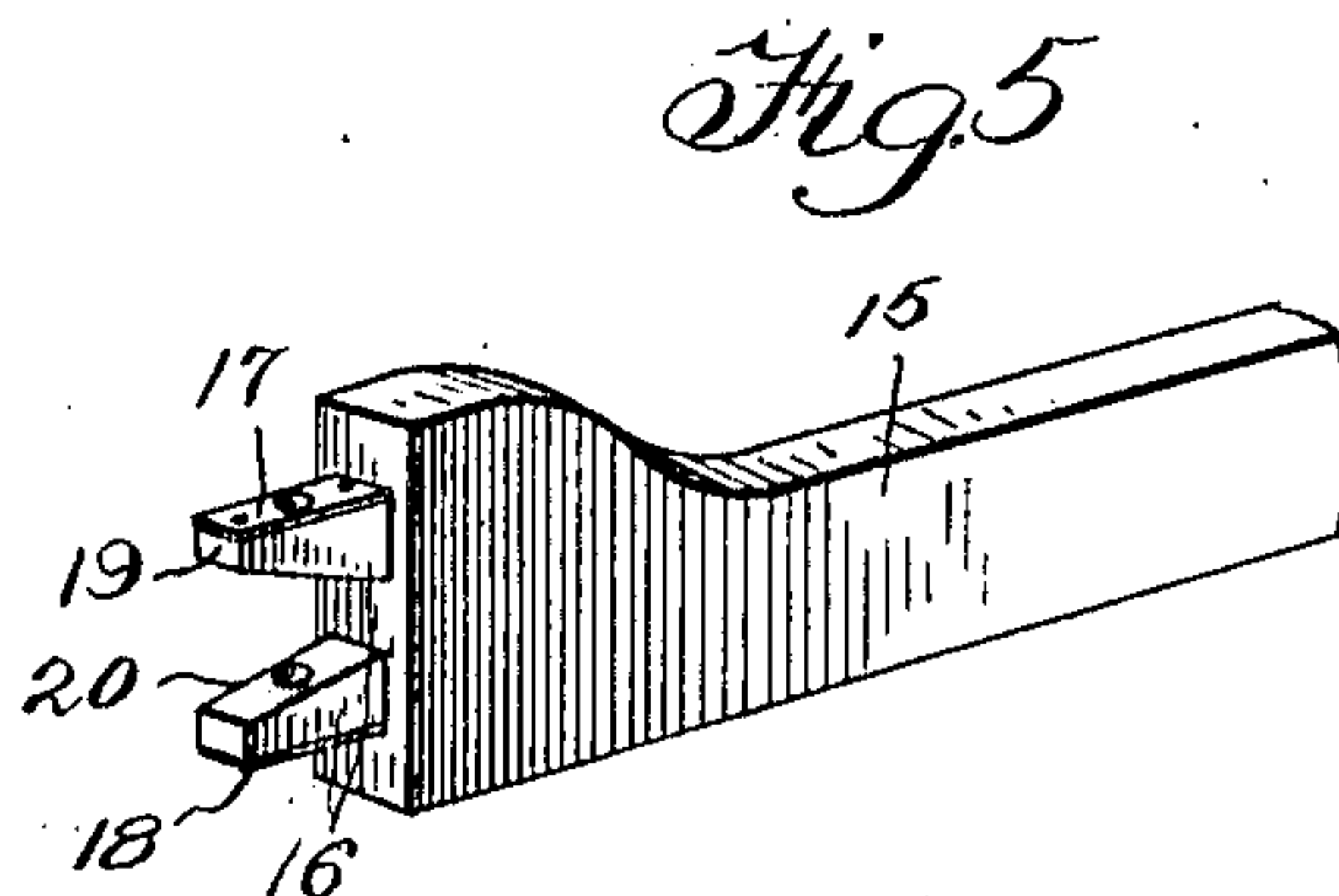
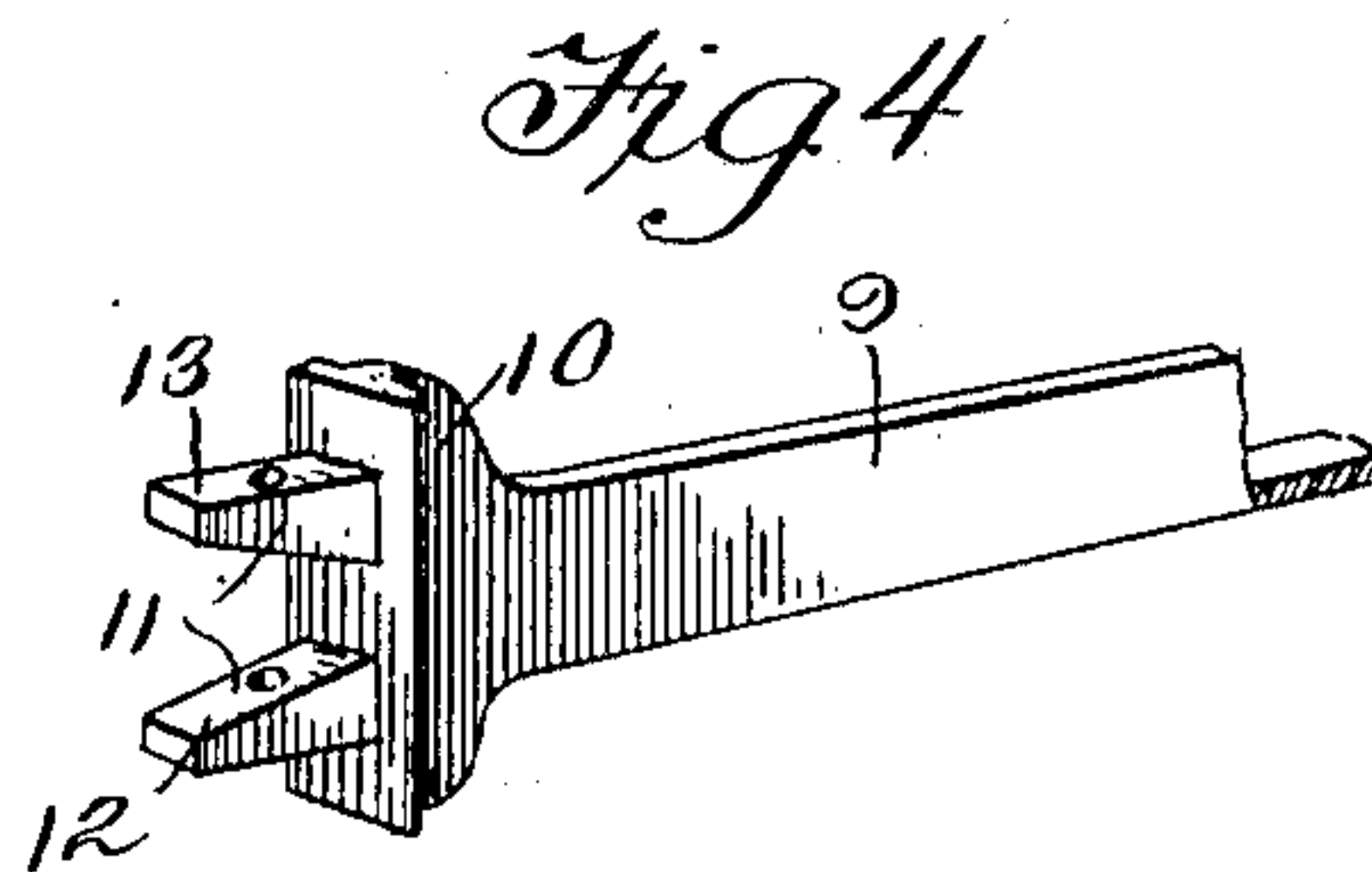
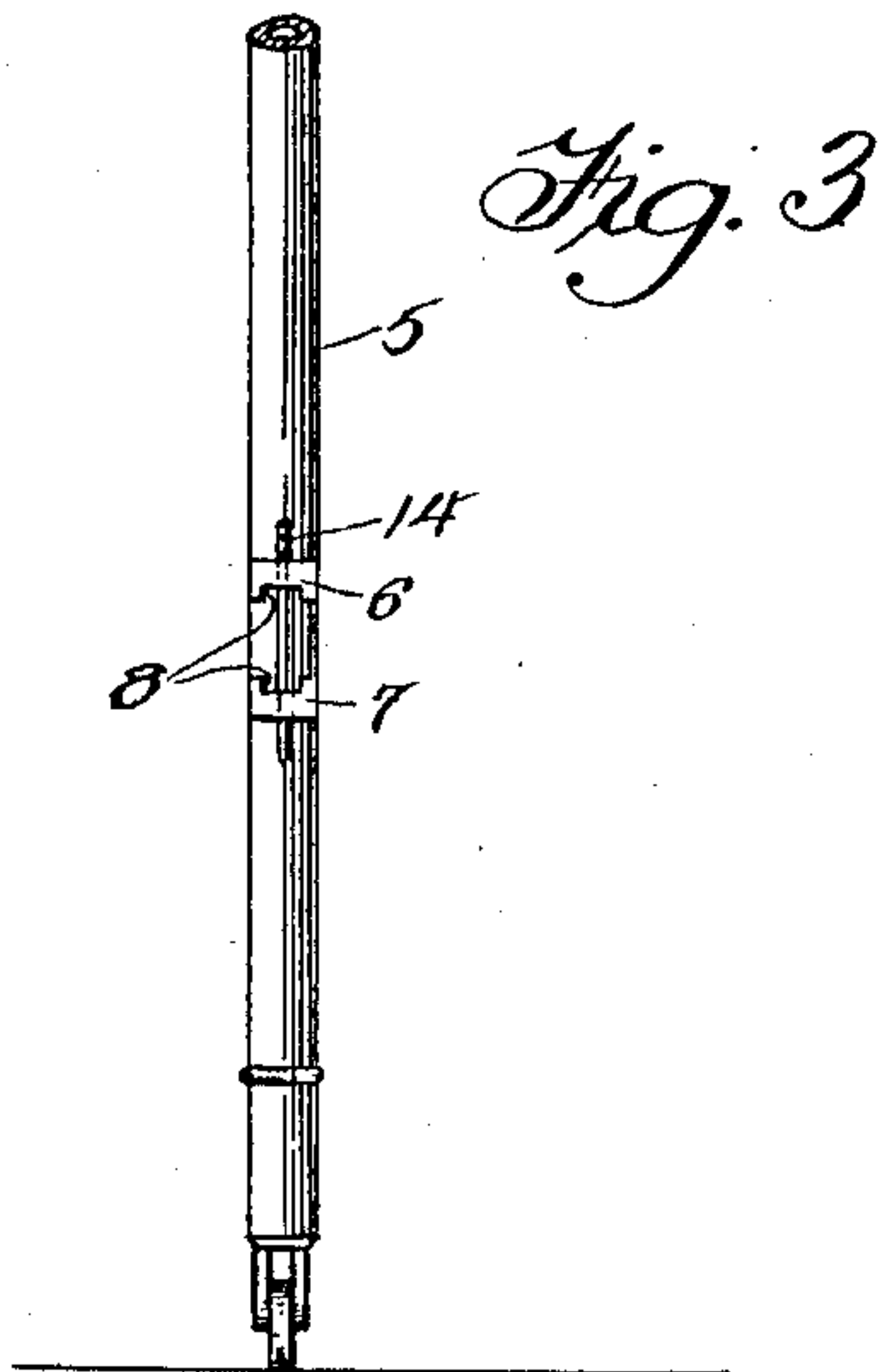
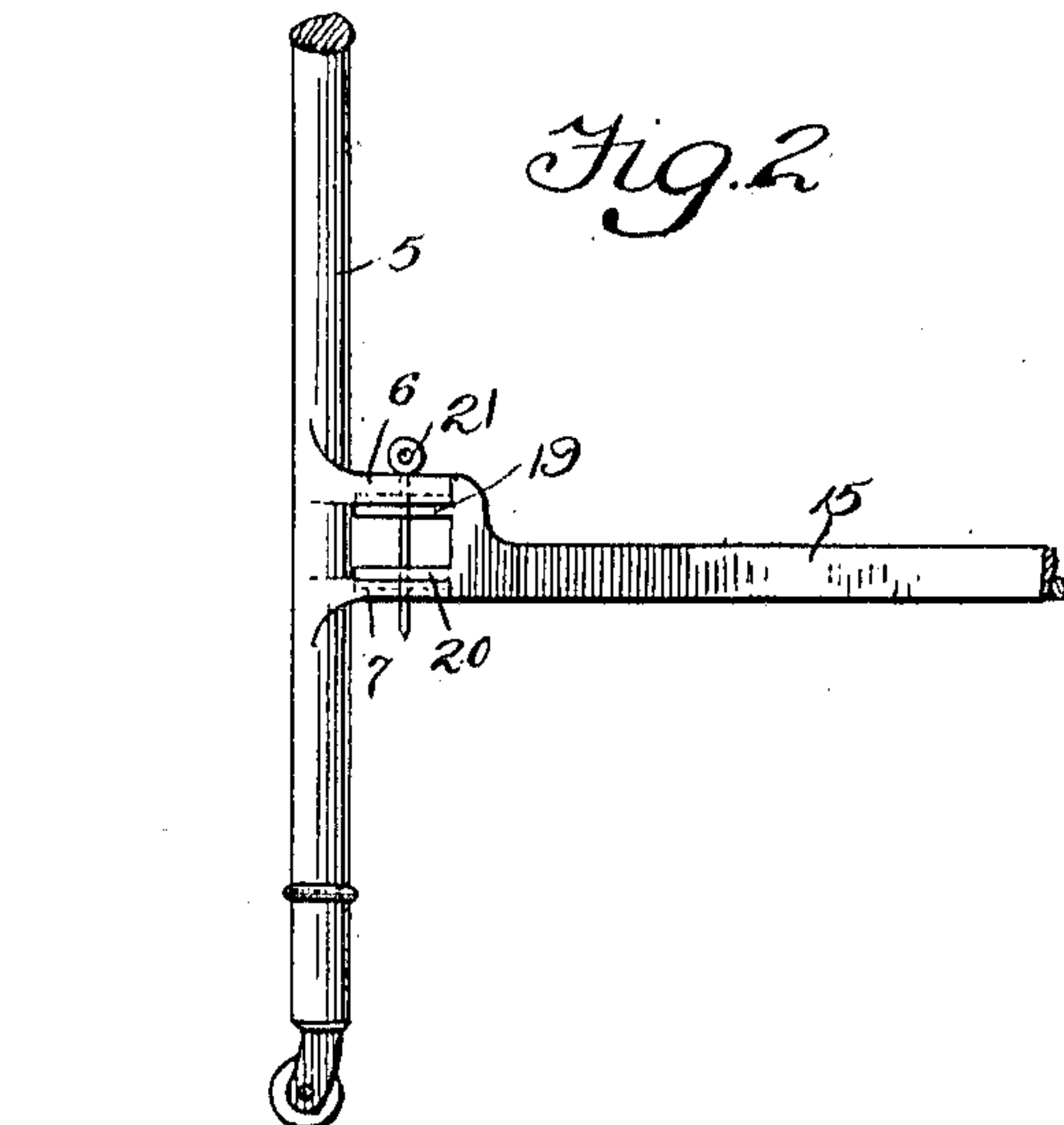
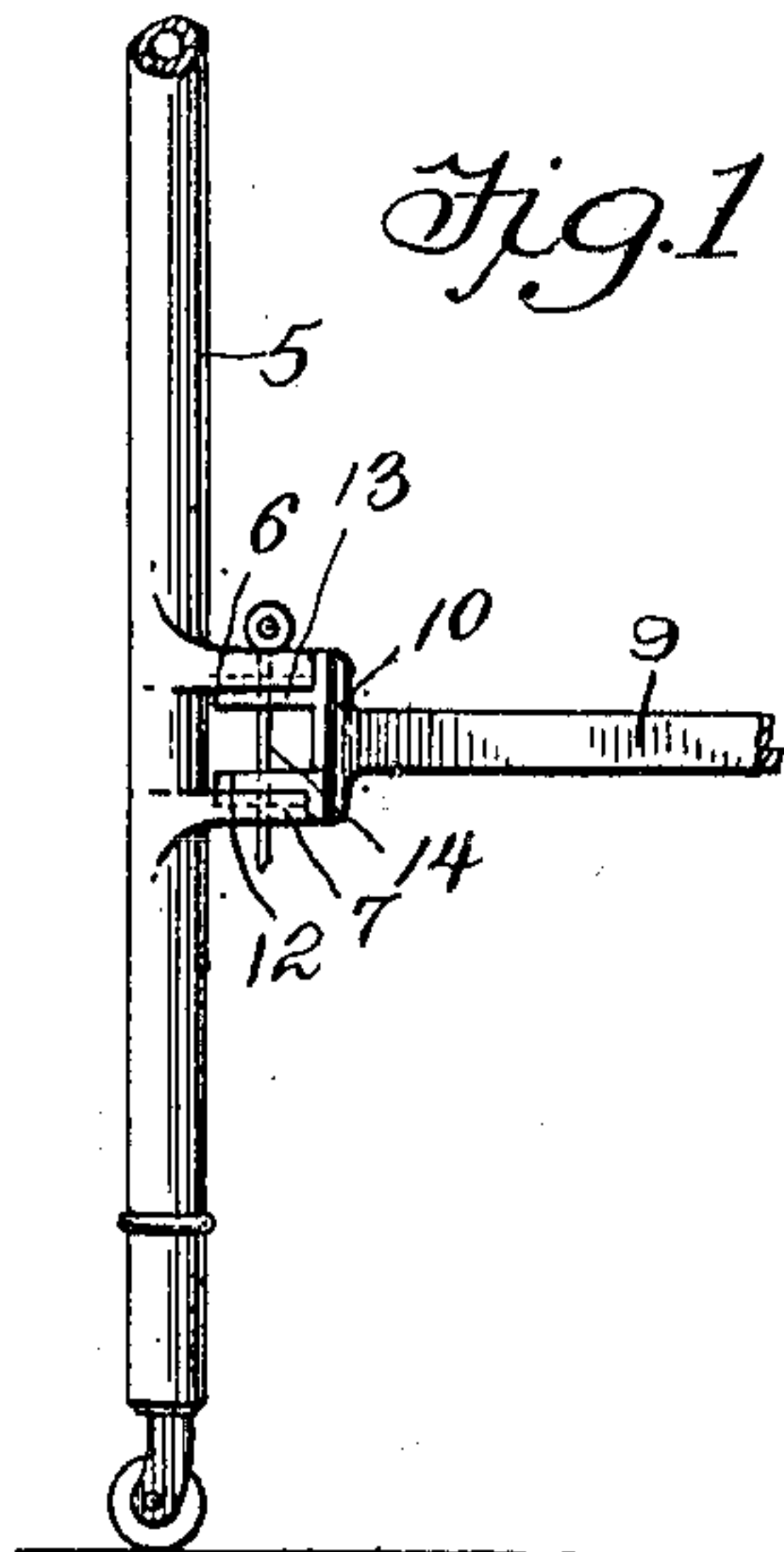


L. P. ORR.
BED RAIL FASTENER.
APPLICATION FILED JULY 5, 1910.

984,387.

Patented Feb. 14, 1911.



Witnesses
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UNITED STATES PATENT OFFICE.

LEE P. ORR, OF MONROE, WASHINGTON.

BED-RAIL FASTENER.

984,387.

Specification of Letters Patent. Patented Feb. 14, 1911.

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To all whom it may concern:

Be it known that I, LEE P. ORR, a citizen of the United States, residing at Monroe, in the county of Snohomish and State of Washington, have invented new and useful Improvements in Bed-Rail Fasteners, of which the following is a specification.

This invention relates to improvements in bed rail fasteners and has for one of its objects the provision of a fastener by means of which the rail may be locked to the post in an expeditious manner and may be readily detached therefrom without the necessity of lifting the rail or shaking the same to effect disengagement.

Another object is the provision of a fastener which may be employed with wooden and metallic rails and posts.

With these and other objects in view, which will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings, and more particularly pointed out in the appended claim; it being understood that various changes in the form, proportion, size, and minor details of the device, may be made, within the scope of the appended claim, without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings, forming a part of the specification;—Figure 1 is a side elevation of the lower portion of a post and one end portion of a metallic rail also showing the device in side elevation and applied to the post and rail. Fig. 2 is a similar view but showing one end of the fastener applied to a wooden rail. Fig. 3 is a front elevation of the lower end portion of a bedpost showing one part of the device in end elevation. Fig. 4 is a detail perspective of one end portion of the metallic rail showing the member to engage with the post. Fig. 5 is a similar view of a wooden rail showing the member to engage with the said post.

Similar numerals of reference are employed to designate corresponding parts throughout.

The bedpost is designated by the numeral 5 and is provided adjacent to its lower end and on the front side thereof with a pair of spaced lugs 6 and 7. The lugs 6 and 7 are arranged at right angles to the post and are

longitudinally channeled on their opposed inner faces as shown at 8.

In Figs. 1 and 4 I have shown a metallic rail designated by the numeral 9. The rail 9 terminates at one end in a head or shoulder 10, said head or shoulder being oblong in contour its length being somewhat greater than the width of the rail and corresponding approximately to the distance between the opposite outer faces of the lugs 6 and 7. Formed integral or otherwise secured to the outer face of the head or shoulder 10 is a tenon 11. This member corresponds approximately in thickness to the widths of the channels 8 and in length approximately to the length of said channels, its width being approximately equal to the distance between the floors of said channels. As shown in the drawings the tenon 11 is longitudinally recessed to provide sides 12 and 13, the sides 12 and 13 being provided with alining openings, which are adapted to aline with similar openings formed in the lugs 6 and 7, these openings receiving a bolt 14, which serves to lock the parts when the tenon is inserted into the channel 8.

In the form illustrated in Figs. 2 and 5 a wooden rail 15 is employed, the end of which corresponds in width to the distance between the opposite outer faces of the lugs 6 and 7. Formed integral or otherwise secured on the end of the rail is a tenon 16, and arranged on the opposite sides of the said tenon are metallic bearing plates 17 and 18, which bear on the floors of the channels 8. The tenon 16 is longitudinally recessed to provide sides 19 and 20, said sides having alining openings which register with similar openings formed in the bearing plates 17 and 18, these openings in turn registering, when the tenon is in the channels, with openings formed in the lugs 7 and 8. When the parts are so positioned a bolt or pin 21 is passed through the openings serving to prevent disengagement of the post and rail.

From the foregoing, it is evident that I have provided a device which is comparatively simple in structure and inexpensive in manufacture, embodying few parts and these so arranged that the danger of derangement will be reduced to a minimum.

I claim:—

A bed rail fastener comprising a post provided with a pair of spaced oblong lugs extending forwardly and at right angles to

one side of the post and lying in a vertical plane, and having their opposed inner faces longitudinally channeled, such channels extending from the post and opening through
5 the outer ends of the lugs, a bed rail having one end portion of a width corresponding to the distance between the opposite outer faces of said lugs, spaced tenons extending forwardly from the end of the rail and insert-

ible into the channels of said lugs, and a pin 10 passing through alining openings in the lugs and tenons.

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

LEE P. ORR.

Witnesses:

J. C. FALCONER,
NELLIE FRANCIS.