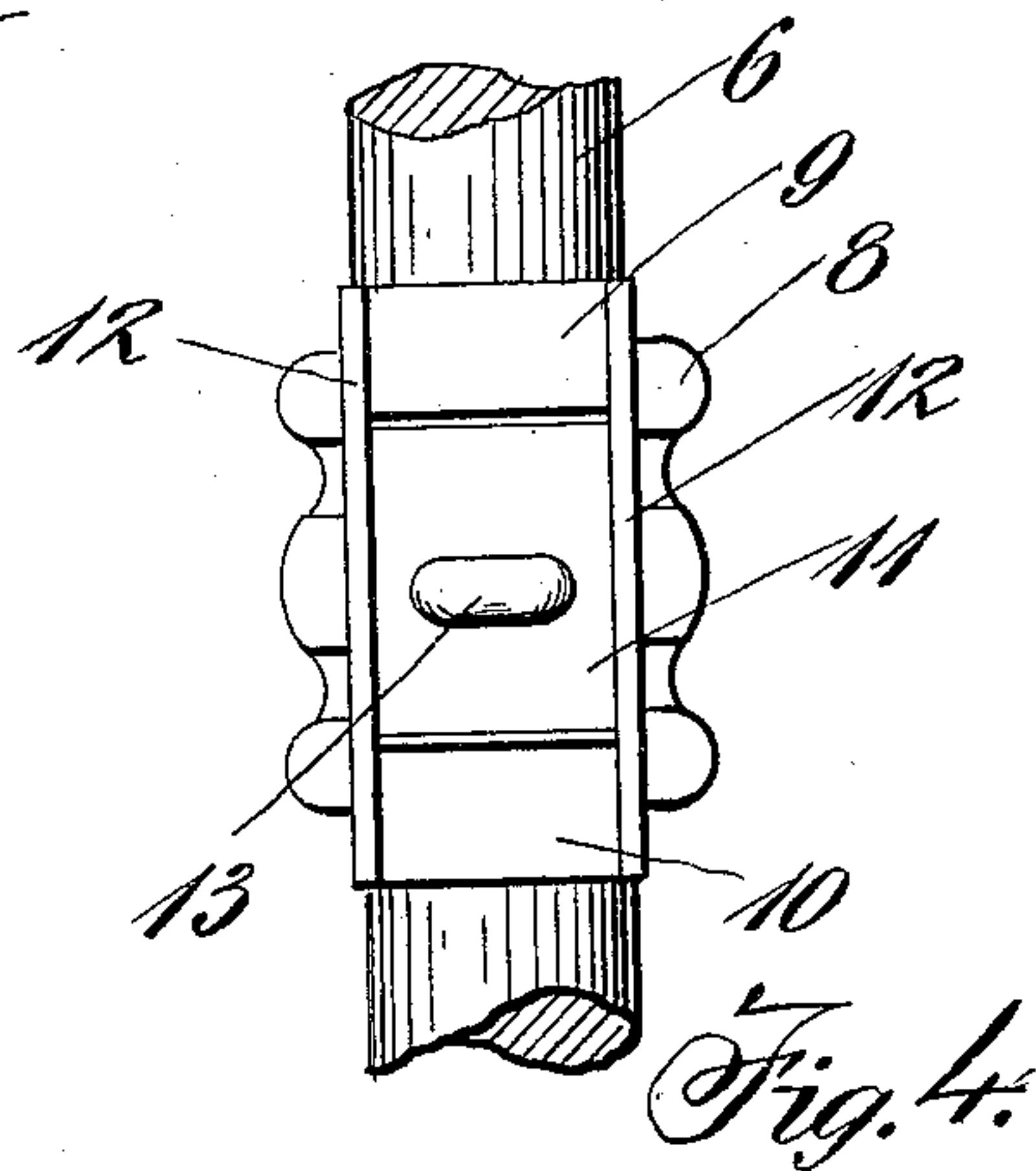
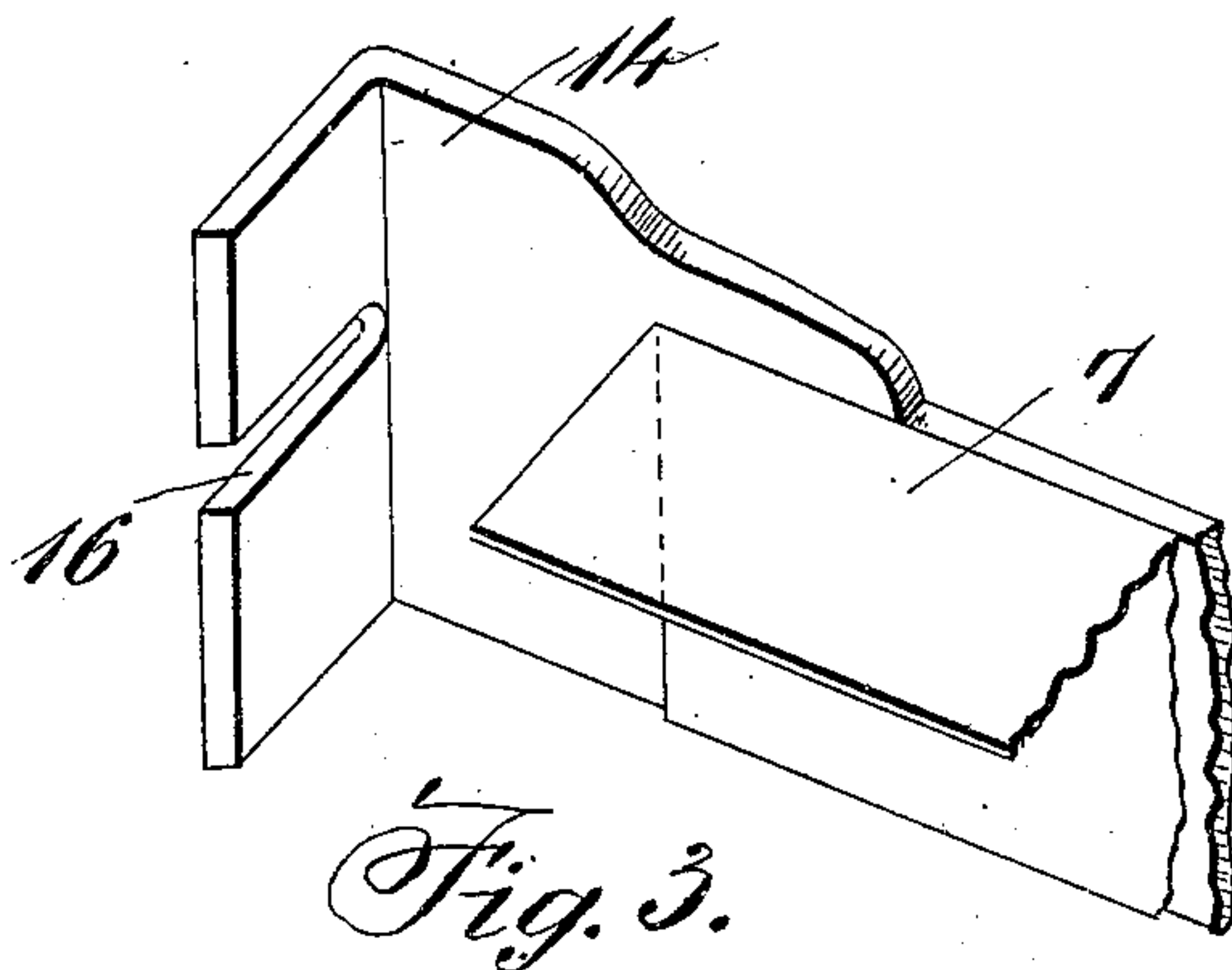
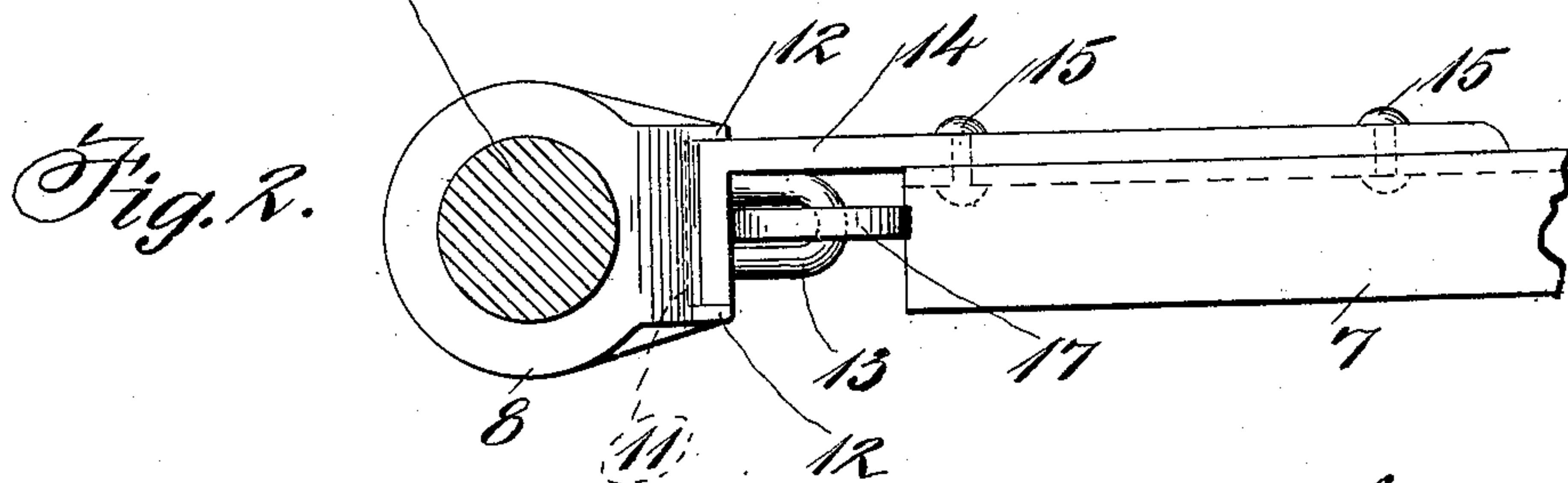
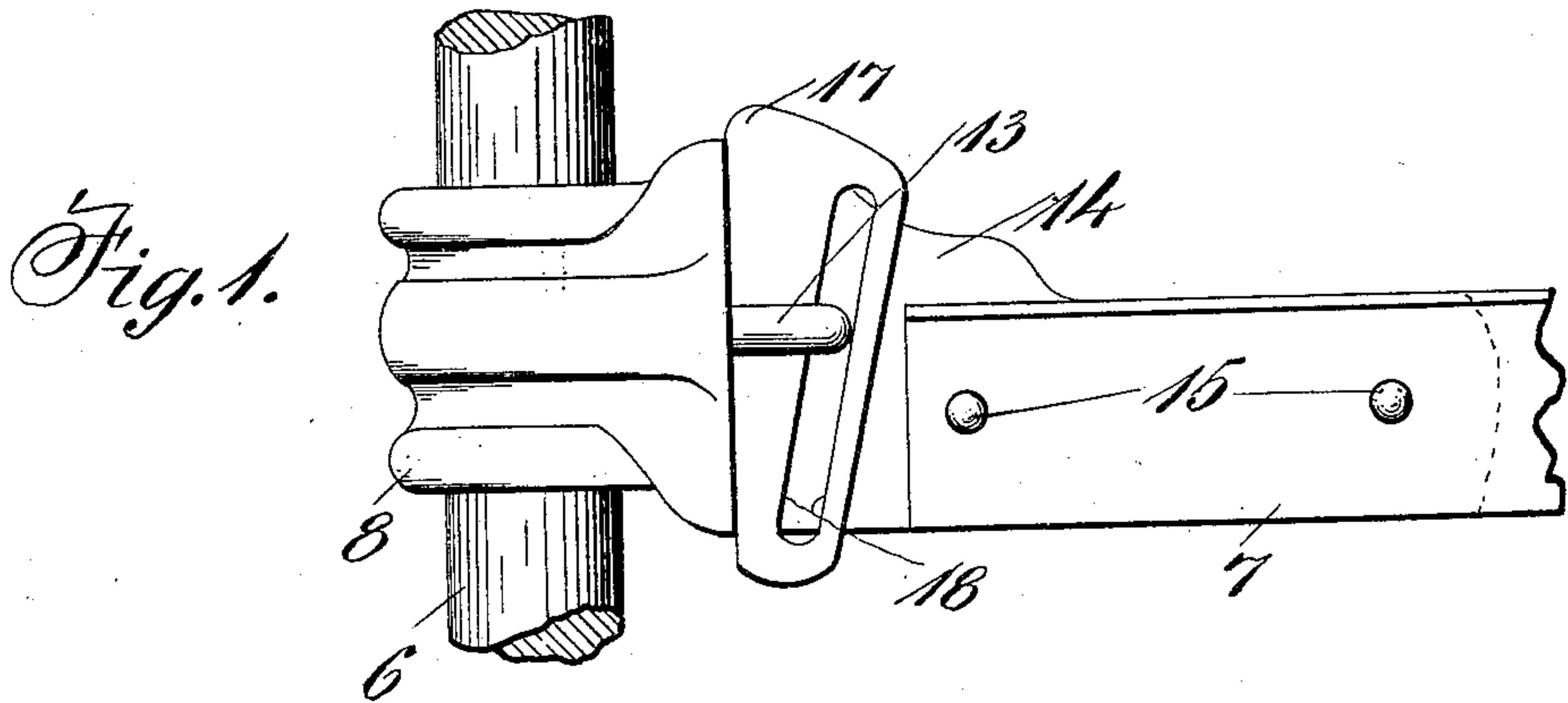


F. W. REUTER.  
 CORNER FASTENING FOR BEDSTEADS.  
 APPLICATION FILED APR. 2, 1908.

926,087.

Patented June 22, 1909.



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# UNITED STATES PATENT OFFICE.

FRED W. REUTER, OF MILWAUKEE, WISCONSIN.

## CORNER-FASTENING FOR BEDSTEADS.

No. 926,087.

Specification of Letters Patent.

Patented June 22, 1909.

Application filed April 2, 1908. Serial No. 424,733.

*To all whom it may concern:*

Be it known that I, FRED W. REUTER, a citizen of the United States, residing at Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Corner-Fastenings for Bedsteads, of which the following is a specification.

This invention relates to corner fastenings for bedsteads, and has for its object to provide an improved fastening to connect the side rail and bedpost, the fastening being simple, practical and cheap, and so constructed as to permit the rail to be reversed so that the horizontal flange can be placed either up or down, as desired. The fastening is effected by means of a key which can be readily inserted or removed, and the key is permanently fixed to the fastening so that possibility and inconvenience of loss is avoided.

In the accompanying drawings Figure 1 is a side view of the fastening. Fig. 2 is a top view. Fig. 3 is a perspective view of the end of the rail and the connecting angle piece at the end thereof. Fig. 4 is a face view of the seat in the block or casting which is secured to the bedpost, against which the angle piece fits.

Referring specifically to the drawings, the circular or hollow metal bedpost is indicated at 6 and the side rail of the bedstead at 7, the latter being preferably formed of angle iron, as usual.

8 is the casting or block on the bedpost to which the rail is fastened. This block has a seat with upper and lower projections 9 and 10, with a depressed space 11 between, and vertical ribs or flanges 12 at each side edge.

13 is a staple or loop made preferably of wrought iron and cast or otherwise fastened to the casting 8 at the depression 11. This loop or staple is in a horizontal position and forms the support and direct attaching means for the side rail, and receives the key by which the parts are locked together.

The side rail has at the end an angle piece 14 secured to the end of the rail, as by bolts

15. One flange of this angle piece is secured to the rail and projects endwise beyond the same, and the other flange, which is located at a right angle to the former, is slotted as at 16, the size of the slot being proper to receive the loop 13. The width of the outer flange of the angle piece 14 is equal to the distance between the ribs 12, so that said flange will fit between said ribs at a snug fit, which will prevent any lateral play of the angle piece.

The key 17 is inserted in the loop behind the flange of the angle piece, after the same is put in place against the seat on the bedpost casting, and when this key is driven in the angle piece is clamped tightly against the seat and is supported by the loop or staple and is prevented from moving in any direction. The key is provided with a longitudinal slot 18 near one edge thereof, through which the loop extends, and the key is thereby fastened to the loop and cannot become lost. The taper of the key is necessarily such that when pulled up it will permit the angle piece to be separated by lateral movement from the seat and the loop and so disconnected.

The rail may be reversed if desired, since the angle piece will fit against the seat either way, and so the rail may be connected with the horizontal flange either at the top or the bottom. It will be noticed that the horizontal flange is on a line with the slot 16, and consequently the bed-bottom will be supported at the same height in either position of the rail. The object of having the depression 11 is that the angle piece will rest only against the raised parts 9 and 10 at the top and bottom, and being thus in contact at two points will form a stiffer joint than if against a continuous surface, which might be uneven. The ribs 12 at the side of the seat prevent turning or twisting of the rail, and are preferably made with a depth about equal to the thickness of the angle piece which fits between them, so that they will be substantially flush.

I claim:

A corner fastening comprising a post hav-



ing a block thereon with a depressed seat  
formed with upper and lower projections  
and flanges at opposite sides, and a loop pro-  
jecting between said projections, a rail hav-  
5 ing a vertical angle piece at the end adapted  
to fit against said projections and provided  
with a slot open at the side to receive the  
loop, and a key fitting in the loop behind

said angle piece, and having a slot through  
which the loop passes. 10

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

FRED W. REUTER.

Witnesses:

GEORGE PRASSER,  
CHAS. F. TRAXEL.