

No. 748,036.

PATENTED DEC. 29, 1903.

J. W. ARGUBRIGHT & A. J. OLSON.

BEDSTEAD.

APPLICATION FILED AUG. 28, 1903.

NO MODEL.

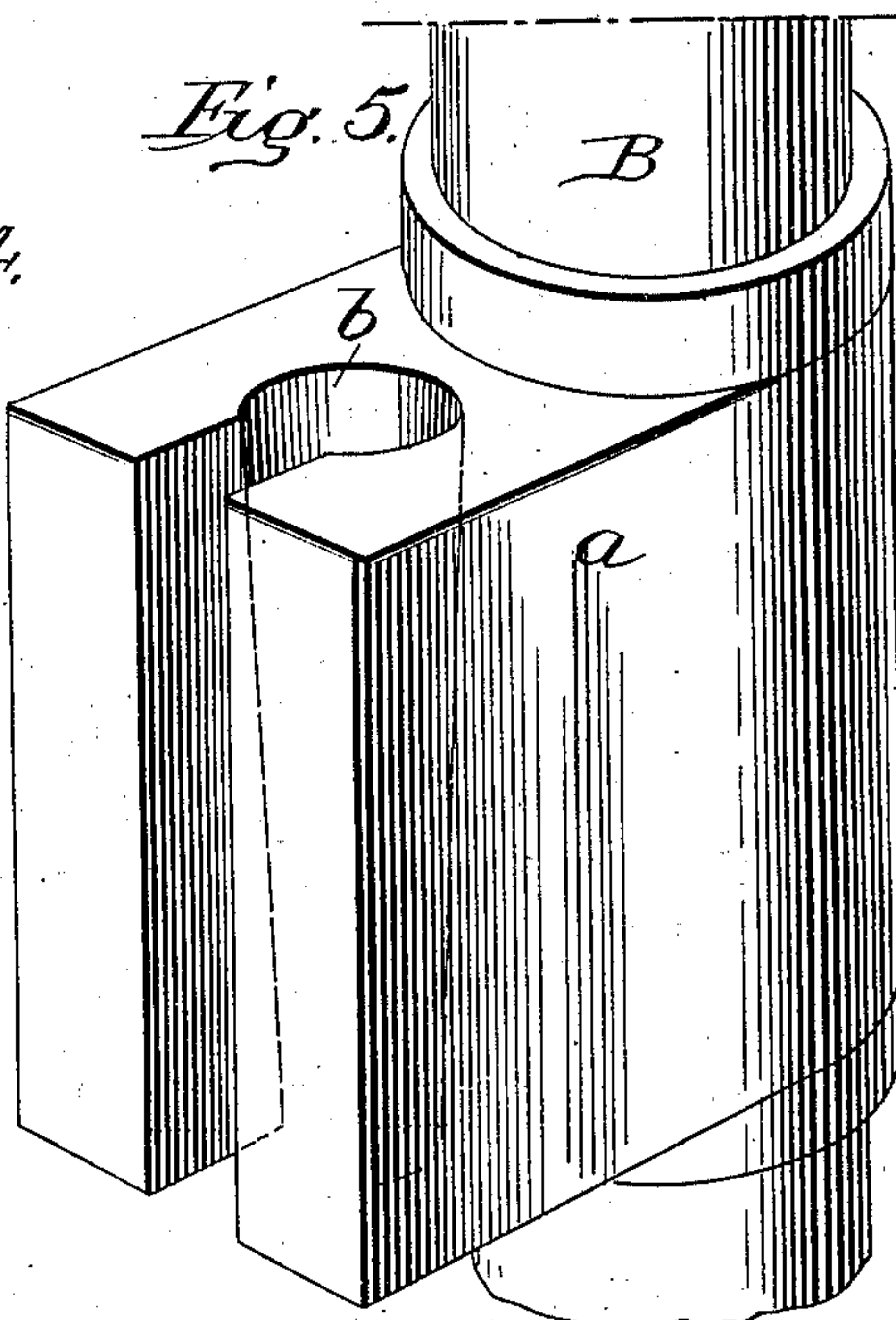
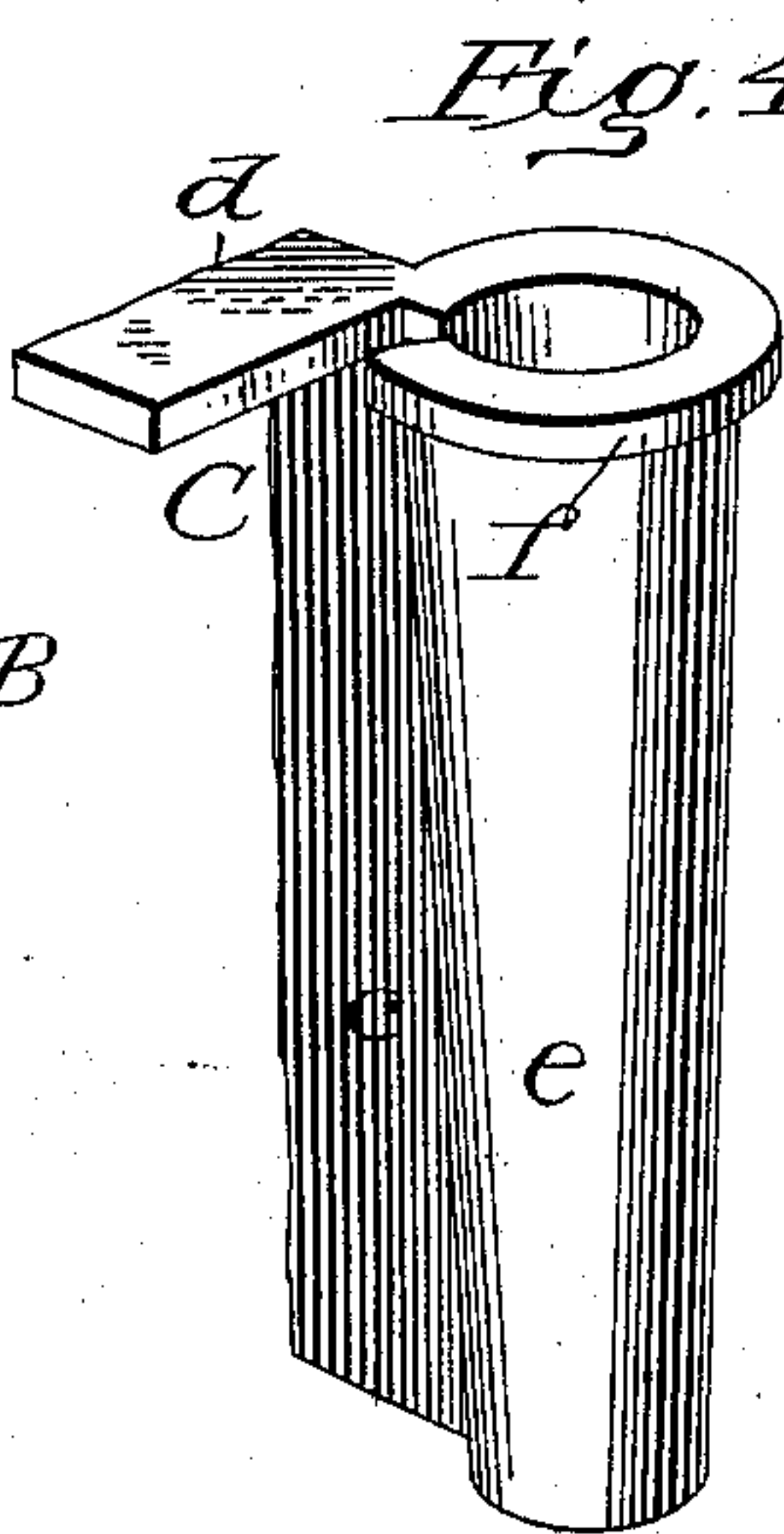
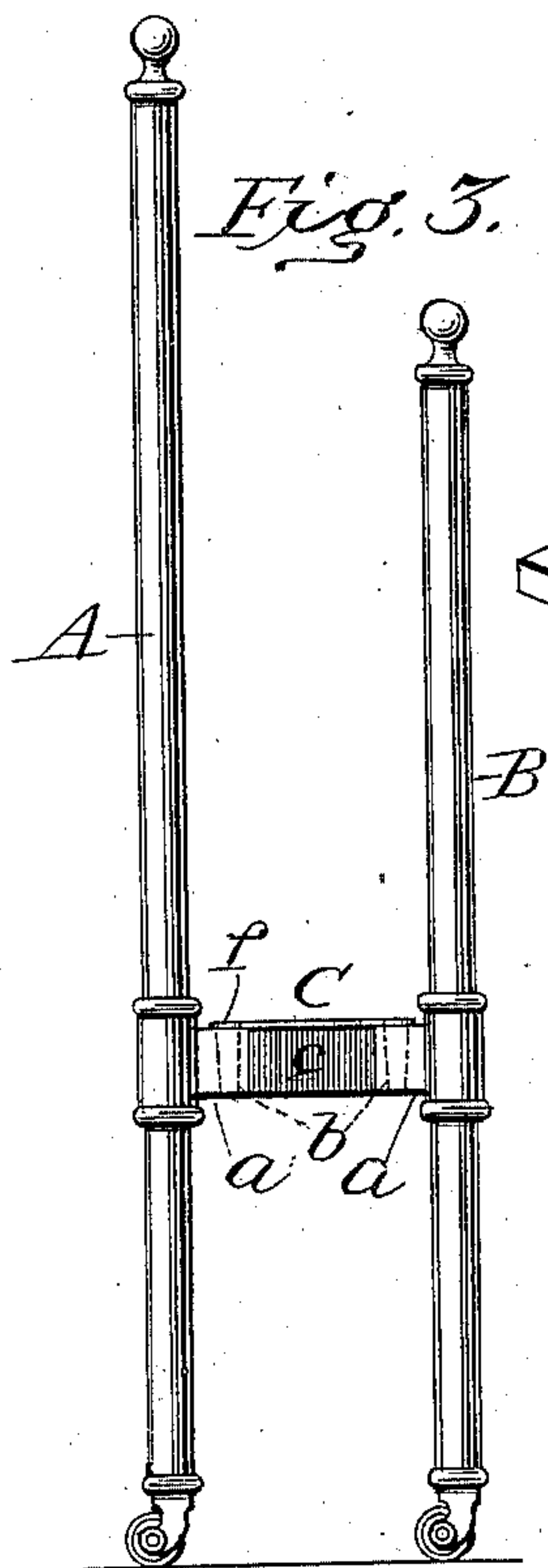
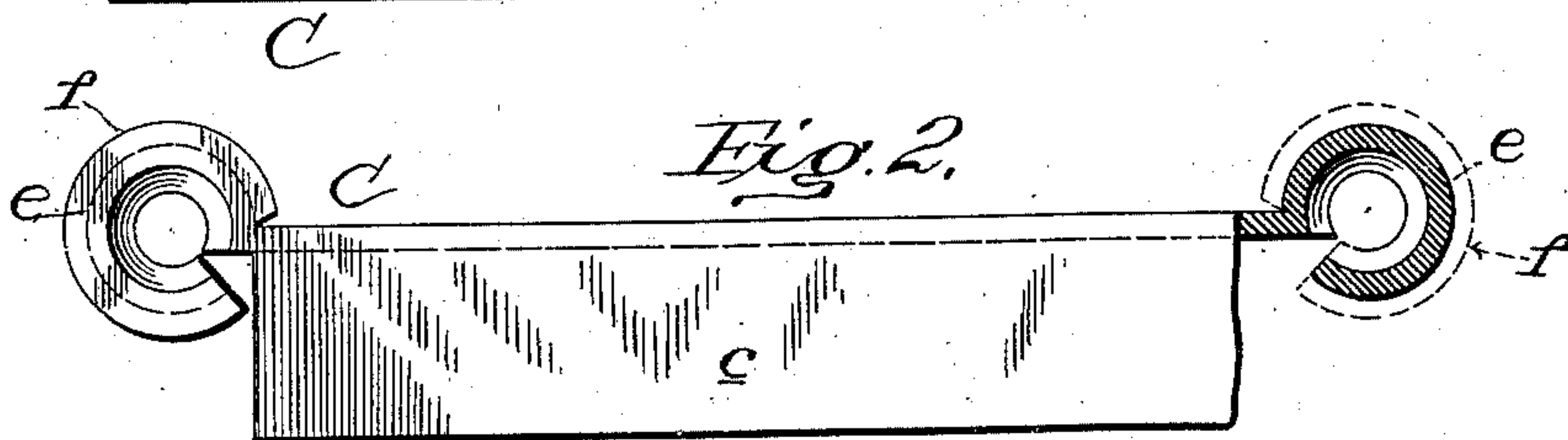
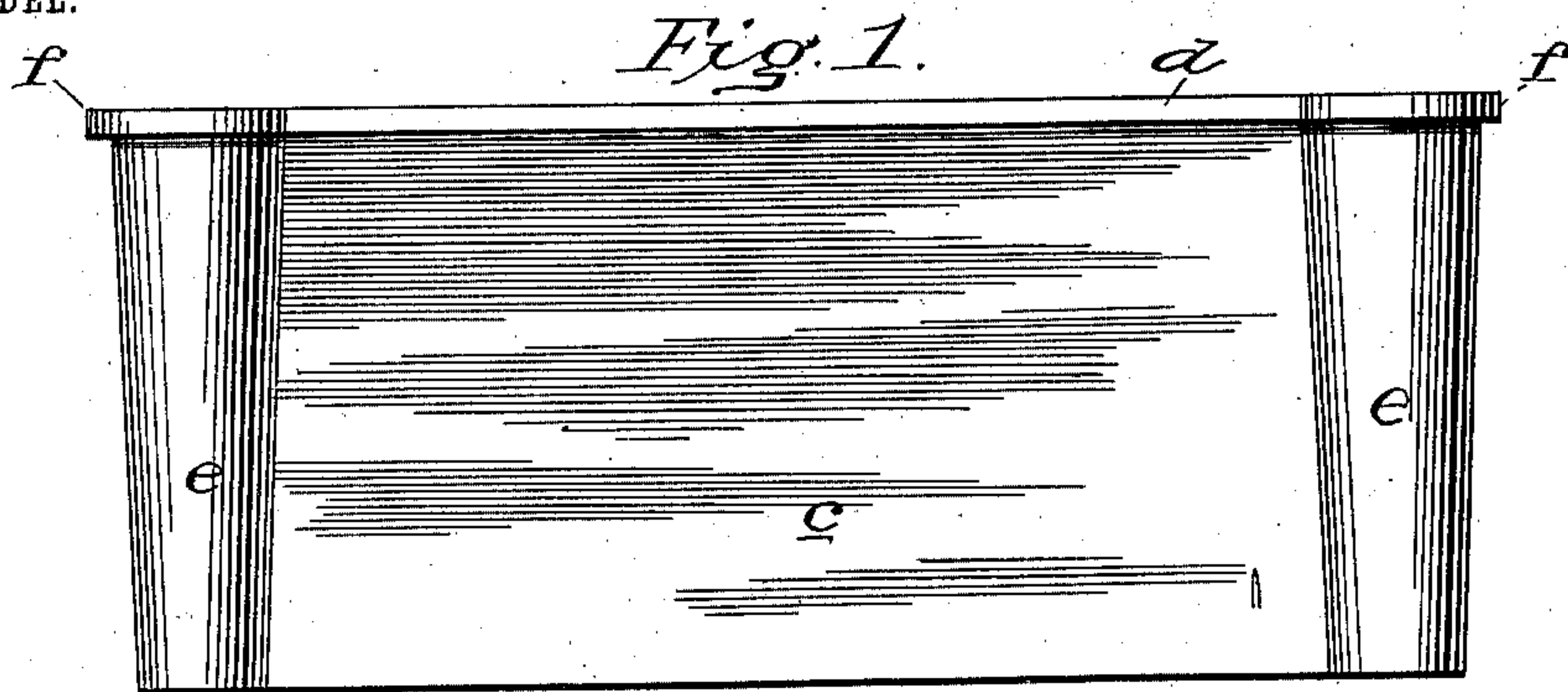


Fig. 6.

Witnesses *J. J. Sheehy Jr.*
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by *James J. Sheehy* Attorneys

UNITED STATES PATENT OFFICE.

JOSEPH W. ARGUBRIGHT AND ANDREW J. OLSON, OF STREATOR, ILLINOIS.

BEDSTEAD.

SPECIFICATION forming part of Letters Patent No. 748,036, dated December 29, 1903.

Application filed August 28, 1903. Serial No. 171,137. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH W. ARGUBRIGHT and ANDREW J. OLSON, citizens of the United States, residing at Streator, in the county of LaSalle and State of Illinois, have invented new and useful Improvements in Bedsteads, of which the following is a specification.

Our invention pertains to bedsteads, more particularly metallic bedsteads; and it consists in the novel and advantageous bedstead and side rail for bedsteads hereinafter described, and particularly pointed out in the claims appended.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation of a side rail constructed in accordance with our invention; Fig. 2, a plan of the same; Fig. 3, a side elevation illustrating the rail as interposed between, connected to, and supporting the head and foot pieces of a metallic bedstead; Fig. 4, an enlarged broken perspective of one end of the rail, and Fig. 5 a similar view of one corner-post of the foot-piece of the bedstead, and Fig. 6 a view of a long rail for use in a bedstead.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which—

A is the head-piece, and B the foot-piece, of a metallic bedstead. The said pieces are provided on their corner-posts with the usual enlargements *a*, having vertically-disposed sockets *b*, tapered toward their lower ends, as best shown in Fig. 5.

C is our novel side rail for connecting the pieces A and B and supporting the same in an upright position, as shown in Fig. 3. The said side rail is formed of a single piece of thin sheet-steel or other suitable sheet metal and in the preferred embodiment of our invention comprises a longitudinal vertically-disposed main portion *c*, having a horizontal flange *d* at its upper edge and vertical keys *e*, arranged at the ends of the main portion *c* and formed by bending, preferably curling, the piece of sheet metal. These keys *e* are of circular form in cross-section and tapered toward their lower ends in conformity with the sockets *b* and are provided at their upper ends with flanges *f*, designed to bear on

the upper ends of the enlargements *a*. The ends of the portions of the sheet-metal piece of which the keys *e* are formed are free—*i. e.*, are not connected to the main portion thereof—as best shown in Fig. 2, this in order to enable the keys to contract when they are driven into the sockets *b* and tightly fit said sockets.

Our improved side rail is designed more particularly to connect and support the head-pieces A and B for display purposes in a show-window or store, and it is applied as shown in Fig. 3—*i. e.*, it is arranged between the said pieces A B—and its keys *e* are driven down into the sockets *a* until its flanges *f* bear on the upper ends of the enlargements *b* of said pieces A and B. When the rail is thus applied, it will be observed that there is no liability of it becoming casually displaced, and hence it may be depended on to securely connect and hold the pieces A and B in the relation shown in Fig. 3. It will also be observed that the rail while light in weight is possessed of the necessary rigidity and strength and is adapted to be quickly and easily applied to and detached from the pieces A B, this notwithstanding the fact that there is no liability of the rail becoming casually disconnected from the said pieces when properly applied thereto.

While our improved rail is designed more particularly for display purposes, as before stated, yet we desire it understood that rails of sufficient length constructed in accordance with our invention may be used to advantage in combination with the head and foot pieces A and B to form a practical bedstead without involving a departure from the scope of our invention. We also desire it understood that the head and foot pieces may be formed of material other than metal without affecting our invention.

We have entered into a detailed description of the construction and relative arrangement of the parts embraced in the present and preferred embodiment of our invention in order to impart a full, clear, and exact understanding of the same. We do not desire, however, to be understood as confining ourselves to such specific construction and relative arrangement of parts, as such changes

or modifications may be made in practice as fairly fall within the scope of our invention as claimed.

Having described our invention, what we claim, and desire to secure by Letters Patent, is—

1. As an improved article of manufacture, a side rail for connecting the head-piece and the foot-piece of a bedstead, formed of sheet-steel or other suitable sheet metal, and comprising a longitudinal, vertically-disposed main portion, having a horizontal flange at its upper edge, and vertically-disposed keys, at the ends of the main portion, formed by curling the sheet metal, and tapered toward their lower ends, and having free ends.

2. In a bedstead, the combination with head and foot pieces provided with enlarge-

ments having vertically-disposed sockets; of a side rail formed of sheet-steel or other suitable sheet metal, and comprising a longitudinal, vertically-disposed main portion, and vertically-disposed keys, at the ends of the main portion, formed by bending the sheet metal, and having free ends; the said rail being arranged between the head and foot pieces with its keys disposed in the sockets thereof.

In testimony whereof we have hereunto set our hands in presence of two subscribing witnesses.

JOSEPH W. ARGUBRIGHT.
ANDREW J. OLSON.

Witnesses:

P. J. RYAN
C. FOSLER.