

(No Model.)

W. I. FIELDING.
STEAMER BEDSTEAD.

No. 544,783.

Patented Aug. 20, 1895.

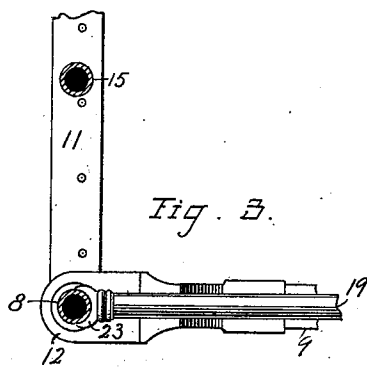
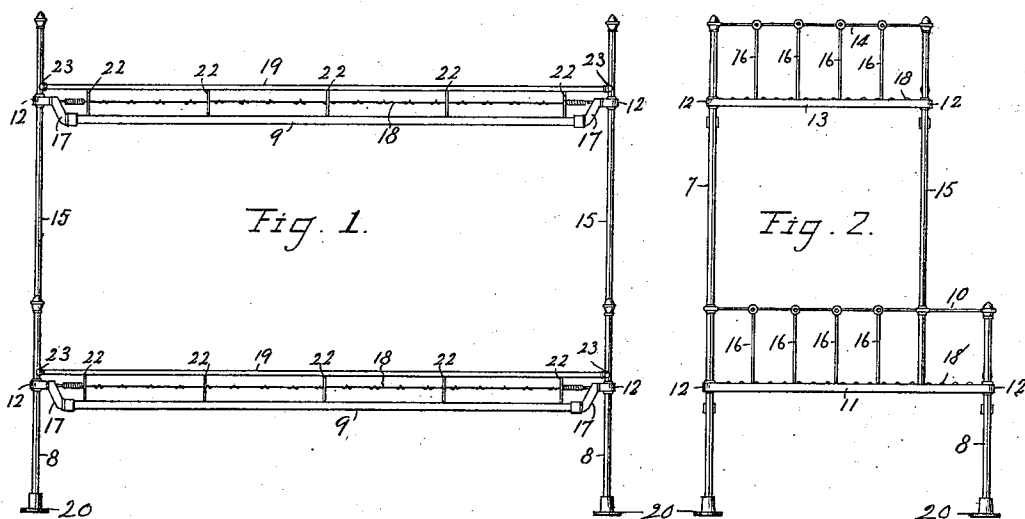


Fig. 3.

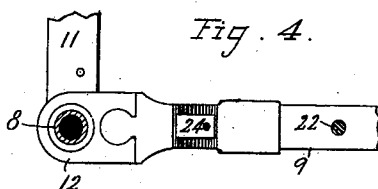


Fig. 4.

Fig. 5.

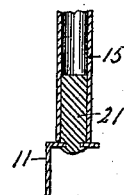
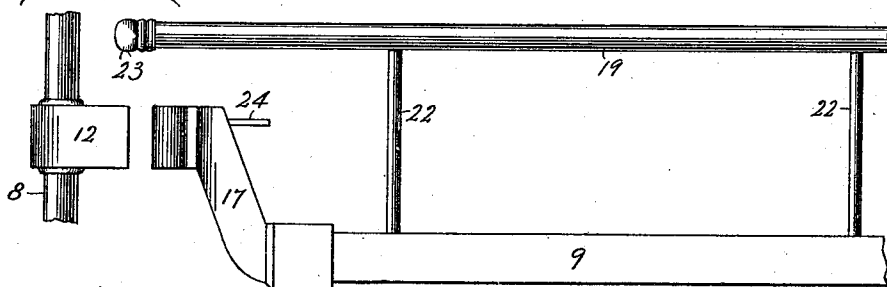


Fig. 6.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM I. FIELDING, OF NEW BRITAIN, CONNECTICUT.

STEAMER-BEDSTEAD.

SPECIFICATION forming part of Letters Patent No. 544,783, dated August 20, 1895.

Application filed May 16, 1895. Serial No. 549,491. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM I. FIELDING, a citizen of the United States, residing at New Britain, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Steamer-Bedsteads, of which the following is a specification.

My invention relates to improvements in bedsteads, and the main object of my improvement is to provide a neat, strong, and efficient bedstead that is particularly adapted for use on steamers.

In the accompanying drawings, Figure 1 is a front elevation of my bedstead. Fig. 2 is an end view of the same. Fig. 3 is an enlarged horizontal section of one of the front corners on a plane just above the guard-rod. Fig. 4 is a horizontal section of one of the front corners on a plane just below the guard-rod and above the corner-irons. Fig. 5 is a vertical section of the lower end of the upper front post, together with the end rail, and Fig. 6 is a front elevation of a portion of one front post and the side rail and guard-rod as detached therefrom.

My bedstead is preferably arranged for an upper and lower bed or berth, both of the same character, although the upper bed will generally be narrower than the lower one. The rear posts 7 extend continuously from top to bottom. The lower front post 8 extends from the bottom up above the lower one of the side rails 9 a sufficient distance to receive the cross-rod 10. The end rails are of angle-iron, and the lower end rails 11 extend from the front post to the rear post, to which they are connected by suitable corner-irons 12. The upper front post 15 extends from the lower end rail 11 to a point above the upper end rail 13 sufficient to receive the upper cross-rod 14, as shown in Fig. 2, and vertical rods 16 are arranged between both cross-rods and end rails to form suitable end railings. The end railings and posts are all permanently secured together, forming end frames, and the upper and lower side rails are attachably and detachably secured to the corner-irons, as shown in Figs. 4 and 6, and the rear posts 7 and lower front posts 8 are provided with flanged feet 20, which may be provided with-screw holes for fastening the

bedstead to the floor. The lower end of the upper front posts may be secured to the lower end rail in any proper manner.

I prefer to use tubular posts, and secure a plug 21 in their lower end, which plug may be riveted to the end rail, as shown in Fig. 5.

The side rails are what I term "drop-rails," by reason of the offsets 17, which bring the body of said rails to a lower level than the end rails to which the bed-bottom 18 is attached under longitudinal strain.

The side rails at the rear are the same as those at the front, but I secure the guard-rods 19 to the front side rails by means of the rods 22, and at the ends of said guard-rails I form stops 23, having their end face curved to fit against the sides of the post, but not fastened thereto, and the length of the guard-rods 19 is such that when the posts bear firmly against them and the side rails are connected the posts will stand perpendicular to the side rails.

The joint for connecting the side rails with the corner-irons may be of any ordinary construction, and the bed-bottom may be of any known construction, provided it is strained longitudinally. I prefer to employ what is known as the "National wire mattress," the same being formed of a chain-netting and longitudinal springs at each end, the springs being hooked directly into holes in the end rails for the main portion of the bed-bottom, while the outer springs at the front and rear may be hooked into lugs 24 on the offsets of the side rails.

The bedstead is preferably made of metal throughout. After setting it up, and before the bed-bottoms are strained or tightened up, it is subject to some racking or swaying in the longitudinal direction of the bed; but after the bed-bottoms are strained the posts are drawn firmly against the stops 23 of the guard-rods, (which stops are above the line of strain on the bed-bottom,) and thereby the bed is made very firm and rigid. At the same time the entire side rail, with its guard-rod and stops, is readily detached by merely unhooking the bed-bottom and lifting the side rail out of the corner irons.

I claim as my invention—

1. A bedstead consisting of end frames, two sets of attachable and detachable drop side

rails, upper and lower guard rods supported on the side rails, stops on the ends of said guard rods and two bed bottoms, each secured to said end frames at points a little above the main portion of their respective side rails and strained longitudinally for holding the end frames firmly against the stops of said upper and lower guard rods substantially as described.

2. A bedstead having rear posts extending from top to bottom, upper and lower end rails, lower front posts secured to the front end of the lower end rails, upper front posts secured near their upper end to the front ends of the upper end rails with the lower ends of said front posts secured to the lower end rails back of the lower front posts, and upper and lower bed bottoms connected with the respective end rails, substantially as described.

3. A bedstead having end frames, attachable and detachable side rails, the guard rod supported in position on the side rail and having stops at its ends for bearing against the end frames without being fastened thereto, and a bed bottom strained longitudinally to draw and hold the end frames in contact with said stops substantially as described.

4. A bedstead having end frames, attachable and detachable side rails, a bed bottom strained longitudinally between said end frames, and stops supported by the side rails for bearing on the inner side only the end frame at points above the line of strain on the bed bottom substantially as described.

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Witnesses:

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