

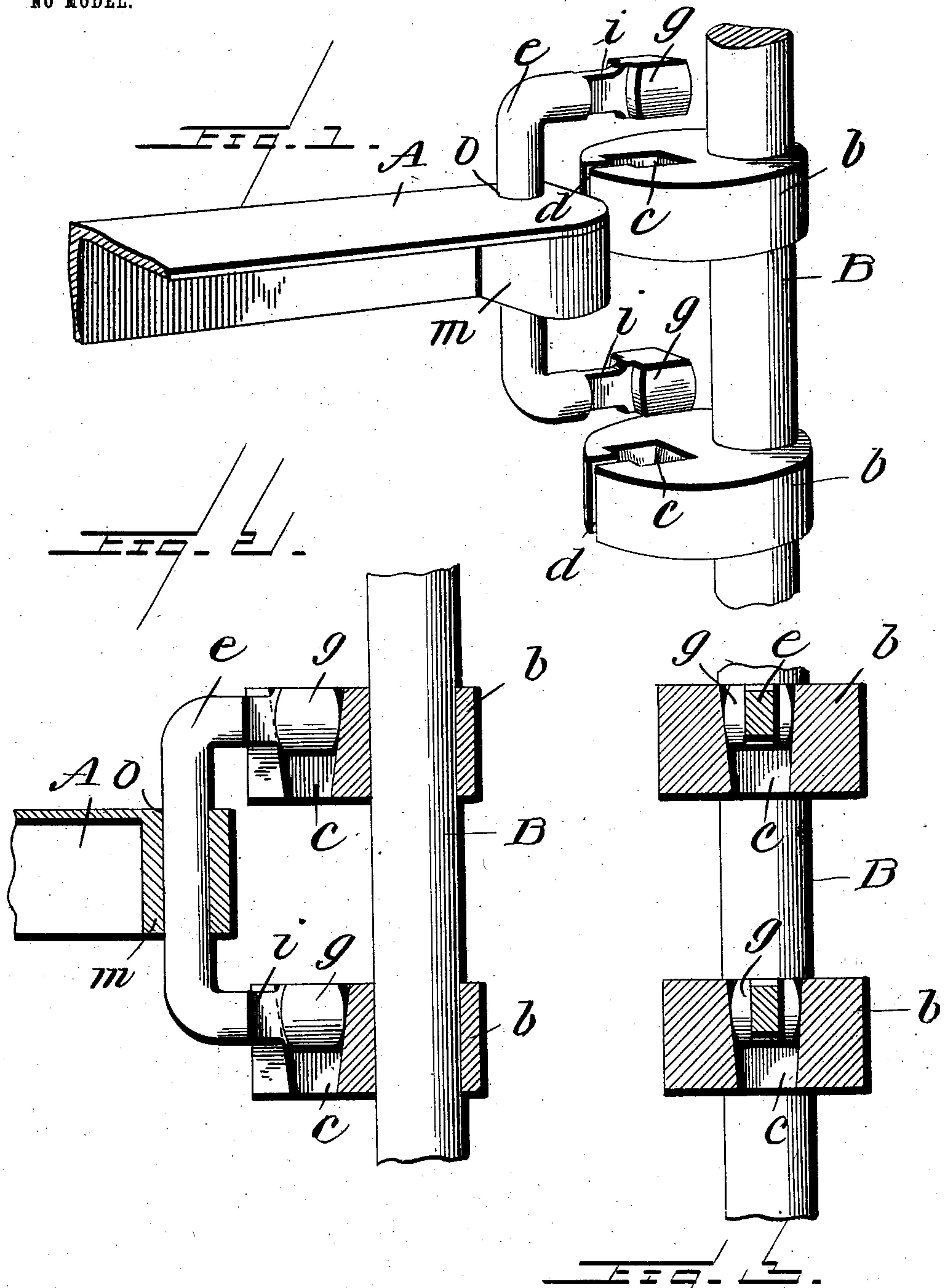
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PATENTED MAR. 22, 1904.

H. A. DUNHAM.  
BEDSTEAD FASTENER.

APPLICATION FILED JULY 27, 1903.

NO MODEL.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

HARRY A. DUNHAM, OF ASHEVILLE, NORTH CAROLINA.

## BEDSTEAD-FASTENER.

SPECIFICATION forming part of Letters Patent No. 755,285, dated March 22, 1904.

Application filed July 27, 1903. Serial No. 167,198. (No model.)

*To all whom it may concern:*

Be it known that I, HARRY A. DUNHAM, a citizen of the United States, residing at Asheville, in the county of Buncombe and State of North Carolina, have invented certain new and useful Improvements in Bedstead-Fasteners, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to bedsteads, and more particularly to corner-fastenings primarily intended to be employed for coupling the side rails of metallic bedstead-frames to the corner-posts; and the object of the invention is to provide a strong, durable, and highly efficient coupling mechanism.

To this end the invention includes the combination and arrangement of component parts and the details of construction to be hereinafter described, and particularly pointed out in the claim.

While the invention is susceptible of some modifications without departing from its spirit, I have illustrated in the accompanying drawings and shall hereinafter describe in connection therewith what is now conceived to be the preferred embodiment of the same.

In the drawings, Figure 1 shows in perspective view a fragment of an end frame of a bedstead and a side rail equipped with my corner-fastening, showing the parts in position to be coupled. Fig. 2 is a transverse sectional view through the coupling mechanism, and Fig. 3 is a sectional view taken on the line 3 3 of Fig. 2.

For the purpose of illustrating the invention it has been deemed necessary to show in the accompanying drawings but a fragment of one end of the side rail of a bedstead-frame and the adjacent corner-post which forms the support therefor.

The side rail is designated by the letter A and the corner-post by the letter B. From the latter two laterally-extending lugs *b b* project, which are arranged one directly above the other, are separated by a short intervening space, and are each provided with a tapering

opening or socket *c*, extending vertically through the same. The openings *c* in said lugs are disposed substantially in vertical alinement, and a slit or channel *d* leads from each of the same through the lug to the outer side thereof.

To the end of the rail A a coupling member is secured which is designed to engage the lugs *b*. This member is formed by a vertically-disposed yoke *e*, rigidly secured intermediate of its length to the end of the side rail and having its ends terminating in tapering heads *g*, designed to fit the openings *c* and neck portions *i*, directly back of said heads, which are constructed to slide within the channels *d*.

The side rail A is preferably constructed, as is the common practice, of a right angular-shaped bar, and the yoke extends through an opening *o* in the horizontal portion thereof and abuts with its side against the inner face of the vertical member of the rail. To provide a strong rigid connection between the parts, a block of metal *m* is cast thereabout, which occupies a position between the under face of the horizontal member and the inner face of the vertical member and is thus hidden from view, while it greatly adds to the strength of the connection between the end of the rail and the yoke.

The construction and operation of my invention will be readily understood upon reference to the foregoing description and accompanying drawings, and it will be appreciated that the parts and combinations recited may be varied within a wide range without departing from the spirit and scope thereof.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

In a corner-fastening for metallic bedsteads, the combination with a corner-post, and a side rail formed by a bar right-angular shape in a cross-section, of a pair of lugs projecting laterally from said post arranged one above the other, and each provided with a tapering socket having a channel leading from the same,

a vertically-disposed yoke extending through the horizontal member of the side rail and abutting against the inner face of the vertical member thereof, the ends of said yoke terminating in tapering heads designed to coact with said sockets in the lugs, and a block of metal cast about the intermediate portion of the yoke and engaging the under and inner

faces of the vertical and horizontal members of the side rail, substantially as described. 10

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

HARRY A. DUNHAM.

Witnesses:

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