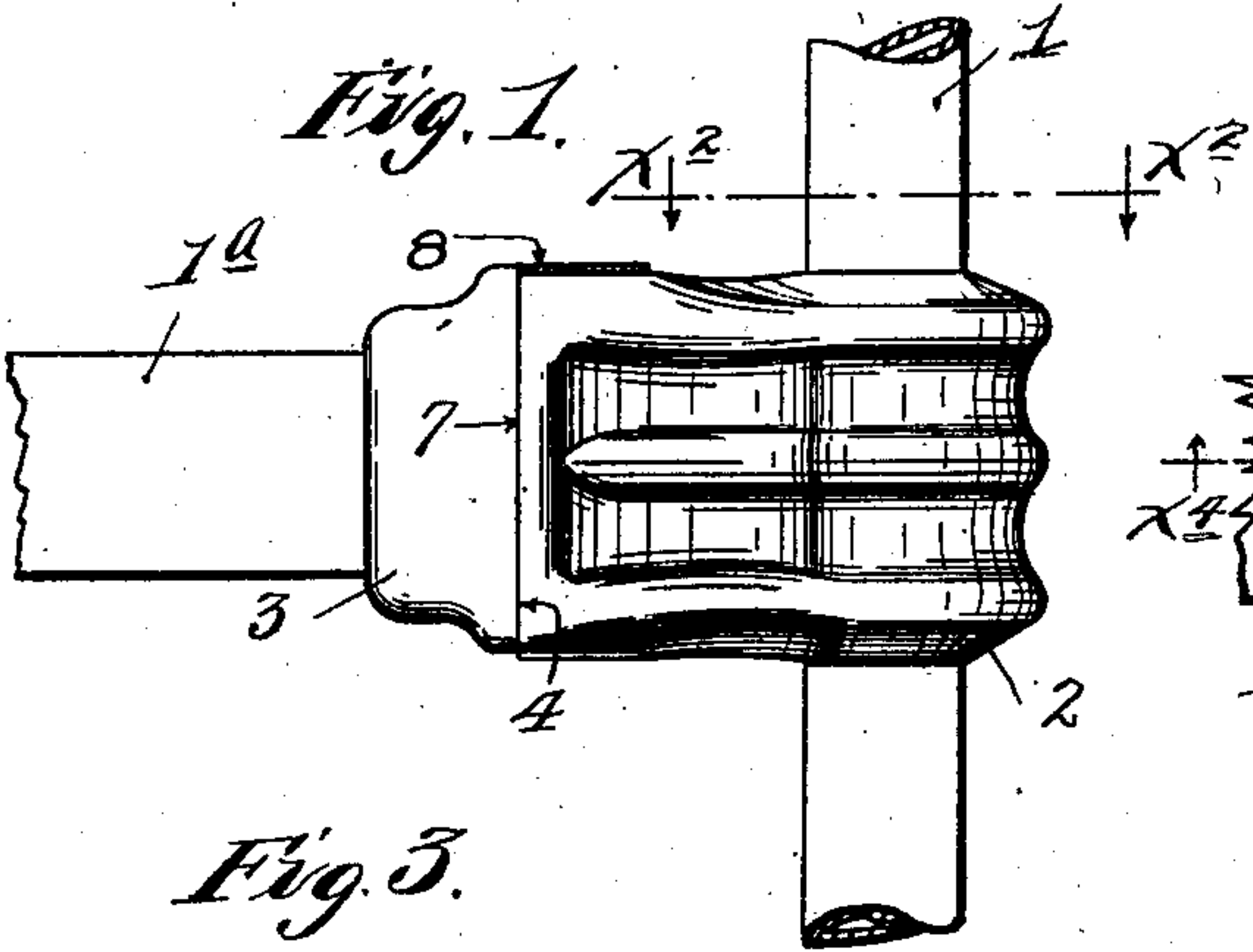
No. 746,335.

PATENTED DEC. 8, 1903.

A. E. JACOBSON.  
BED RAIL COUPLING.

APPLICATION FILED FEB. 13, 1903.

NO MODEL.



Witnesses  
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# UNITED STATES PATENT OFFICE.

AXEL E. JACOBSON, OF MINNEAPOLIS, MINNESOTA.

## BED-RAIL COUPLING.

SPECIFICATION forming part of Letters Patent No. 746,335, dated December 8, 1903.

Application filed February 13, 1903. Serial No. 143,197. (No model.)

### *To all whom it may concern:*

Be it known that I, AXEL E. JACOBSON, a citizen of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Bed-Rail Couplings; 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 present invention has for its object to provide an improved bed-rail coupling; and to this end it consists of the novel devices and combinations of devices hereinafter described, and defined in the claim.

The invention is illustrated in the accompanying drawings, wherein like characters indicate like parts throughout the several views. Figure 1 is a view in outside elevation, showing portions of a bed post and rail connected by one of my improved couplings. Fig. 2 is a horizontal section on the line  $x^2 x^2$  of Fig. 1. Fig. 3 is a vertical section on the line  $x^3 x^3$  of Fig. 2. Fig. 4 is a view, partly in side elevation and partly in section, on the line  $x^4 x^4$  of Fig. 2. Fig. 5 is a view corresponding to Fig. 2, but showing the sections of the coupling as separated. Fig. 6 is a detail view in elevation looking at one section of the coupling in the direction indicated by the arrow marked  $x^6$  in connection with Fig. 5. Fig. 7 is a view, partly in side elevation and partly in section, on the line  $x^7 x^7$  of Fig. 5. Fig. 8 is an elevation of one section of the coupler looking at the same in the direction indicated by the arrow marked  $x^8$  in connection with Fig. 5, and Fig. 9 is a detail in section on the line  $x^9 x^9$  of Fig. 5.

The numeral 1 indicates one of the bed-posts, and the numeral 1<sup>a</sup> one of the bed-rails, which parts are shown as partly broken away. One section, 2, of the coupling is cast around the bedpost 1, while the other section, 3, thereof is cast on the end of the rail 2.

The section 2 at its projecting end is provided with straight bearing-surfaces 4 and is bifurcated to form a straight but preferably inclined bearing-surface 5 and a reversely-inclined and downwardly-flaring internal wedge-flange 6.

The coupling member 3 is formed with flat

bearing-surfaces 7, that are adapted to be pressed against the bearing-surfaces 4 of the member 2, and between said surfaces 7 the said member 3 is formed with a projecting vertically-extended web 8, which is adapted to enter into the bifurcation of the said member 2. On its outer side the web 8 is provided with a bearing-surface 9, that is adapted to press against the bearing-surface 5 of said member 2, and on its opposite face it is provided with a centrally-located cam or lock lug 10. The cam or lock lug 10 is adapted for engagement with the inner edge of the wedge-flange 6, and between said lug 10 and the corresponding bearing-surface 7 the said web 8 is beveled both upward and downward, so that it will engage the opposing face of the wedge-flange 6 only at its central portion, (marked 11,) as best shown in Fig. 3.

The coupling member 3 is adapted for application to the coupling member 2 either side up as long as the lug 10 thereof is turned inward. This adapts the rail 2 to be supported with its side flange turned either upward or downward. In either case the cam or lock lug 10 engages the edge of the flange 6 at one point only and firmly draws the bearing-surface 7 of the member 3 against the bearing-surfaces 4 of the member 2. This serves to securely hold the two sections of the coupling against rocking or angular movements with respect to each other in a vertical plane longitudinally of the rail.

The engagement of the apex or edge 11 of the web 8 with the opposing and inclined face of the web-flange 6 firmly clamps the surfaces 10 and 5 together and firmly locks the members of the coupling against torsional or rotary movements. In this way the two sections of the coupler are securely held against wobbling movements in all directions.

The device while extremely simple and of small cost has been found very efficient for the purposes had in view. It is, as is evident, capable of modification as to details 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:

In a coupling of the character described, the member 2 formed at its projecting end with the flat bearing-surfaces 4, bifurcated and

formed with the flat internal bearing-surface 5 and with the downwardly-flaring wedge-flange 6, in combination with the member 3 formed with the flat bearing-surfaces 7 and 5 provided with the projecting web 8 having on one side the flat bearing-surface 9 and having on its other side the cam-lug 10 and beveled inward of said lug to afford a bearing edge 11, and of which noted parts the bearing-surfaces 4 engage the bearing-surfaces 7, 10 the bearing-surface 5 engages the bearing-

surface 9, the bearing edge 11 engages the face of the wedge-flange 6, and the cam-lug 10 engages the inclined inner edge of said wedge-flange 6, substantially as described. 15

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

AXEL E. JACOBSON.

Witnesses:

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JAS. F. WILLIAMSON.