Oct. 23, 1923. 1,471,556

A. GILDER

BEDSTEAD CONSTRUCTION

Filed March 13, 1922

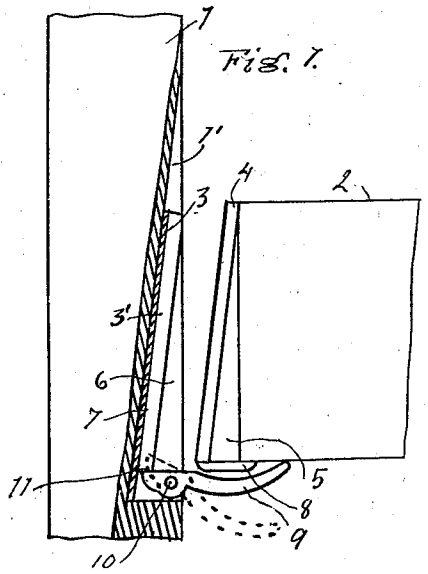


Fig. 1.

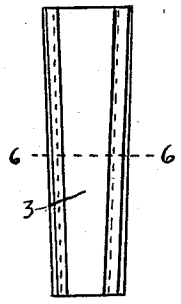


Fig. 3.

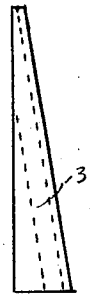


Fig. 4.

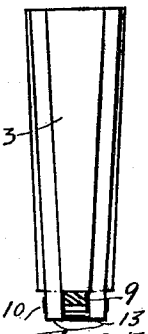


Fig. 5.

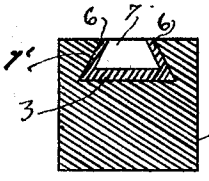


Fig. 6.

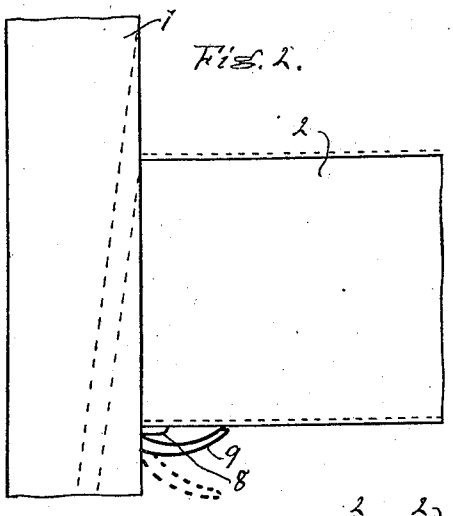


Fig. 2.

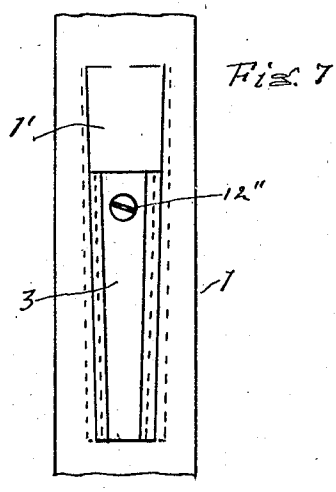


Fig. 7

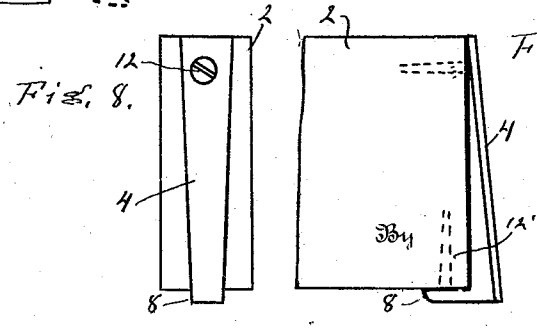


Fig. 8.

Fig. 9.

Inventor

Andrew Gilder

By Ethel J. Gilley

Attorney

Patented Oct. 23, 1923. 1,471,556

UNITED STATES PATENT OFFICE.

ANDREW GILDER, OF GRAND RAPIDS, MICHIGAN.

BEDSTEAD CONSTRUCTION.

Application filed March 13, 1922. Serial No. 543,183.

To all whom it may concern:

Be it known that I, ANDREW GILDER, a citizen of the United States, residing at Grand Rapids, in the county of Kent and State of Michigan, have invented certain new and useful Improvements in Bedstead Construction, of which the following is a specification.

My invention relates to improvements in appliances for connecting the side rails of a bed-stead with the posts, and its objects are: first, to provide a means whereby the rails may be readily and very firmly connected with the posts; second, to provide a means whereby the connecting elements may be readily disconnected and the rails removed without difficulty, and, third, to provide a means whereby the connecting elements may be readily connected with the post and rails of a bed-stead.

I attain these objects by the mechanism and construction of parts shown in the accompanying drawing, in which Fig. 1 is a sectional view of a part of a bed post showing the relative positions of the connecting elements when properly connected with their supporting elements, the posts and the rails. Fig. 2 is an elevation of a part of a bed post and the end of a bed rail showing them as properly connected. Fig. 3 is a front elevation of the post connecting element. Fig. 4 is a side elevation of the same. Fig. 5 is a front elevation of the same showing a means for readily removing the rail connections from the post connections. Fig. 6 is a sectional end view of the post showing the position of the post connecting element. Fig. 7 is a front elevation of a part of the post showing the simple form of connecting element in place. Fig. 8 is an end view, and Fig. 9 is a side view of the rail showing the manner of attaching the rail connecting element.

Similar reference numerals indicate similar parts throughout the several views.

In the construction of these connecting elements I make a dovetailed metal plate 3, shallow at the upper end, and deeper at the lower end, as shown in Fig. 1 and having inwardly inclined outer walls, 6, and a solid connecting back wall 7, which is connected with, or passed into a properly formed slot 1′ in the side of the post 1. And, for the rail connection I make a corresponding metal element composed of a thin body part 5, a broad thin connecting plate 4 arranged at an incline with the end of the rail 2, arranged to form a proper connection with the retaining groove 3′ in the plate 3, as indicated in Fig. 1.

The element 3 may be made in the simple form shown in Figs. 3 and 7 with no means provided for readily removing the rail member, or it may be made with an extension 13 thereon for the support of a lever 9, pivotally mounted as at 10 so the end of the plate 4 will rest upon the point 11 in such a manner that if the lever 9 is forced downwardly the upward movement of its end 11 will lift the end of the rail 2 upwardly and loosen the grip of the plate 4 in the groove 3′ so the rail may be removed without great effort.

I prefer that an arm, 8, be made integral with the lower end of the element 4—5 and made to extend backwardly under the end of the rail sufficiently to provide room for the introduction of a screw 12′ to act in conjunction with the screw 12 for securing the plate to the end of rail.

While the plate 3 is dovetailed into the slot in the post 1, I prefer, also, to make use of a screw 12″ for more firmly holding the plate as continuous and long standing strain upon the plate might, in time, weaken the firmness of the plate, while with the use of the screw there will be no danger of such weakening. The utility of these connecting elements will be next to unlimited, and the construction of the bedstead will be very firm, rigid and lasting.

Having thus fully described my invention, what I claim as new in the art, is:

In bedstead post and rail construction, a dovetailed mortise made longitudinally of the post, a metal lining fitted into said mortise and having a dovetailed slot formed inwardly from the front surface of said lining, said slot being deep and narrow at the lower end and broader and shallow at the upper end, a correspondingly formed tongue

secured to the end of the bed rail in position to accurately fit into said slot, an arm integral with said tongue in position to extend under the end of the bed rail, a lever pivotally mounted in the metal lining of the mortise in the post and so positioned that pressure upon the outer end of said lever will force the inner end thereof upwardly and so loosen the tongue in the groove in the metal lining that the rail may be readily removed from the bedpost.

Signed at Grand Rapids, Michigan, March 7, 1922.

ANDREW GILDER.