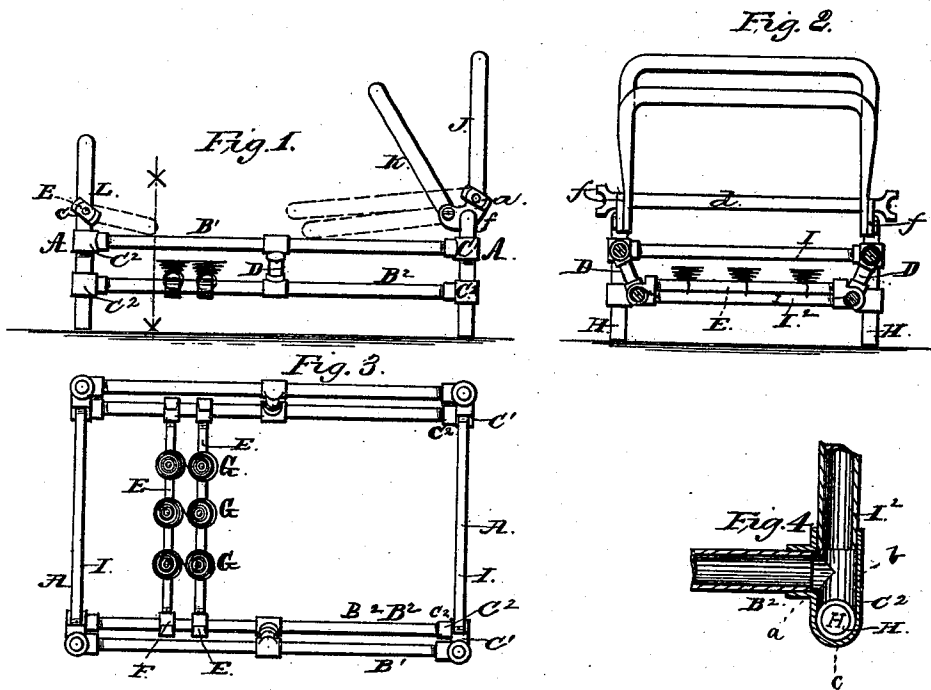


D. H. BROWN & A. D. C. WOOD.

IRON-BEDSTEAD.

No. 173,109.

Patented Feb. 8, 1876.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

DANIEL H. BROWN AND ARCHIBALD D. C. WOOD, OF CHICAGO, ILLINOIS.

## IMPROVEMENT IN IRON BEDSTEADS.

Specification forming part of Letters Patent No. **173,109**, dated February 8, 1876; application filed June 26, 1875.

*To all whom it may concern:*

Be it known that we, DANIEL H. BROWN and ARCHIBALD D. C. WOOD, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in the Construction of Iron Bedsteads, of which the following is a specification:

Our said invention relates to a bedstead, of novel form, constructed of metal tubes arranged and connected in such a manner as to render the bedstead strong and durable, and at the same time very light and convenient.

The peculiar construction of our bedstead is illustrated in the accompanying drawing, which we will proceed to describe.

Figure 1 is a side elevation of our improved bedstead. Fig. 2 is a cross-section taken on line *xx*. Fig. 3 is a top or plan view of the same. Fig. 4 is a sectional view of the double **T**  $C^2$ ; side rail  $B^2$ ; end rail  $I$ .

The bedstead has two end frames, **A A**, which constitute the head and foot. These frames are connected firmly by four side rails,  $B^1 B^2$ , which are provided at their ends with right and left hand screw-threads, which correspond with threads tapped in four cast-iron or other metal **T**'s,  $C^1 C^2$ , on the end frames **A A**.

The double **T**,  $C^2$ , of which four (4) are used in the construction of our improved bedstead, are each cast of one solid piece of metal, being hollow or tubular, and composed of two (2) intersections of tubes—viz., one short horizontal tube, *a*, which intersects and forms a junction with a longer horizontal tube, *b*, which intersects and forms a junction with a vertical tube, *c*—there being four (4) open ends, which are tapped with screw-threads, in which the posts and lower rails are secured. This constitutes what we term a double-**T** connection, by means of which the rails  $B^2 I^2$  and posts **H**

are connected, without the use of separate **T**, with short pieces of pipe between them.

The short horizontal tube *a*, which holds the side rails  $B^2$ , is located near the end of the longer tube *b*, which holds the end rail  $I^2$ , said tube *b* joining with the vertical tube *c*, which holds the post **H**. The upper side rails  $B^1$ , which are in the same plane with the posts **H**, are secured to them by means of the single **T**  $C^1$ . The lower side rails  $B^2$  are not in the same plane with the posts and top rail, but are set in a little more than the thickness of the pipe, for the purpose of supporting a spring or other bed-bottom, **E**, as shown in the drawing. The location of said lower side rails are determined by the position of the short tubes *a* of the double **T**.

The upper side rails  $B^1$  and lower side rails  $B^2$  are tied in the center by means of two (2) single **T**'s, **D D**, through which the side rails pass, said **T**'s being connected by a short pipe, which is provided with screw-threads at its ends, and fitted together in the same manner as the other joints in the frame.

From the top of the head-frame a canopy-frame may be attached and supported, as shown in the drawing.

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

1. The double **T**  $C^2$ , substantially as constructed, and for the purpose herein described.
2. The single **T**'s **D D** and short pipe, substantially as and for the purpose specified.

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Witnesses:

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