

D. Babcock,

Bedstead Fastening,

N^o 37,560.

Patented Feb. 3, 1863

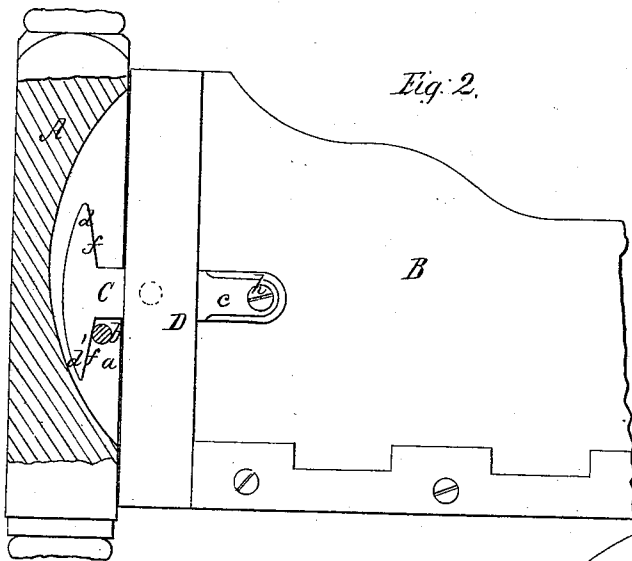


Fig. 2.

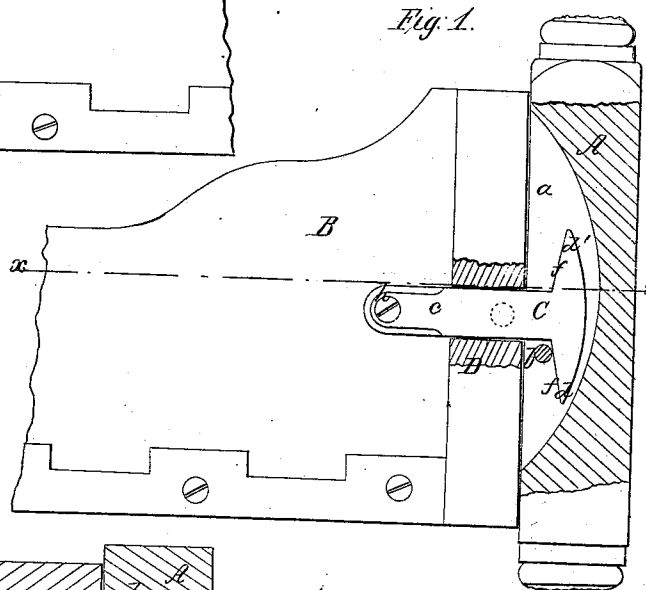


Fig. 1.

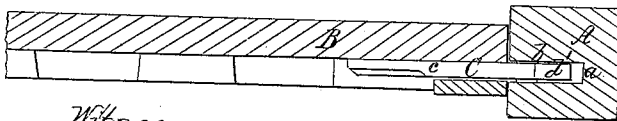


Fig. 3.

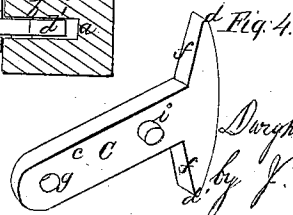


Fig. 4.

Witnesses;
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by J. Fraser & Co., Attys

UNITED STATES PATENT OFFICE.

DWIGHT BABCOCK, OF SENECA FALLS, NEW YORK.

IMPROVED BEDSTEAD-FASTENER.

Specification forming part of Letters Patent No. 37,560, dated February 3, 1863.

To all whom it may concern:

Be it known that I, DWIGHT BABCOCK, of Seneca Falls, in the county of Seneca and State of New York, have invented a new and useful Improvement in Bedstead-Fastenings; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

Figure 1 is an elevation of a portion of one of the rails and posts of a bedstead, exhibiting the device as applied at the right hand of the head of the bedstead and at the left hand of the foot; Fig. 2, a similar view of the same as applied at the left hand of the head and at the right hand of the foot, the position being reversed from Fig. 1; Fig. 3, a transverse horizontal section of Fig. 1 in the plane of the line *xx*; Fig. 4, a perspective view of one of the coupling-hooks, looking on its inner side, or that opposite the side shown in Figs. 1 and 2.

Like letters of reference indicate corresponding parts in all the figures.

My invention consists in the employment of a double-pointed coupling-hook for securing the rails to the posts, adapted to use indifferently at any of the four corners of the bedstead, and provided with a broad bearing vertically, so as to retain the rail in a suitable vertical position relatively to the post without the use of the ordinary dowels, said coupling-hook entering a suitable groove or channel in the post, and engaging with a catch-pin by which the parts are retained together.

The posts A and rails B of the bedstead are of ordinary construction. In the former at the proper position are respectively made grooves or channels *a a*, of just such width transversely as will allow the coupling-hooks hereinafter described to fit therein freely, but without any lateral movement or play, and of a length and depth to allow the hooks to be inserted and removed with facility. These grooves are most conveniently made by a vibrating circular saw, the vibrations of which are sufficient to cut a kerf of suitable width. At the proper position in each groove is situated a catch-pin, *b*, for engaging with the hook, crossing it, as represented. On the inside of the ends of each rail, in the position corresponding with the catch-pin *b*, are respectively secured metallic hooks C C, having an ordinary shank, *c*, by which each is fastened;

but instead of being provided with a single ordinary hook point, as usual, having two points, *d d'*, projecting equally on the opposite sides of the shank to a suitable extent, as clearly represented in the drawings. The inner edges of these points, or the edges that engage with the catch-pin *b*, are preferably made wedging, as shown at *f*, so that when the parts are joined together the weight applied to the bedstead will have a tendency to draw the rail still more closely to the post.

In the outer end of the shank of the coupling-hook is made a screw-hole, *g*, in which fits a screw, *h*, and at the proper position it is also provided on its inside surface with a lug, *i*, Fig. 4, for retaining it securely in place. The coupling-hook thus arranged is readily secured rigidly to the rail by inserting the screw *h* in the extremity, and making a depression or hole for the reception of the lug *i*, which keeps the hook steadily in place and saves the expense of extra screws and the labor of applying them, as well as the additional cost of forming a greater number of screw-holes. To keep the hook still more firmly in place, the ordinary cleat or cross-piece, D, is secured over it, as represented.

In the ordinary arrangement of the coupling-hook, with but a single point, it is apparent that it can be used only on one side of the bedstead at the head, and on the opposite side at the foot. Therefore, two different sets of hooks, or "rights and lefts," are required.

In my improved arrangement, by the use of the double-pointed hooks, the device is adapted to either side indifferently by merely inverting it. Thus, in Fig. 1, it is represented as applied on the right-hand side of the head of the bedstead or the left-hand side of the foot, with the point *d* engaged with the catch-pin *b*. For use on the opposite side, or the left of the head or the right of the foot, as in Fig. 2, it is only necessary to invert the coupling-hook, bringing its opposite point, *d'*, in engagement with the catch-pin. This advantage of providing the hook with the double point is apparent, as the single device thus formed answers the purpose of two in the old arrangement, and is therefore a convenience to the trade as well as the mechanic. Being made in a single casting, it is as cheap, or nearly so, as the ordinary device.

In addition to the advantages above de

scribed there is another important one in the use of this coupling-hook in relation to the slot *a*, in which it rests. In the use of the common hook, its point being only long enough to engage with the catch-pin, it forms no substantial bearing in the post, and therefore it is found necessary to secure a dowel or pin in the lower corner of the rail to fit in a corresponding hole in the post to keep the two parts in a proper vertical line, and steadily and firmly in place, otherwise the rail will become inclined in one direction or the other. By making the hook with the double points *d d'*, projecting on either side, as described, a long bearing is produced, which, fitting in the slot *a*, made of just sufficient width transversely to admit it, will not allow the rail to have any lateral or turning movement, but keeps it al-

ways in a true vertical line relatively to the post, and dispenses with the use of a dowel or any other additional device for the purpose.

What I claim as my invention, and desire to secure by Letters Patent, as a new article of manufacture, is—

The coupling-hook C, provided with the double points *d d'*, for use on the opposite sides of the bedstead, substantially as described.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

DWIGHT BABCOCK.

Witnesses:

J. FRASER,

R. F. OSGOOD.