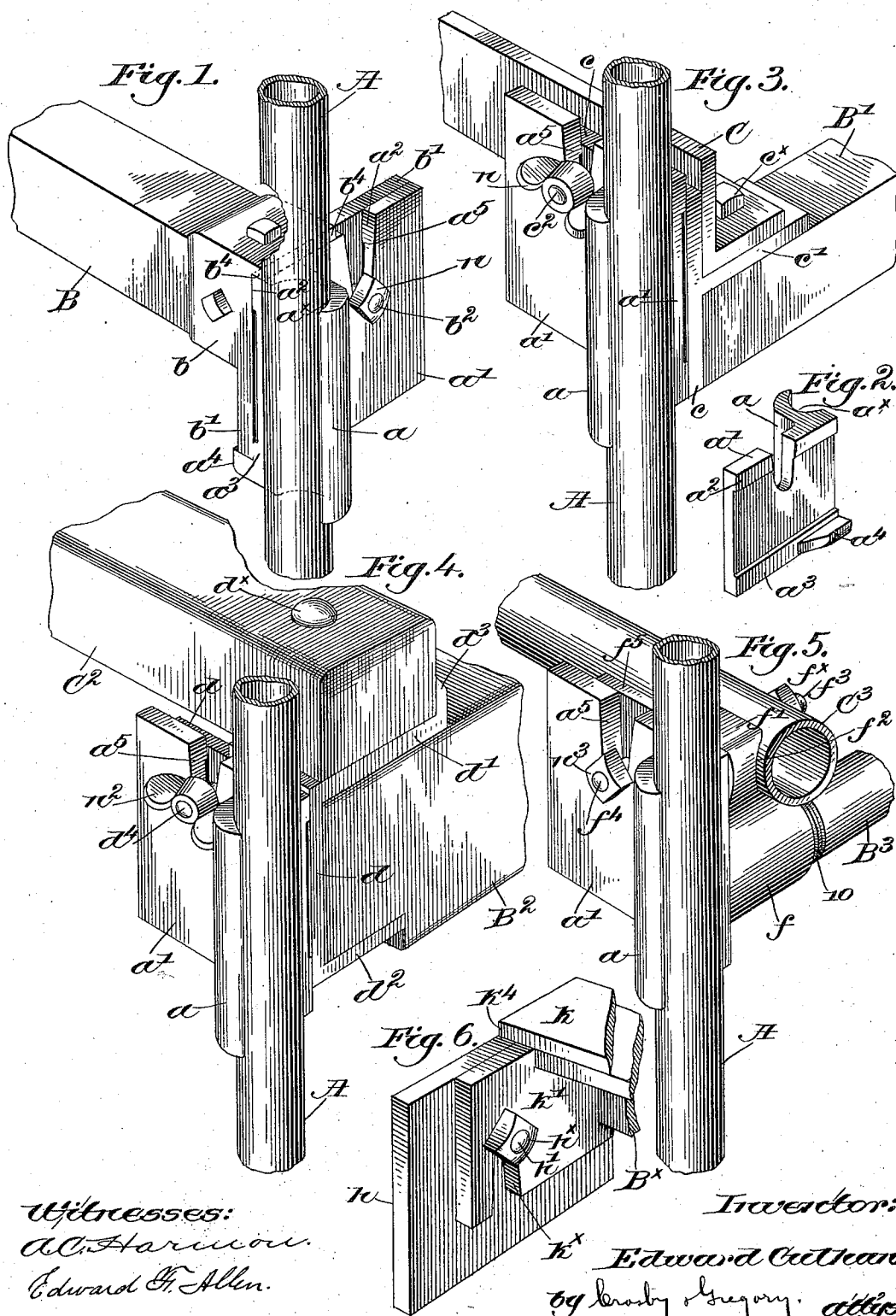


(No Model.)

E. CULHAN.
BEDSTEAD FITTING.

No. 576,396.

Patented Feb. 2, 1897.



Witnesses:
A. C. Harmon.
Edward G. Allen.

Inventor:
Edward Culhan
by Crosby & Gregory, attys.

UNITED STATES PATENT OFFICE.

EDWARD CULHAN, OF CAMBRIDGE, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO M. L. HANNUM, OF SAME PLACE.

BEDSTEAD-FITTING.

SPECIFICATION forming part of Letters Patent No. 576,396, dated February 2, 1897.

Application filed March 19, 1896. Serial No. 583,927. (No model.)

To all whom it may concern:

Be it known that I, EDWARD CULHAN, of Cambridge, county of Middlesex, State of Massachusetts, have invented an Improvement in Bedstead-Fittings, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention relates to bedstead-fittings, and has for its object the production of strong, simple, and readily-operated connections between the side rails and head and foot portions of bedsteads, whereby the same may be easily set up or taken apart when desired.

My invention is particularly adapted for bedsteads constructed wholly or in part of metal, obviating the necessity for skilled labor in securing the parts together, the bedstead when set up being strong and rigidly connected in its various detachable parts.

I have herein illustrated my fittings as applicable to various styles of bedsteads, the corner-posts being shown as made of metal, preferably tubular in form, the fittings being either secured thereto by casting them around such corner-posts or by suitable bolts or screws.

Figure 1 is a perspective view of a two-part fitting as applied to a bedstead having independent or disconnected side rails. Fig. 2 is a similar view of the inner side of the corner-post bracket or fitting. Fig. 3 represents my invention as applied to a three-part bedstead. Fig. 4 is a modified form thereof wherein the side and cross rails of the spring-frame are non-metallic. Fig. 5 is a perspective view of a fitting for use with a frame, the side and cross rails of which are metal tubes or bars; and Fig. 6 is an inner side view, partially broken out, of a modified form of fitting.

Referring to Figs. 1 and 2, each corner-post A (only one being shown) of the head or foot portion has secured thereto a casting or bracket comprising an upright body portion a , concaved at a^x to fit the post, to which it is secured in suitable manner, the body having a laterally-extended wing a' , which stands in a vertical plane when in use. I prefer to form ribs a^2 a^3 on the bearing-face of the wing

a' , (see Fig. 2,) and a horizontally-projecting lug a^4 extends from the lower rib a^3 .

The side rail B (shown as an angle-iron) has secured thereto, or forming a part of it, a casting or bracket b , provided with a downturned and laterally-extended wing b' , the outer vertical face thereof resting against the ribs a^2 a^3 of the other member of the fitting described, the lower edge of the wing b' resting on the lug a^4 , the ribs affording a firmer seat if the faces of the two wings should be rough. I have shown the wing b' as provided with a stud b^2 , projecting therefrom at right angles, to enter a vertical slot a^5 , formed in the wing a' and extended downward from its upper edge, said slot being preferably V-shaped, the stud b^2 when in operative position resting in the bottom of the slot.

A suitable nut n of desired shape, adapted to be turned by a wrench or by the fingers, is screwed onto the threaded end of the stud b^2 , locking the members of the fitting from lateral separation.

Inasmuch as the side rails are independent, the body b of the rail-fitting is provided with a lip b^4 , which rests on the top of the wing a' , adjacent the post A, and prevents the rail from twisting.

In Fig. 2 the corner-post fitting is the same in construction, but the side-rail fitting is different, it being made substantially T-shaped, having an upright or bearing portion c and a lateral web c' , the side rail B entering the fitting beneath the web. A cross-rail C (shown as an angle-iron) rests upon the top of the web c' at right angles to the side rail, and the side and cross rails are secured together and to the fitting by a single bolt c^x . Projecting from the bearing face or wing c a stud c^2 enters the slot a^5 of the wing a' of the post-fitting, and a butterfly-nut n' is shown screwed onto the stud to keep the members firmly together. This construction is particularly adapted for so-called "three-part bedsteads," wherein the side rails and cross-rails are securely connected and sustain a spring-matress support.

The side-rail fitting shown in Fig. 4 is made as an upright bearing portion d , having extended inwardly from its top and bottom

horizontal webs d' and d'' , respectively, which receive between them the side rail B^2 . The end of the web d' is upturned at d^3 to form a back rest for the cross bar or rail C^2 , both side and cross rails in this instance being non-metallic and secured together and to the fitting by a bolt d^x . A stud d^4 , extending at right angles from the upright or bearing portion d , enters the slot a^5 of the corner-post fitting and is held in place by a suitable nut n^2 .

Referring to Fig. 5, the frame-fitting is shown as a casting having a tubular body f , interiorly threaded to receive the threaded end 10 of the preferably tubular metallic side rail B^3 , and upon the body is formed an abutment f' , having a transversely-concaved face f^2 or seat for the cross-rail C^3 (also shown as tubular) and secured thereto by a stud f^3 and nut f^x . The casting is extended laterally at its outer end to form an upright bearing f^5 , which rests against the wing a' of the post-fitting a , a stud f^4 and nut n^3 cooperating with the slotted wing a' , as before described.

In all of the fittings thus shown it will be evident that by simply loosening the stud-nut the two parts of the fitting can be immediately detached in taking a bed down, and in setting the bed up the reverse operation occurs, no skilled labor being required in either instance.

It is to be understood that the stud-nut is tightened up simply to retain the parts snugly together, no strain whatever coming upon the nut, the studs taking up the strain exerted by the weight of the bed.

By reversing the relative locations of the slot and stud on the two parts or members of the fitting and turning the slot down instead of up the same result may be attained, as, for instance, as shown in Fig. 6, wherein the post-fitting has an upright bearing portion h , provided on its inner face with a stud h' , projecting at right angles thereto and threaded to receive a nut h^x .

The side-rail fitting, partially shown, is of the same general construction as that shown in Fig. 1, the upright bearing-face k' , extended from the body k , having a downturned slot k^x therein to receive the stud h' . An angle-iron side-rail B^x is shown secured to the fitting, the body k of the latter having a lip k^4 to rest on the top of the wing h to prevent twisting of the side rail. In this modification the inner or closed end of the slot rests on the stud, while in the other constructions the stud rests on the bottom of the slot.

Having fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A bedstead-fitting consisting of a bracket adapted to be secured to a corner-standard and having an upright bearing portion, a cooperating side-rail bracket provided with an upright bearing portion, and a stud extended at right angles from the bearing portion of one bracket, to enter a vertical open-ended slot in the other bracket, the two upright portions bearing one against the other, substantially as described.

2. A bedstead-fitting comprising two brackets or castings, adapted to be secured respectively to a corner-standard and a side rail, each bracket having a laterally-extended upright bearing portion, one of which is slotted vertically, a cooperating threaded stud extended from the other upright portion to enter the slot, and a nut for the said stud, to prevent separation of the two brackets when in operative position, substantially as described.

3. A bedstead-fitting comprising a bracket having a concaved body to receive a corner-standard, a laterally-extended upright bearing-wing, having an upright slot with inclined sides, and a cooperating side-rail bracket having an upright bearing-wing, a stud extended at right angles from the outer face thereof and threaded at its end, and a retaining-nut therefor, to prevent separation of the brackets when in use, substantially as described.

4. A two-part bedstead-fitting, consisting of a bracket having an upright, laterally-extended and ribbed bearing provided with an open upright slot, and a cooperating bracket having also a laterally-extended bearing, a stud extended therefrom at right angles, to enter the open slot, and a positioning-lip to rest on the top of the wing of the other bracket, substantially as described.

5. A bedstead-fitting consisting of a vertically-concaved body to receive a corner-standard, a laterally-extended wing on said body, to form a bearing, a cooperating member having an extended bearing-wing, seats for the side rail and cross-rail, means to secure them to the bracket, a stud extended at right angles from one bearing to enter an open slot in the bearing of the other member, and a retaining-nut for the stud, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EDWARD CULHAN.

Witnesses:

JOHN COUPER EDWARDS,
AUGUSTA E. DEAN.