No. 725,330. PATENTED APR. 14, 1903.

W. S. FOSTER.

CORNER FASTENER FOR BEDSTEADS.

APPLICATION FILED JUNE 26, 1902.

NO MODEL.

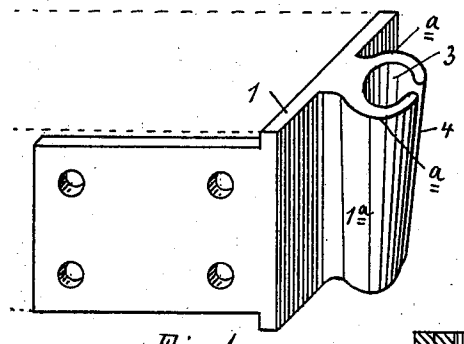


Fig. 1.

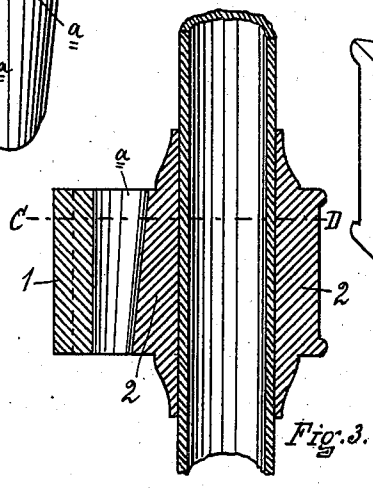


Fig. 3.

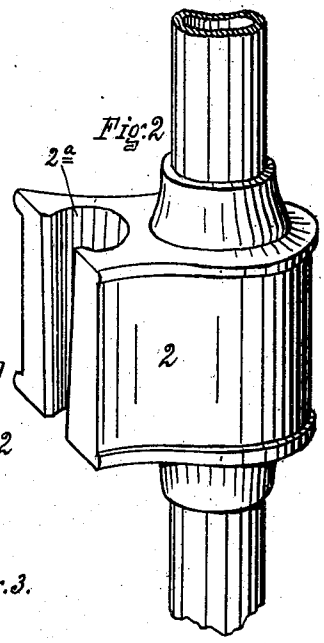


Fig. 2.

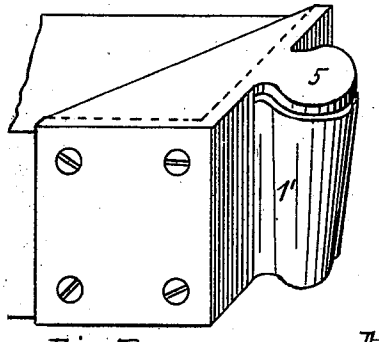


Fig. 5.

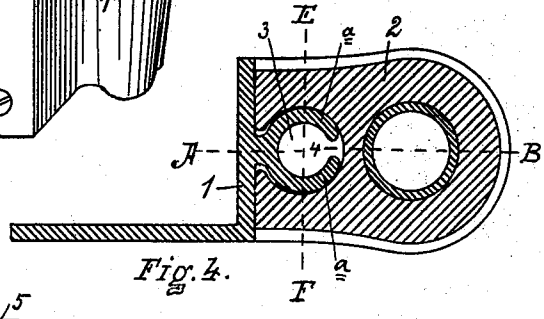


Fig. 4.

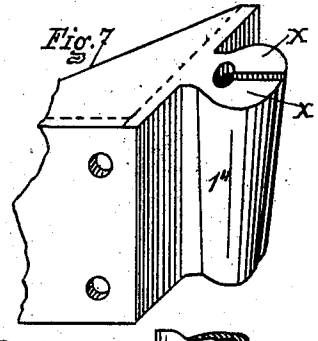


Fig. 7.

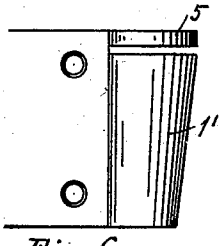


Fig. 6.

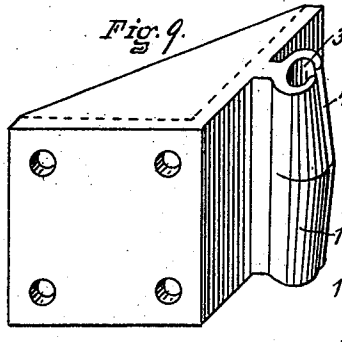


Fig. 9.

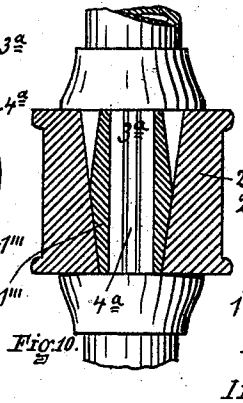


Fig. 10.

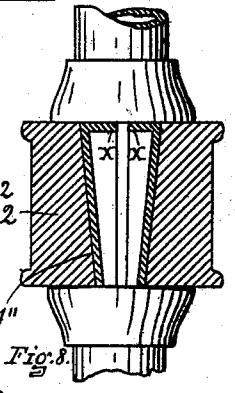


Fig. 8.

WITNESSES

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UNITED STATES PATENT OFFICE.

WILLIAM S. FOSTER, OF UTICA, NEW YORK.

CORNER-FASTENER FOR BEDSTEADS.

SPECIFICATION forming part of Letters Patent No. 725,330, dated April 14, 1903.

Application filed June 26, 1902. Serial No. 113,243. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM S. FOSTER, of Utica, in the county of Oneida and State of New York, have invented certain new and useful Improvements in Corner-Fasteners for Bedsteads; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form part of this specification.

The object of my invention is to provide a corner-fastener for bedsteads of the so-called "dovetailed" form of construction in which the dovetailed member is made somewhat elastic or yielding, whereby breakage is obviated both in the rail and frame members and a better joint secured between the parts.

In the drawings, Figure 1 shows a perspective view of the rail member of a dovetailed fastener embodying the features of my invention. Fig. 2 shows a perspective view of the post or bedstead member. Fig. 3 is a vertical section of the post and rail members when assembled. Fig. 4 is a horizontal section taken on line C D of Fig. 3 of the rail and post members assembled. Fig. 5 is a perspective view of a modified form of construction. Fig. 6 is a side elevation of the same. Fig. 7 is a perspective view of still another modified form of construction. Fig. 8 is a section of the rail and post members assembled of the form of construction shown in Fig. 7 and taken on a line corresponding with E F of Fig. 4. Fig. 9 shows a modified form of construction providing for the reversal of the side rail. Fig. 10 shows a cross-section taken on line with E F of the post member and the rail member of the modified form of construction shown in Fig. 9.

Referring to the reference letters and figures in a more particular description, 1 indicates the rail member, and 2 the post member, of the bed-fastener. The post member is of the ordinary form of construction, having a tapering dovetailed recess 2^a of the usual rounded form. The tenon portion 1^a of the rail member is provided with an opening 3, extending vertically through the same, together with a slit 4, forming the dovetailed member, with two springing or yielding portions *a a*. When inserted in the socket 2^a, the part 1^a can be driven or forced down and it will spring at one end or both ends or throughout its length, so as to provide a firm and complete joint between the rail and post members of the fastener. The fasteners 2 are as usually constructed what are known as "chills" and of hard brittle metal quite liable to break. When a slotted dovetailed tenon similar to 1^a is employed and driven into the socket 2^a in an attempt to form a rigid connection, the parts 2 are very frequently split open or broken. The elasticity of the tenon 1^a is such as to obviate this breaking largely or entirely.

In some cases the opening 3 may be objectionable, particularly on account of its appearance, and to obviate this objection the dovetailed tenon may be somewhat shorter than that shown in Fig. 1 and like that shown at 1′ in Fig. 5, and a cap-plate 5 will then be provided extending from the fastener outwardly over the end of the dovetailed tenon 1′. The cap portion 5 would preferably be small enough so as not to engage in the upper end of the socket 2^a, and hence it would take no part in forming the connection, but simply serve to obviate the objection as to appearance. The open upper end of the opening 3 can also to a large extent be obviated by the construction shown in Fig. 7, in which the upper end of the dovetailed tenon 1″ is provided with the inwardly-turned flanges *x x*.

In the modified form of construction shown in Figs. 9 and 10 a double-ended dovetailed tenon 1‴ is shown, which may be inserted in the socket 2^a of the post member, either side up, whereby the rail becomes reversible. This tenon is provided with an opening 3^a, extending through it, similar to that shown in Fig. 1, and a slit 4^a, extending the whole length, so that the tenon is elastic or yielding, as before described. Of course when the rail and base members are assembled the fastening is made in the lower portion of each only, but it is sufficient and has the advantage of the reversible feature.

Other modifications and changes from those herein indicated may be made without departing from the spirit of my invention.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination of a rail-fixture having a projecting tenon portion with an enlarged tapering elastic outer end connected with the body by a solid neck and a post-fixture having an unyielding socket to receive said tenon portion, substantially as set forth.

2. The combination of a rail-fixture having the projecting tenon portion with an enlarged tapering substantially circular elastic outer end connected with the body by a solid neck and a post-fixture having an unyielding socket to receive said tenon portion, substantially as set forth.

3. The combination of a rail-fixture having a projecting tenon portion with an enlarged and oppositely-tapered elastic outer end connected with the body by a solid neck and a post-fixture having an unyielding socket to receive said tenon portion, substantially as set forth.

4. The combination in a corner-fastener for bedsteads of the post member rigidly secured to the post having a taper socket and the rail member rigidly secured to the rail having an elastic tapering tenon adapted to be received in said socket, substantially as set forth.

In witness whereof I have affixed my signature, in presence of two witnesses, this 14th day of June, 1902.

WILLIAM S. FOSTER.

Witnesses:
J. BENJ. BRADY,
S. A. BROWN.