No. 860,224. PATENTED JULY 16, 1907.

P. H. MELLON.

FASTENER FOR REVERSIBLE RAILS OF METAL BEDSTEADS.

APPLICATION FILED JULY 23, 1906.

2 SHEETS—SHEET 1.

Fig. I.

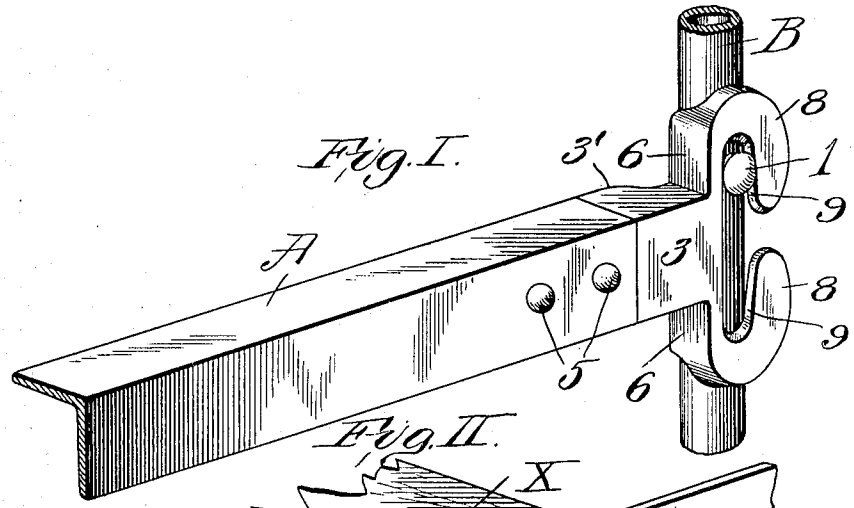
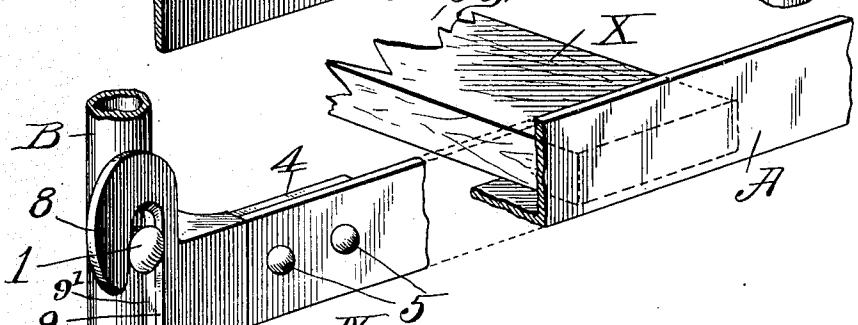


Fig. II.



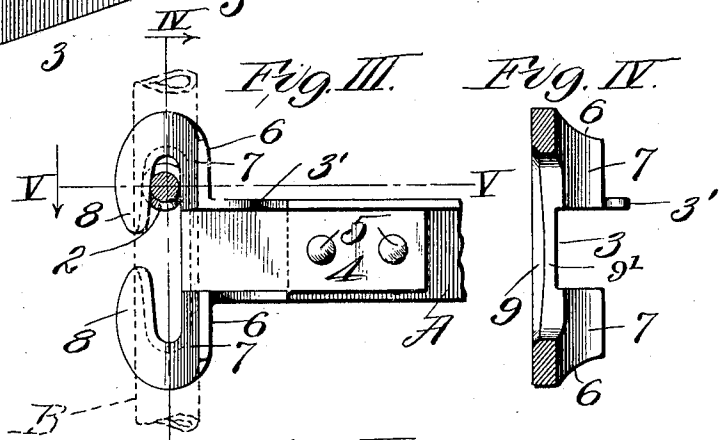
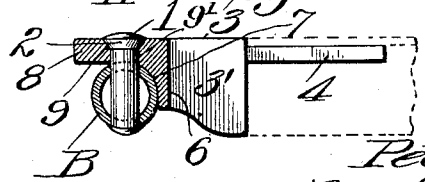


Fig. IV.

IV Fig. V.



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2 SHEETS—SHEET 2.

Fig. VI.

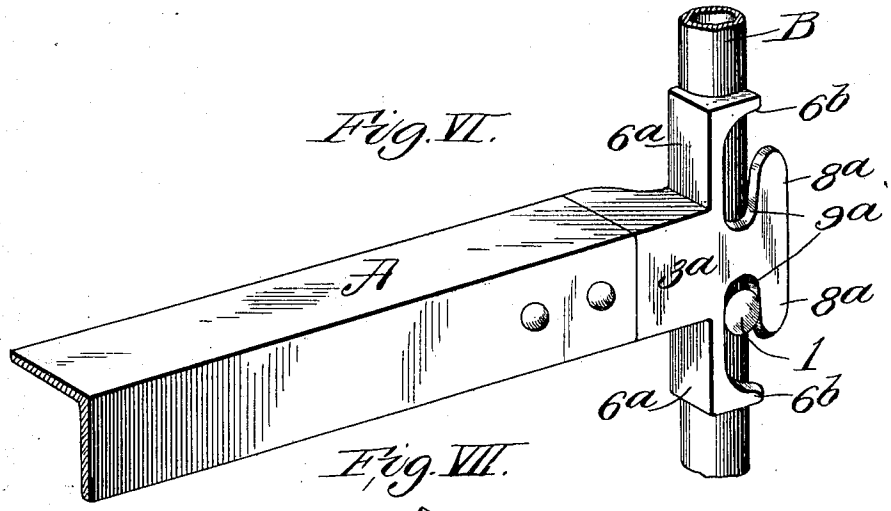


Fig. VII.

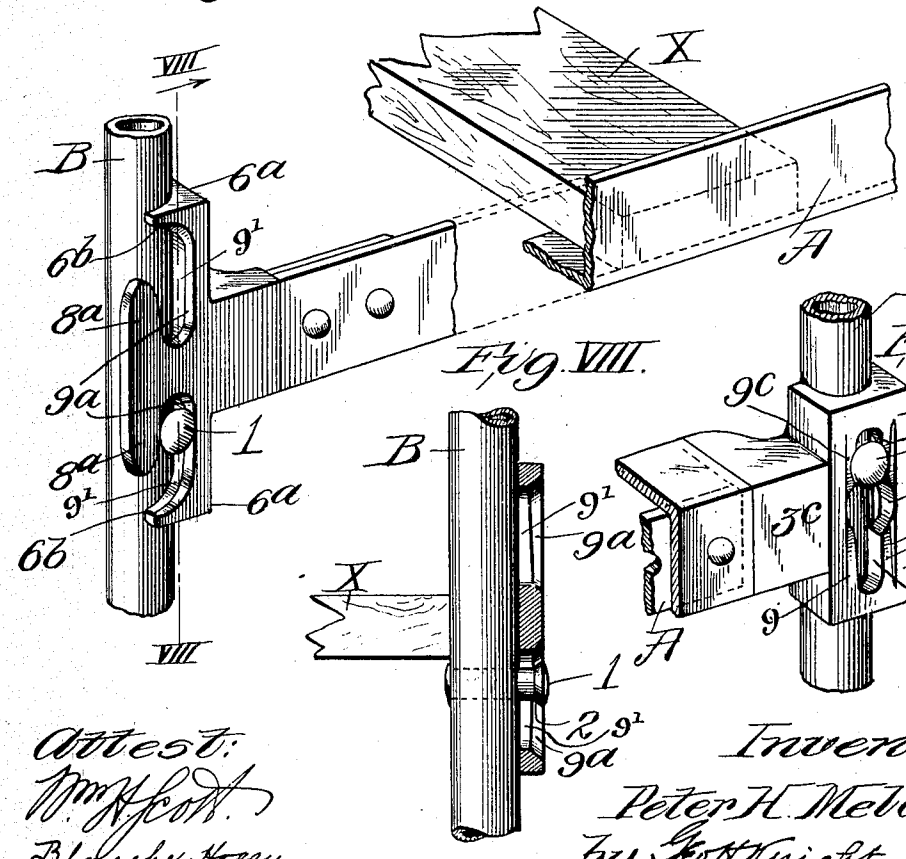


Fig. VIII.

Fig. IX.

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UNITED STATES PATENT OFFICE.

PETER H. MELLON, OF ST. LOUIS, MISSOURI.

FASTENER FOR REVERSIBLE RAILS OF METAL BEDSTEADS.

No. 860,224. Specification of Letters Patent. Patented July 16, 1907.

Application filed July 23, 1906. Serial No. 327,280.

To all whom it may concern:

Be it known that I, PETER H. MELLON, a citizen of the United States of America, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Corner-Fasteners for Reversible Rails of Metal Bedsteads, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to improvements in that class of corner fasteners used with the reversible right angle or L-shaped rails of metal bedsteads, whereby the rails are rendered susceptible of being placed with either of two wings uppermost in order that the rails may be of utility to either serve as supports for springs suspended therefrom, or as supports for slats that in turn support the springs.

Figure I is a perspective view of a portion of a reversible rail and one of my fasteners applied to a bedstead post. Fig. II is a perspective view showing the parts illustrated in Fig. I in reversed positions. Fig. III is a rear elevation of the rail and fastener in the position illustrated in Fig. I. Fig. IV is a vertical section taken through the fastener on line IV—IV, Fig. III. Fig. V is a horizontal section taken on line V—V, Fig. III, and through a bedstead post. Fig. VI is a perspective view similar to Fig. I, illustrating a modification of my fastener. Fig. VII is a perspective view similar to Fig. II and illustrating the modification. Fig. VIII is a vertical section taken on line VIII—VIII, Fig. VII through the modified form of fastener. Fig. IX is a perspective view of another modification.

A designates an L-shape or right angle bar bedstead rail which in the use of my fastener is adapted to be sustained in a horizontal position so that one of its wings may be disposed horizontally at the top of the rail and the other wing may be disposed vertically and extend downwardly from the top wing; also so that one of its wings may be disposed horizontally at the bottom of the rail and the other wing extend vertically from said bottom wing. These two positions of the rail are illustrated respectively in Figs. I and II and when the rail is disposed as first described it serves as a direct support for bed springs which may be connected thereto through the medium of hooks placed over the rail, while in the second described instance the horizontally disposed rail flange at the bottom of the rail serves as a support for spring supporting slats, one of which is shown at X Fig. II, that in turn support the bed springs and which are held from endwise movement by the upwardly extending vertical wing of the rail.

B is one of the posts of a bedstead which is of round form. This post is provided with a stud 1, that is set into or formed integral with the post and projects transversely of the rail to one side. The stud is formed with a button, or head, the rear face of which is beveled or tapered inwardly to the slightly projecting or exposed cylindrical shank or stem of the stud as seen most clearly at 2 Fig. V. The stud receives the fastener about to be described which extends in line with the rail and laps two sides of a post, and each post of the bedstead is provided with one of said studs to receive the fastener that is to be associated with each individual post.

3 designates the vertical body of my fastener which is located in line with the vertical wing of the rail and is provided with an offset shank 4 suitably secured to the rail A parallel with the vertical wing of the rail and preferably secured by means of rivets 5. The body 3 is flush with the outer face of the rail. At each of two sides of the vertical body 3 is an arm 6 extending vertically at right angles to said body in opposite directions and adapted to be fitted against two sides of a bed-post B, the rear sides of said arms being concaved, as shown at 7 Figs. III and IV, in order that they will correspond in contour to the surface of the round bed-post to fit snugly thereagainst and act as braces in the fastener. The arms 6 terminate in hooks 8 located in the same plane as the vertical body which are turned inwardly toward each other and the ends of which are spaced apart sufficiently to permit the passage of the stud 1 between them when the fastener is applied to the bed-post. The outer parts of the inner edges of the hooks 8, the arms 6 and the body 3, which face each other are provided with chamfers 9 that are gradually decreased in width or inclined in directions toward the bases of the hooks, and the inner parts 9^1 of the inner edges of the hooks, the arms 6, and the body 3 which face each other gradually increased in width towards the bases of the hooks as seen in Figs. I, II and IV. When a bedstead rail is to be connected to a bedstead-post in either the position illustrated in Fig. I, or the reverse position illustrated in Fig. II, the fastener is presented to the post in such position that the projecting stem of the stud 1 carried by said post will pass between the inner parts of the hooks of the fastener and the beveled or tapered part of the head of the stud between the chamfered outer parts of the inner edges of the hooks of the fastener so as to closely bind the parts together and prevent any movement between them. The fastener is then lowered with the rail and the stud is caused to become seated between the uppermost hook and the arm of the fastener by which said uppermost hook is carried. As the fastener is forced downwardly, the inclined chamfers at the top of the fastener and located at the rear of the stud head, ride against the stud head with the result of drawing the fastener tightly to the post in order that it will not be susceptible of play relative to the post. At the same time the rear faces of the arms 6 are drawn firmly to the post and so positioned that they will serve as braces both at the top and bottom of the fastener. The vertical body 3 of the fastener is provided with a horizontal wing 3′ which

extends at an angle to said vertical body flush with the outer face of the rail and is adapted to mate or abut against the end of the horizontal wing of the rail A which is not in alinement with said fastener body. This horizontal wing 3′ has the utility of guarding the corner of said first named horizontal wing and prevent the engagement of bedding therewith that might be torn due to such engagement.

In Figs. VI to VIII inclusive, I have shown a modification in which the vertical body 3^a of the fastener is of the same form as that previously described, and is similarly secured to the vertical wing of the bedstead rail. In this modification, however, the vertical transverse arms 6^a projecting from the vertical body of the fastener are curved forwardly at their free ends in the same plane as the vertical body so that they terminate in points 6^b. 8^a are hooks formed integral with the vertical body 3^a and in the same plane and extending in diverging directions at the center of the fastener so that their terminations oppose the points of the arms 6^a. The terminations of the hooks are sufficiently removed from said points to permit the entrance of the stem of the stud 1 of the bedstead post between said members, in order that said stud stem may become seated between the rear edge of a hook and the opposing edge of the facing arm 6^a. The edges of the arms and hooks which face each other are chamfered at 9^a in a manner similar to that previously described and with the same object in view. It is to be noted that the construction in this modification does not differ materially from the construction first described, the only essential point of difference being that the stud engaging hooks of the fastener are located centrally of the fastener instead of at the ends of the arms of such fastener.

In Fig. IX, I have shown another modification in which the fastener has closed hooks instead of open hooks. This fastener consists of a vertical body 3^e carrying a vertical portion in the same plane as the vertical body that provides arms 6^c and contains a vertical slot 6^d enlarged centrally at 6^e to receive the button 1, in order that said button may move toward an end of said slot to seat therein when the fastener is applied to a bedstead post. The face of the vertical portion of the fastener is chamfered at 9^c to receive the head of the stud 1. It will be seen that this modified fastener has the same essential characteristics as the two forms of fasteners previously described, and that it differs therefrom only in the feature of the hooks being closed instead of being open.

I claim:—

A corner fastener for reversible rails of metal bedsteads comprising a round post provided with a stud having a head formed with an inwardly tapered or beveled rear face, and a member for connecting a rail to the round post and stud, constructed with a body having upper and lower brace arms formed with curved inner faces fitting against the round post and with hooks; the said body, brace arms and hooks having the inner parts of their inner edges gradually increased in thickness toward the base of the hooks and engaging the stem of the stud and having the outer parts of their inner edges gradually decreased in width toward the base of the hooks and engaging the beveled rear face of the head of the stud.

PETER H. MELLON.

In presence of—
BLANCHE HOGAN,
E. S. KNIGHT.