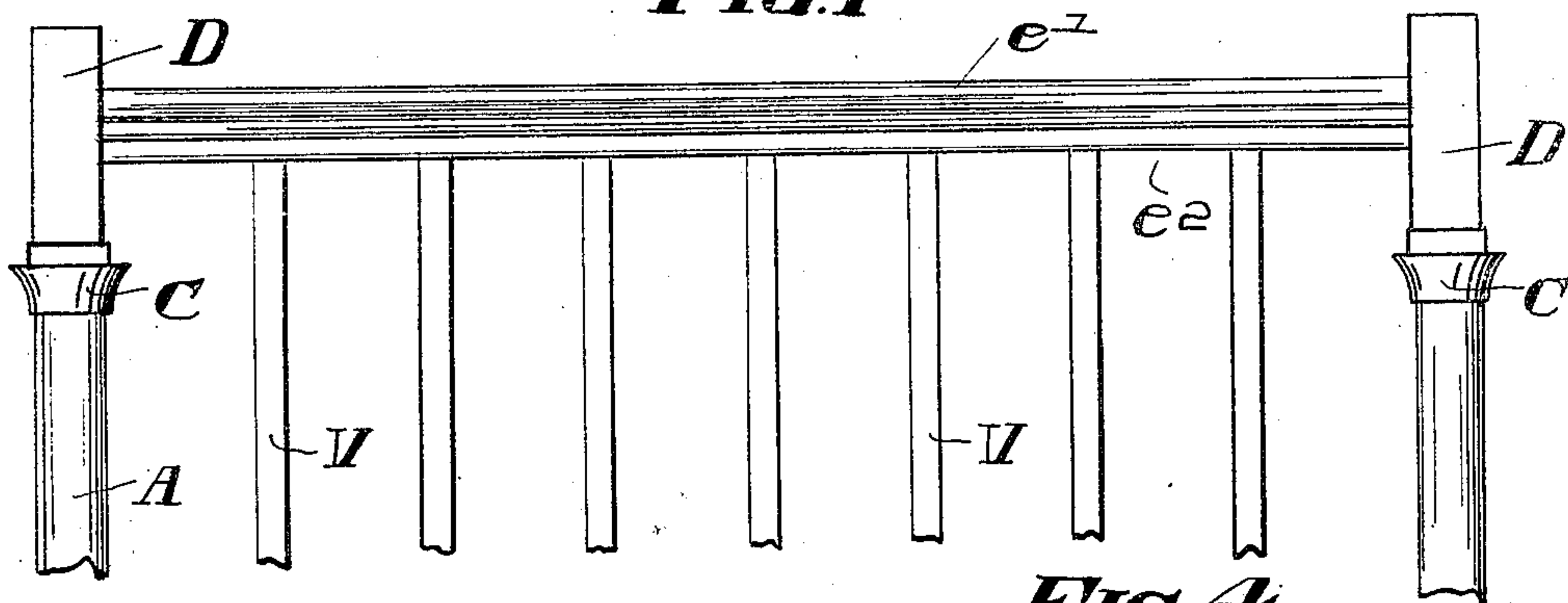
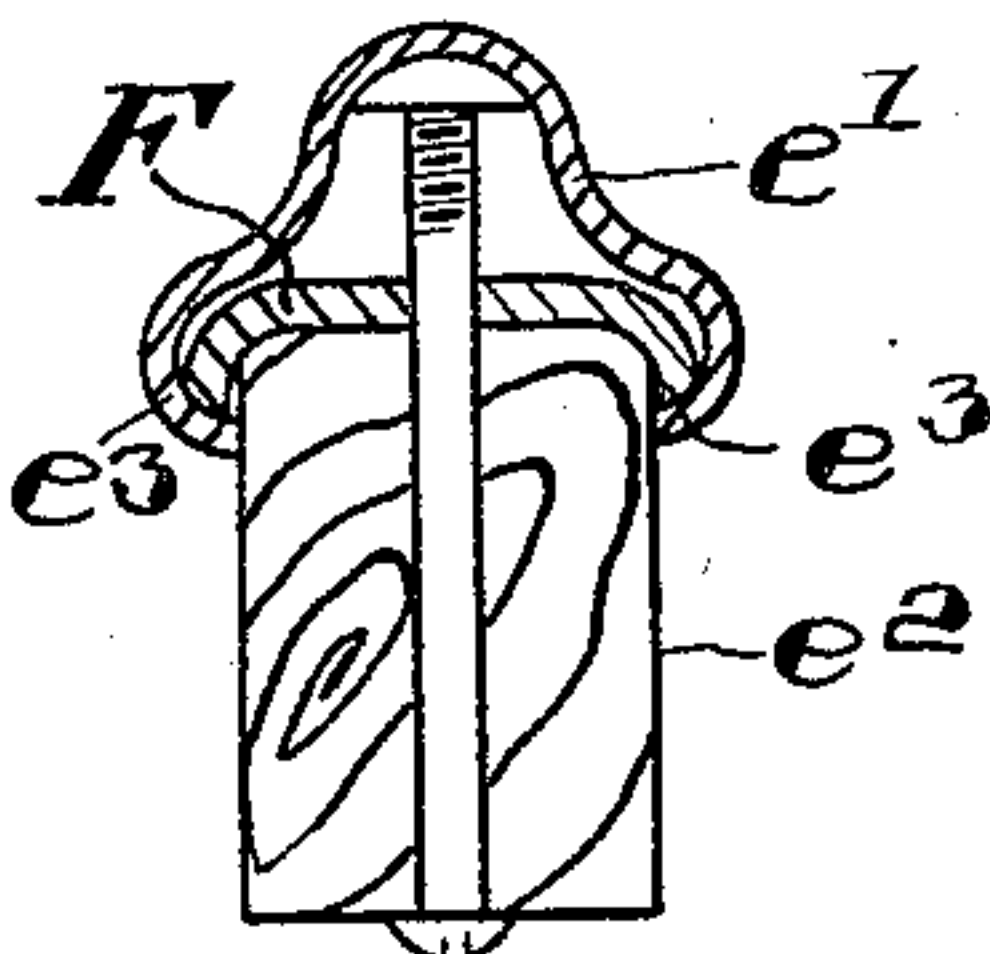


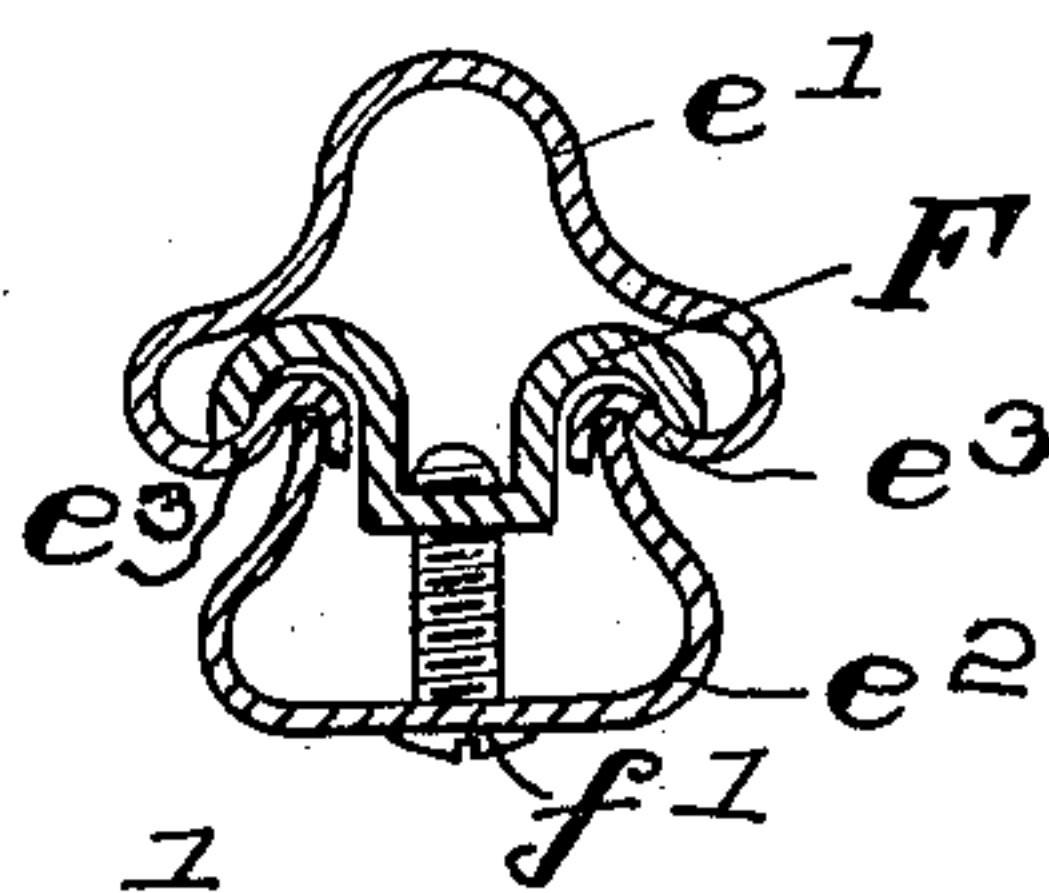
**FIG. 1**



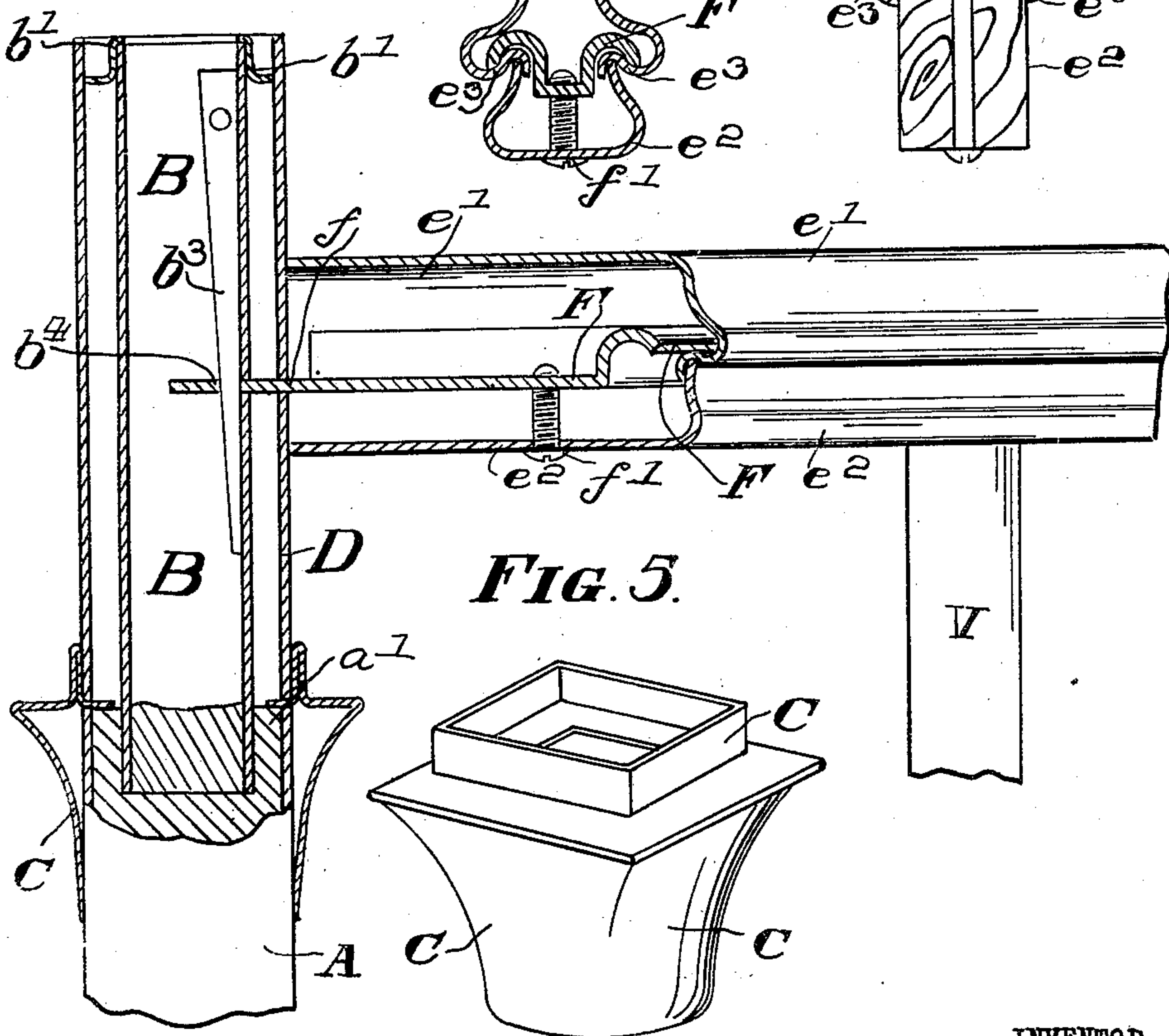
**FIG. 4**



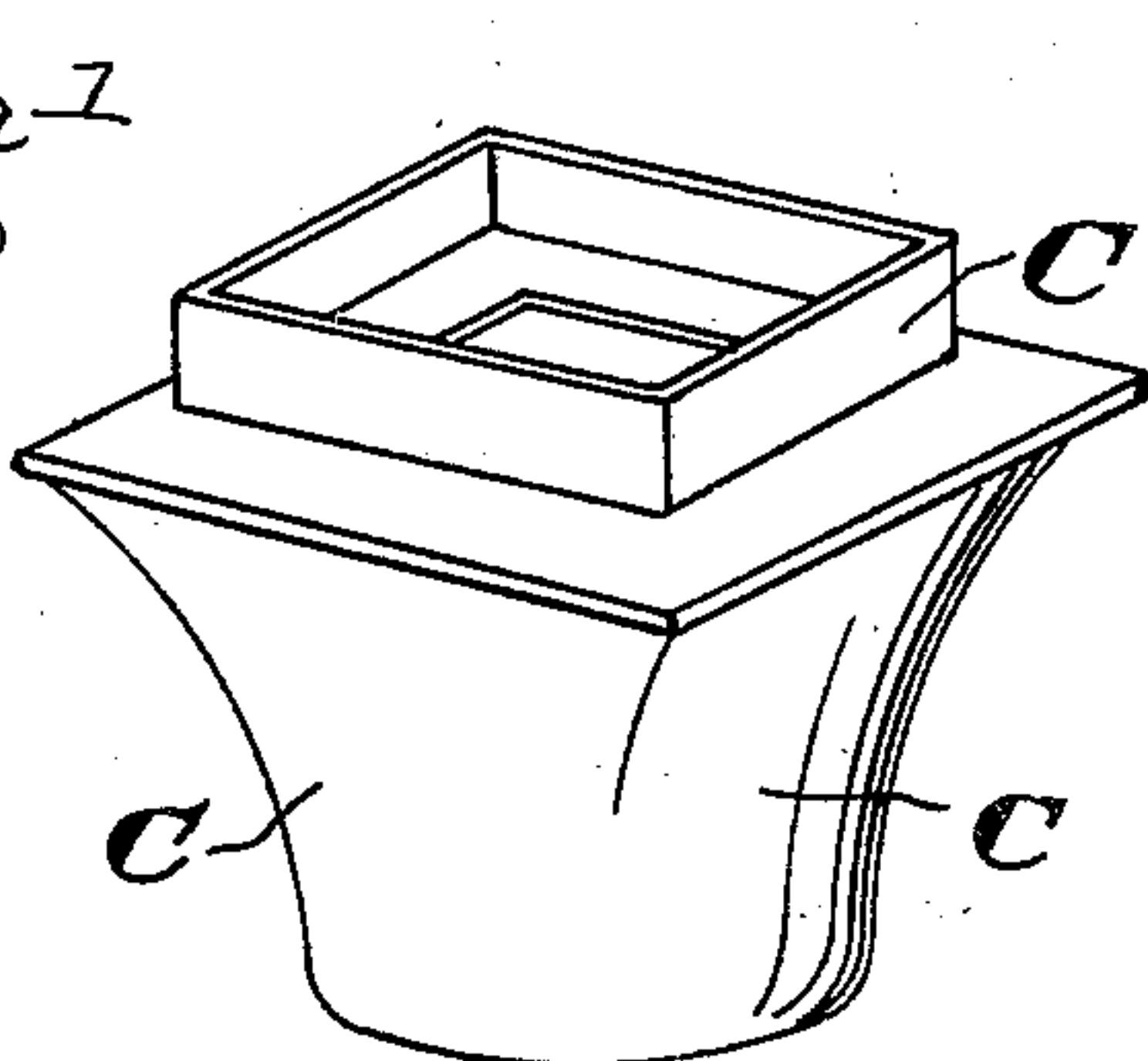
**FIG. 3**



**FIG. 2**



**FIG. 5**



WITNESSES.

H. L. Grumble.  
W. R. Robertson.

INVENTOR.

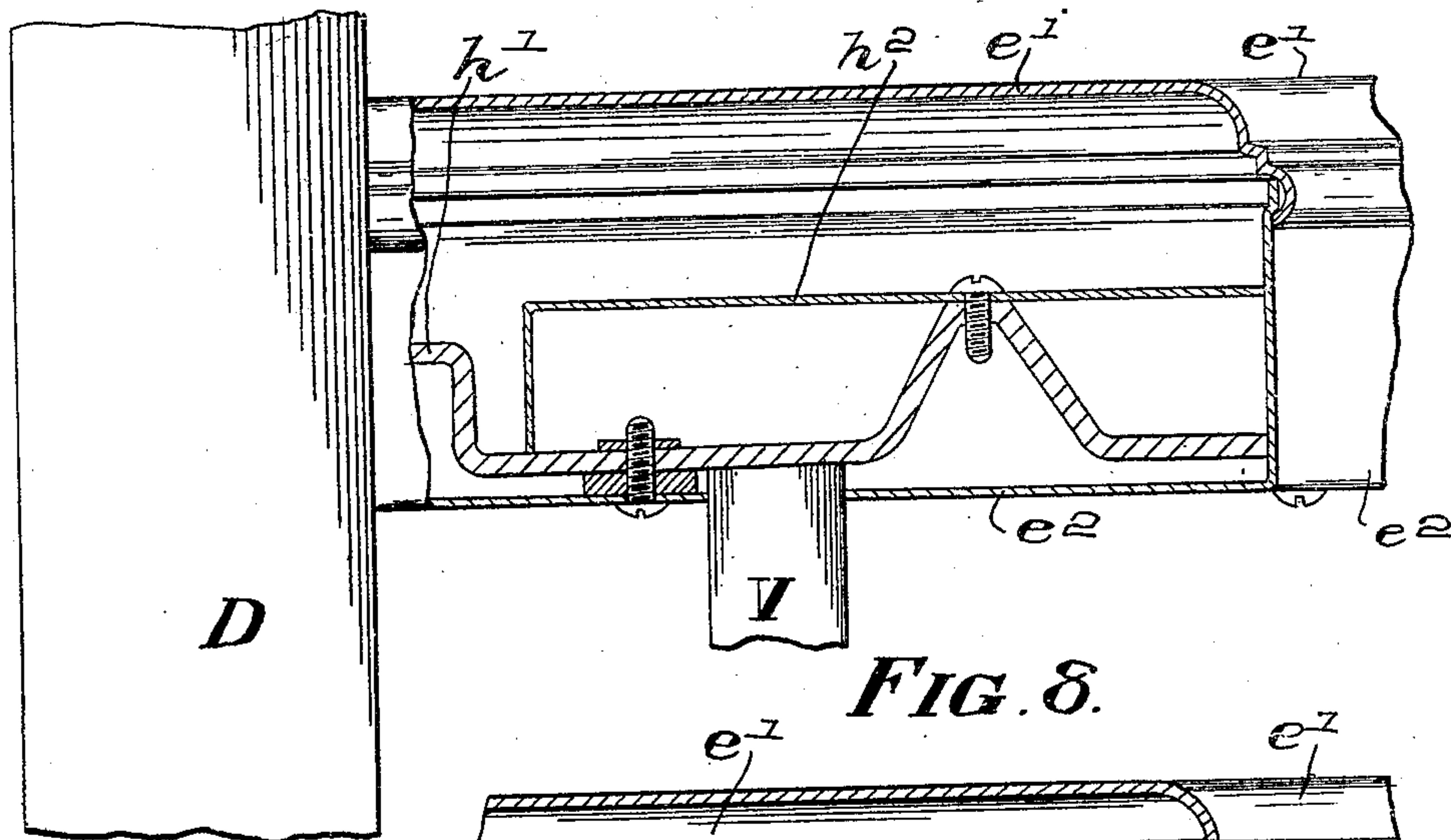
James Alfred Crane  
by Chas. H. Richer  
his Attorney

917,551.

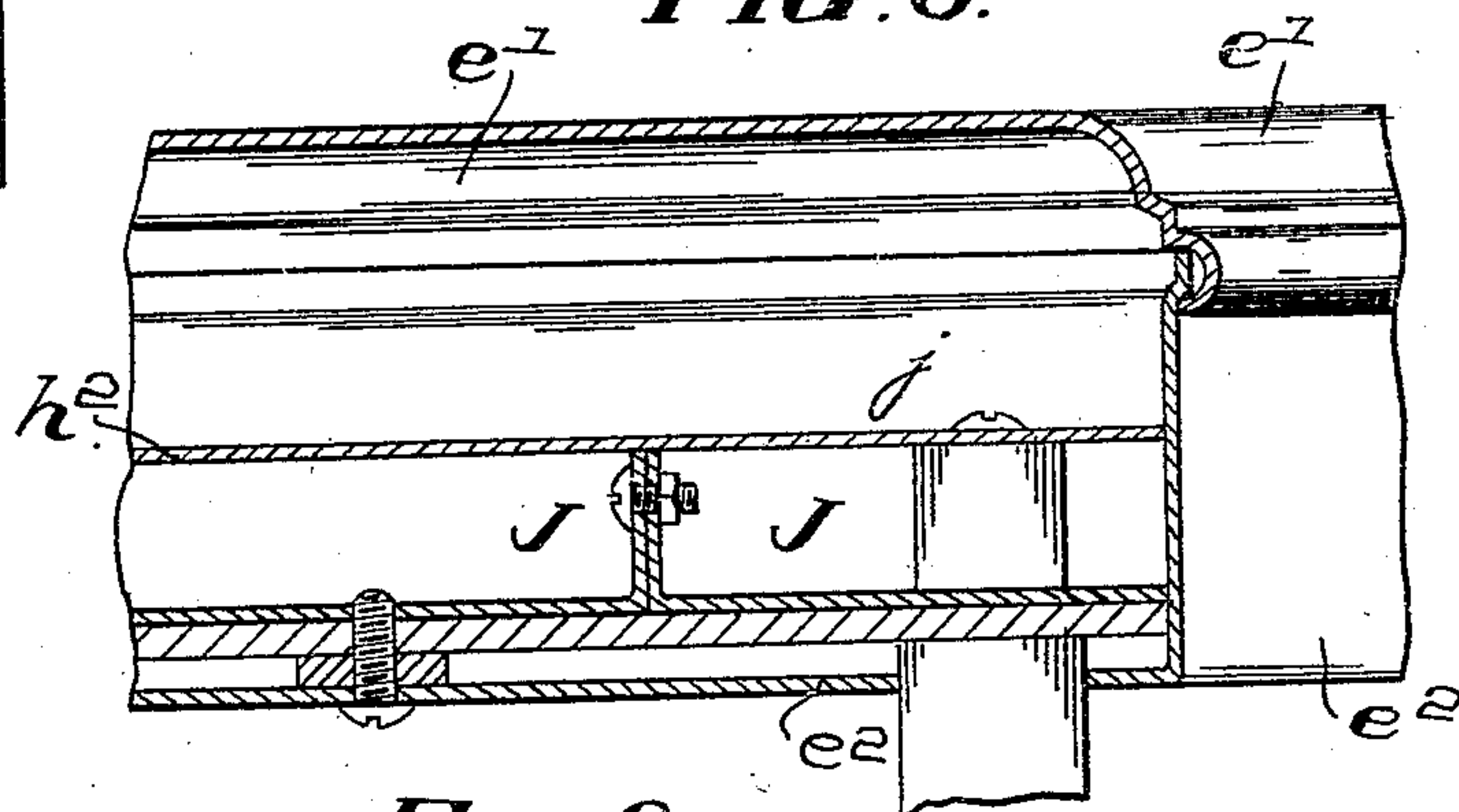
J. A. CRANE.  
BEDSTEAD AND THE LIKE.  
APPLICATION FILED MAR. 23, 1908.

Patented Apr. 6, 1909.  
3 SHEETS—SHEET 2.

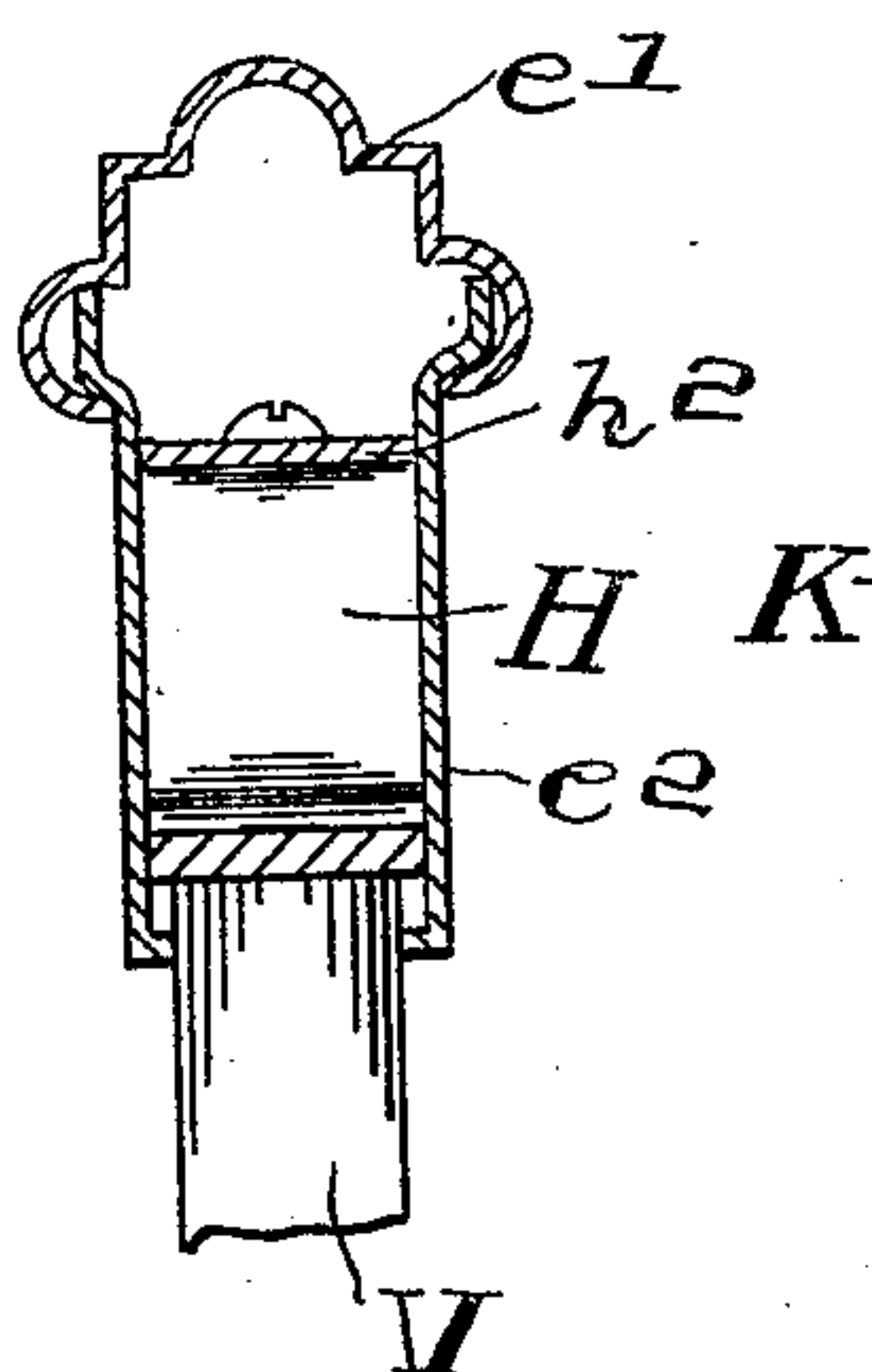
**FIG. 6.**



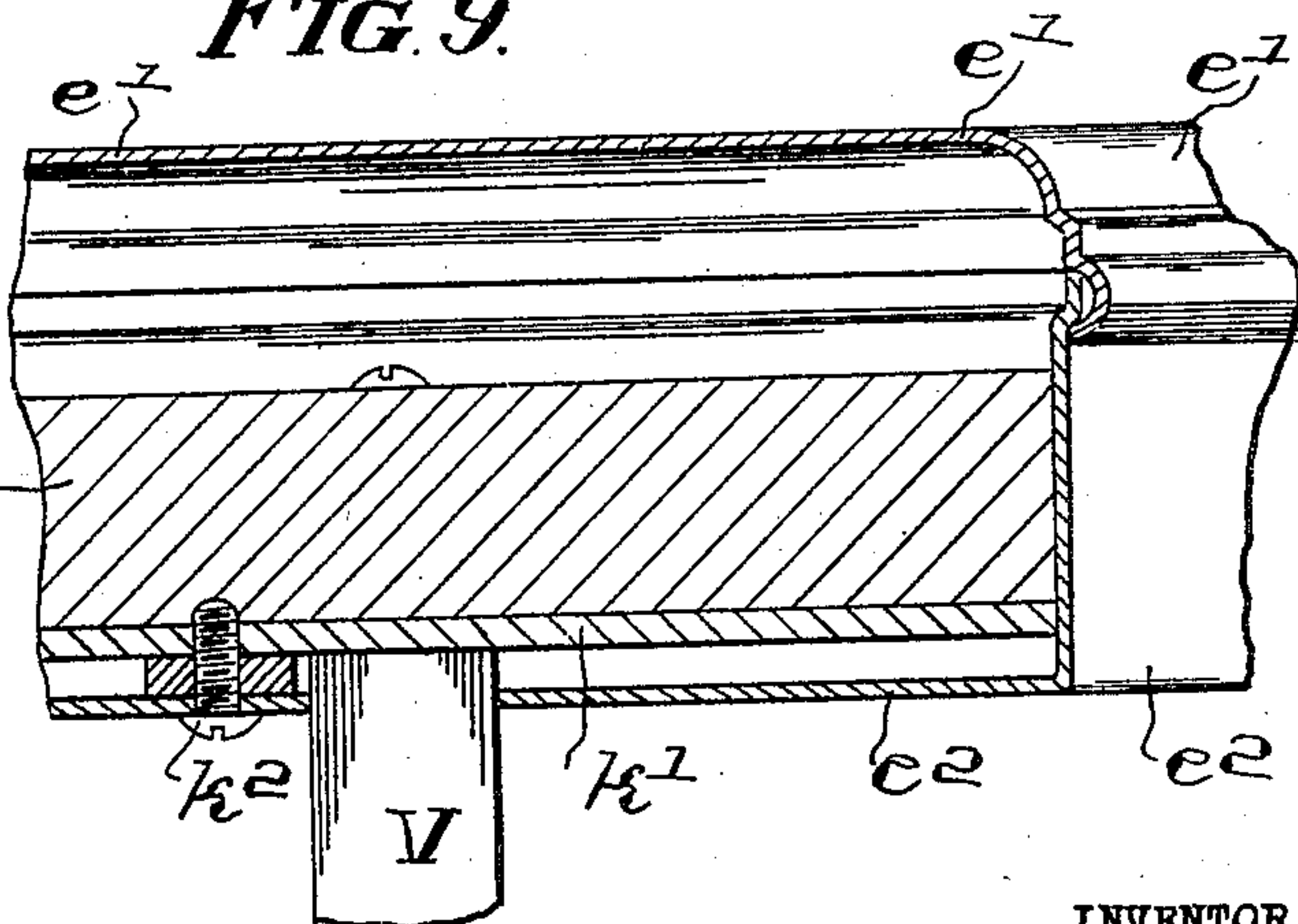
**FIG. 8.**



**FIG. 7.**



**FIG. 9.**



WITNESSES.

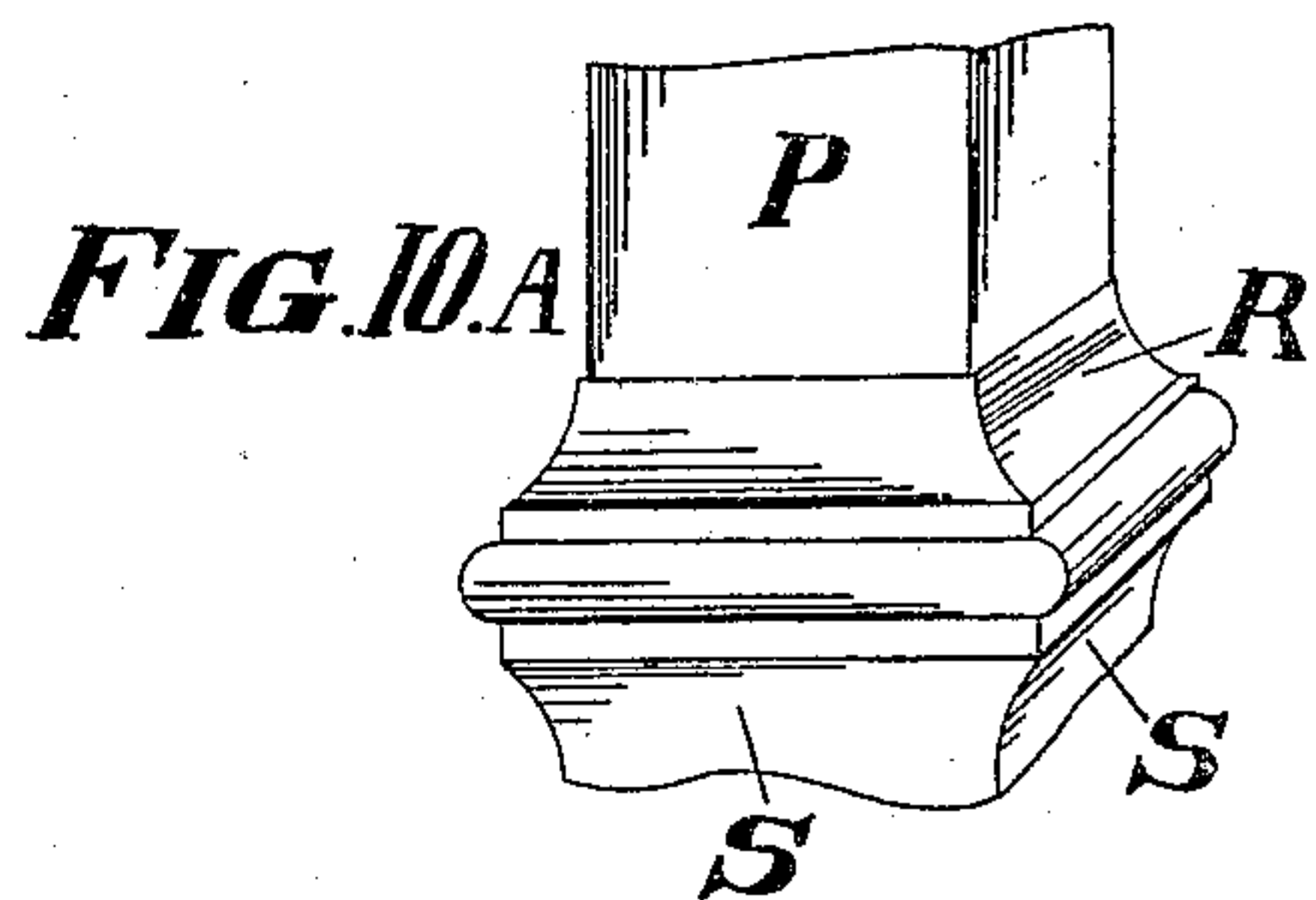
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INVENTOR.

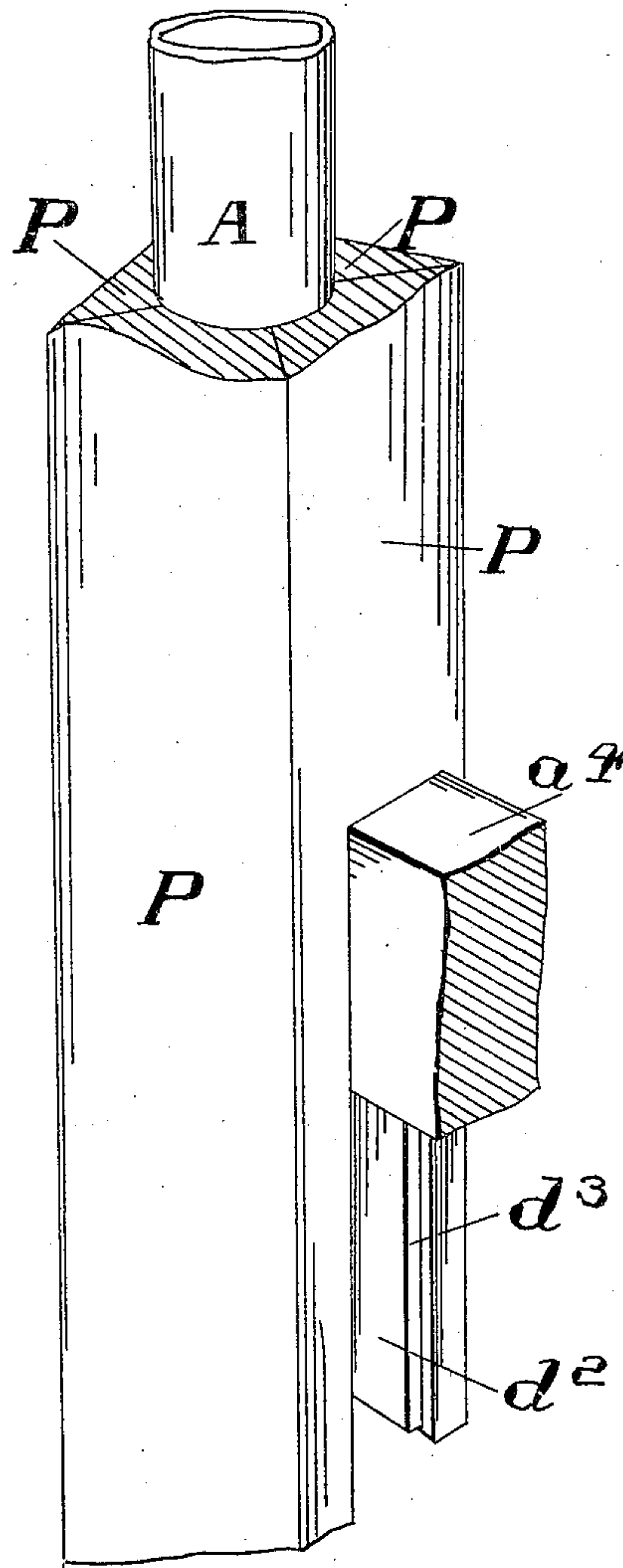
James Alfred Crane  
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917,551.

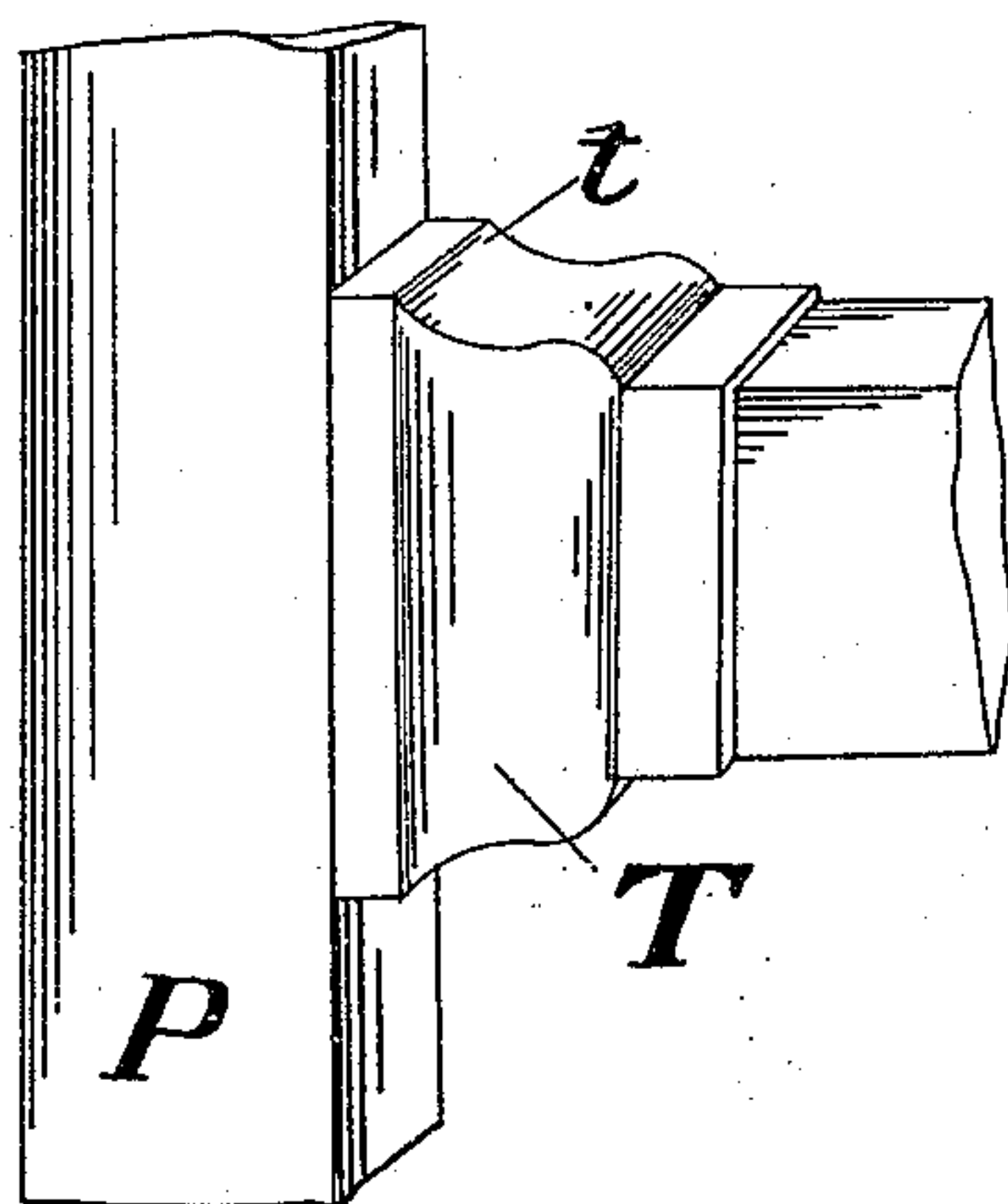
Patented Apr. 6, 1909.  
3 SHEETS—SHEET 3.



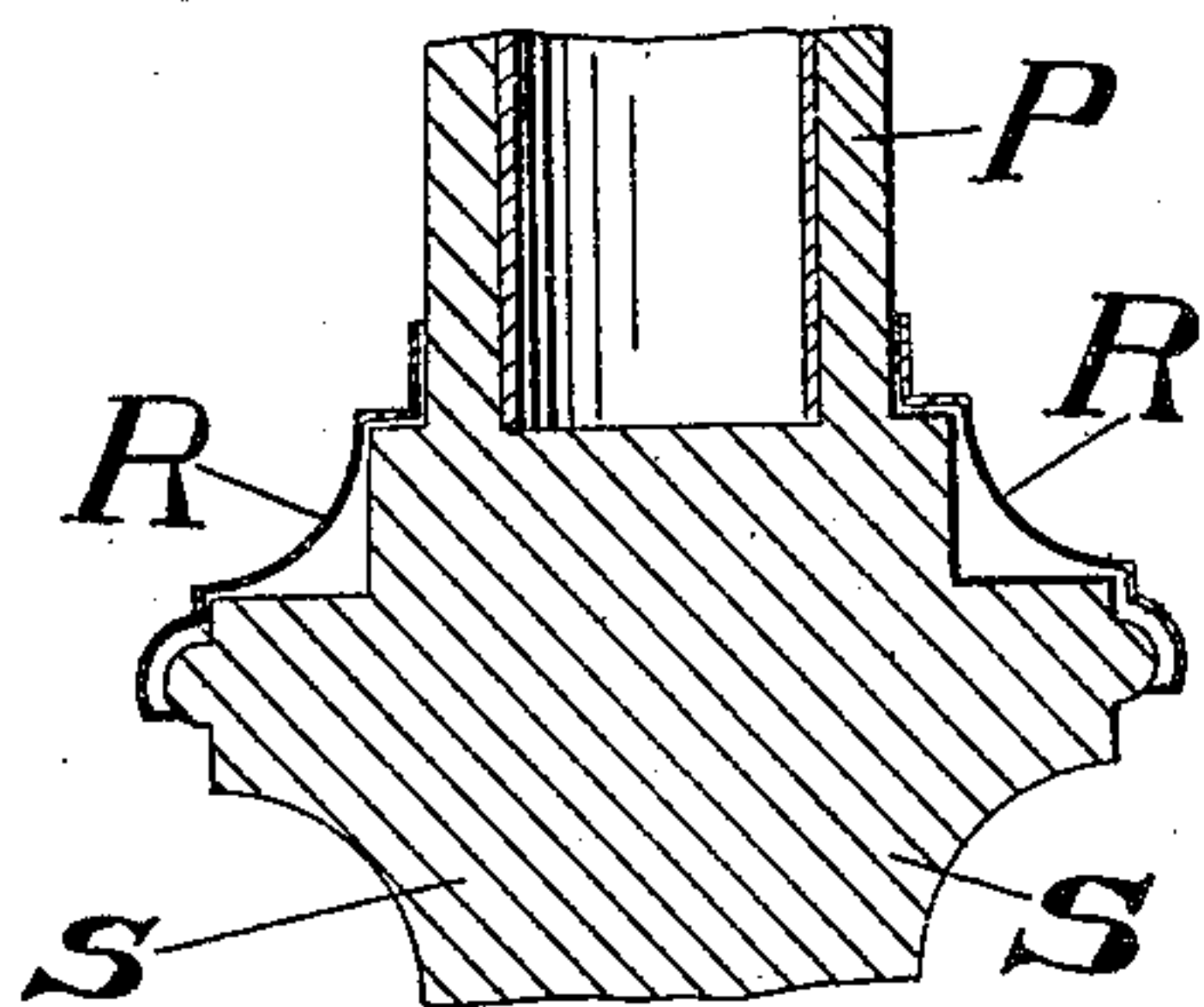
**FIG. II.**



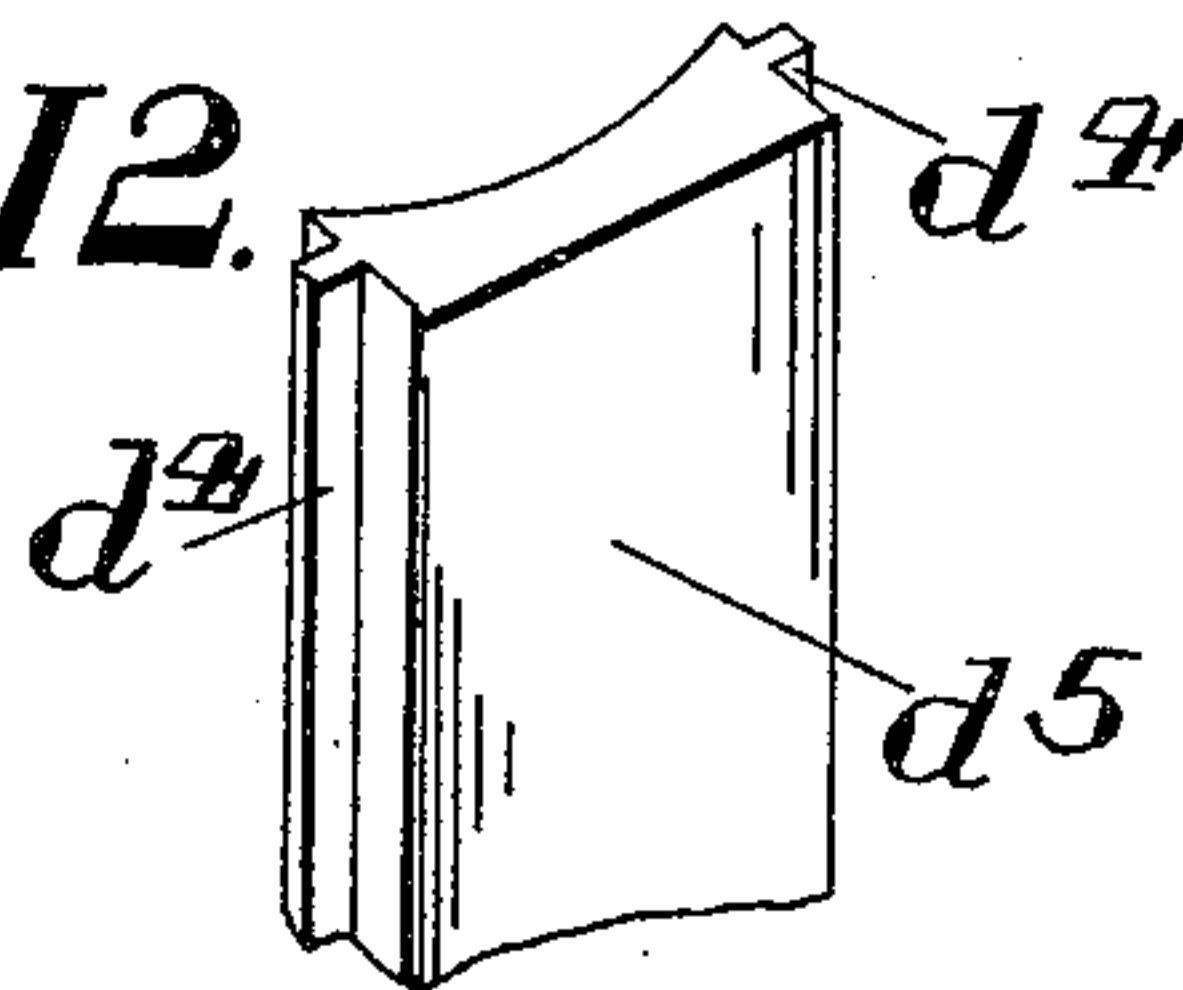
**FIG. 13.**



**FIG. 10.**



**FIG. 12.**



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# UNITED STATES PATENT OFFICE.

JAMES ALFRED CRANE, OF HANDSWORTH WOOD, ENGLAND.

## BEDSTEAD AND THE LIKE.

No. 917,551.

Specification of Letters Patent.

Patented April 6, 1909.

Application filed March 23, 1908. Serial No. 422,713.

*To all whom it may concern:*

Be it known that I, JAMES ALFRED CRANE, a subject of the Kingdom of Great Britain, residing at Montargis House, Hamstead Road, Handsworth Wood, in the county of Stafford, England, manufacturer, have invented certain new and useful Improvements in Bedsteads and the Like, (for which I have applied for Letters Patent in Great Britain, Patent No. 10,568, dated the 7th day of May, 1907,) of which the following is a specification.

This invention relates to improvements in bedsteads and the like, the object being to facilitate the attachment of the various parts and generally improve the appearance of the article without increasing the cost.

Referring to the annexed three sheets of drawings—Figure 1 is an elevation of a portion of a bedstead end showing my improvements applied thereto. Fig. 2 is a part sectional elevation of the pillar and top rail shown in Fig. 1. Fig. 3 is a cross section through the top rail shown in Fig. 2. Fig. 4 is a similar view to Fig. 3 but showing a modified arrangement for securing the top of the rail to the lower portion. Fig. 5 is a general view of one form of mount for supporting the pillar ornament. Fig. 6 is a part sectional elevation of a portion of a top rail and pillar showing one method of strengthening the top rail. Fig. 7 is a cross section through Fig. 6. Figs. 8 and 9 are part sectional elevations of a top rail but showing further modifications in the strengthening arrangement. Fig. 10 is a part vertical section of a portion of a pillar showing another method of fixing the pillar ornament. Fig. 10<sup>a</sup> is an elevation of Fig. 10. Fig. 11 is a general view of a portion of the pillar showing another method of securing the ornament in position. Fig. 12 is a view of the sliding piece used in connection with the arrangement shown in Fig. 11. Fig. 13 is a view of one form of ferrule for attachment to the cross tube to prevent undue pressure upon the pillar ornament.

In carrying this invention into effect and referring to the arrangement shown in Figs. 1 to 5 the pillar tube A is cut less the length of the wooden, metal or other pillar ornament D and has cast into it a piece of iron tubing B of less diameter but of the same length as the pillar ornament, or the tube B may be secured in the pillar A by a wedge or

projection formed or cast separately on the tube B. A recessed and flanged brass mount C forming a seating for the pillar ornament D is arranged to fit upon and cover the shoulder *a'* formed at the junction of the parts A and B, the ornament D being additionally secured in position during assembling by means of the flanged washer or plate such as *b'* which has a bearing upon or against both the tube B and ornament D and prevents lateral movement of the ornament. The cross rails are formed of two parts, an upper portion *e'* and a lower portion *e*<sup>2</sup>. The upper portion is formed of a dearer metal than the lower portion *e*<sup>2</sup>, and is provided with curved edges *e*<sup>3</sup> forming a channel for the lower part *e*<sup>2</sup> to become interlocked with the top part, the two parts are firmly secured together by winged bands or clips F which are inserted inside the tube and drawn down by screws *f'*. The drawing down of the clips causes the wings or flanges to bear upon the curved edges of the top part *e'* of the rail and draw the two parts *e'* and *e*<sup>2</sup> tightly together. The lower portion *e*<sup>2</sup> as shown by Fig. 4 may be made of wood, the shape of the clips and method of securing being slightly modified. In the case where the lower part *e*<sup>2</sup> of the rail is of wood, the clip may be dispensed with and the top part *e'* arranged to slide on the bottom part the curved edges of the part *e'* engaging with projections or studs formed on or attached to the sides of the portion *e*<sup>2</sup>. The cross rail is preferably secured to the pillar tube by an extending portion *f*<sup>2</sup> of the clip or bands entering a slot *b*<sup>2</sup> in the tube, the whole being retained in position by a wedge *b*<sup>3</sup> entering into a slot *b*<sup>4</sup> in the extending portion.

In the arrangement shown by Figs. 6 and 7, the lower part *e*<sup>2</sup> of the rail is strengthened to resist lateral compression by a bar H of the zig zag formation. The liner is secured to the bottom of the part *e*<sup>2</sup> by screw nuts or rivets, the extreme end *h'* of the end liner is cranked and arranged to enter the slot formed in the pillar tube as illustrated with regard to *f*<sup>3</sup> Fig. 1. In cases where the upper part or sides of the tube is wider than the zig zag bar a longitudinal liner *h*<sup>2</sup> may be secured to the top of the bar. If desired the zig zag bar may be dispensed with and the strengthening arrangement composed of channel shaped strips J with bent ends as shown by Fig. 8, the bent ends may be



augmented by small pieces of tube and secured in position by screws  $j'$  which pass also through the vertical tubes and instead of a metallic liner a wooden liner K may be used as shown by Fig. 9 the wood strip resting up the bar  $k'$  and being secured in position by the screws  $k^2$ .

In the arrangement shown by Figs. 10 and 11 the pillar ornament is made up of two, three or more longitudinal lengths of wood P which are hollowed or channeled out to such a shape as to fit the pillar tube when glued or otherwise secured together, the wood preferably being of varying colors to imitate inlaid work or the wood may be ornamented with other designs. The bottom end of the pillar ornament is fitted with a brass mount R which is shaped to receive the end of the ornament, the mount being supported by a chill S which is formed upon the pillar and over the top part of which the mount fits. When the pillar ornament is required to be continued over the whole length of the pillar the pillar tube A is continued to form the pillar itself as shown by Fig. 11 and the dovetail  $a^4$  is secured thereto in any well known manner. The pillar ornament in such case may be formed of a similar length to the pillar tube and is preferably slid into position from the top, a slot  $d^2$  being cut in the back of the ornament from the bottom upward as far as the level of the seating, such slot being wide enough to pass over the projecting dovetail connection  $a^4$  of the pillar tube. The part cut away to form the slot is grooved at  $d^3$  to receive the tongued edges of  $d^4$  of a strip  $d^5$  which is slid in from the bottom to take the place and fill up the part cut away or such loose strip may be glued to the pillar ornament. To prevent undue pressure of the cross rails against the pillar ornament sockets or ferrules T having an enlarged flange may be secured to the cross rail so that the flanges butt against the inner face of the pillar ornament.

Having described my invention I declare that what I claim is:—

1. The hereinbefore described device comprising a pillar tube, a hollow pillar ornament, seated on the top of the pillar tube, a bracing member within, but separate from, the hollow pillar ornament, secured at one end to the pillar tube, and means engaging with the other end of the bracing member and hollow pillar ornament to prevent the lateral movement of the adjacent end of the latter, and a recessed and flanged ornamental mount fitting on and covering the shoulder formed by the junction of the pillar tube and hollow pillar ornament.

2. The hereinbefore described device comprising a pillar tube, a hollow pillar ornament, seated on the top of the pillar tube, and, having a rail receiving slot between its ends, a hollow bracing member contained within, but separate from, the hollow pillar ornament, secured at one end to the pillar tube and having a slot registering with the slot in the hollow pillar ornament, a rail having a slotted extension projecting through the slots into the hollow bracing member and a wedge inserted through the slotted rail extension to fasten the rail to the hollow pillar ornament and bracing member.

3. The hereinbefore described device comprising a cross rail, consisting of an upper part provided with curved edges, and a lower part having its edges engaging in the channels formed by the curved edges of the upper part, and a clamping means consisting of a clamping member within the upper part, and a clamping member extending through the lower part and co-acting with the first mentioned clamping member to lock the two parts of the cross rail together.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

JAMES ALFRED CRANE.

Witnesses:

WALTER H. E. BARTLAM,  
LEWIS W. SOOLEE.