

M. Engel,
Bedstead Fastening,
No. 1,562, *Patented Apr. 24, 1840.*

Fig. 3.

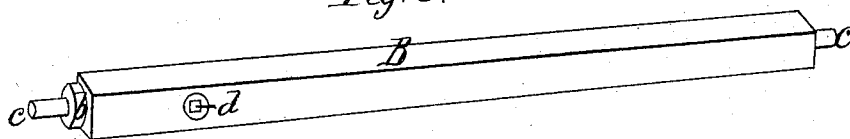


Fig. 2.

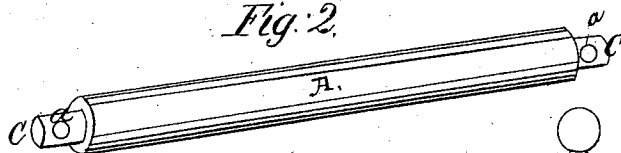
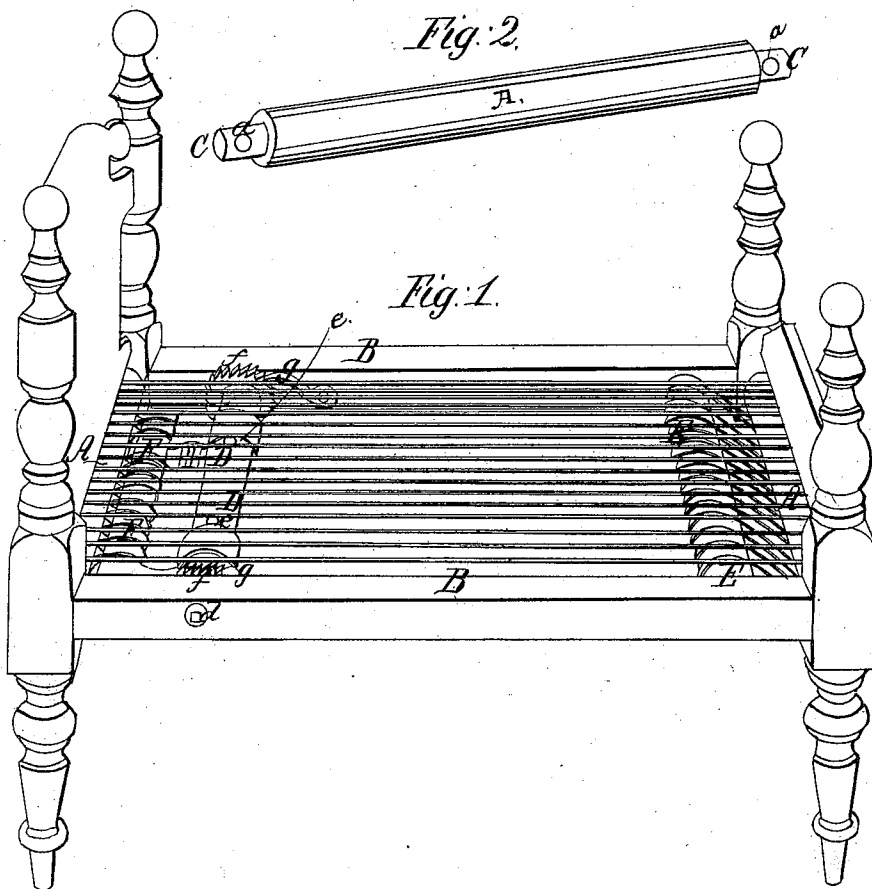


Fig. 1.



UNITED STATES PATENT OFFICE.

MARTIN ENGEL, OF EASTON BOROUGH, PENNSYLVANIA.

MANNER OF CONSTRUCTING BEDSTEADS AND CORDING THE SAME.

Specification of Letters Patent No. 1,562, dated April 24, 1840.

To all whom it may concern:

Be it known that I, MARTIN ENGEL, of the borough of Easton, in the county of Northampton and State of Pennsylvania, have invented an improvement in the manner of connecting the posts and rails of bedsteads and of using and tightening the cord employed instead of a sacking bottom; and I do hereby declare that the following is a full and exact description thereof.

Figure 1 in the accompanying drawing is a perspective view of the bedstead with its corded bottom and the appendages thereof. The head rails, A, A, I make round, as the cord is to pass and be strained around them.

Fig. 2 represents one of the end rails, having tenons C, C, which are to fit into corresponding holes or mortises, in the bed posts. The holes *a*, *a*, in these tenons are to receive pins adapted to them on the ends of the side rails, by means of which the side rails are held up to their shoulders on the bed posts.

Fig. 3 is one of the side rails; these are furnished with a short tenon *b*, at each end fitting into corresponding holes, or mortises, in the posts. Beyond this tenon projects a pin or bolt *c*, which is to pass into the holes *a*, on the tenons of the head rails; these holes should be slightly draw bored, for the purpose of making a close joint between the posts and rails. The tenons are represented as made round, but, if preferred, they may be made square and will answer the purpose equally well. The pins or bolts *c*, may be made either of hard wood, or of iron; these pins serve to bind the end rails and the posts firmly together. The side rails are to be drawn up to the posts by means of the bed cords in a manner to be now described.

D, D, Fig. 1, is a windlass which crosses the bedstead, and the gudgeons of this enter the side rails, through which they may be allowed to pass, and terminate in a square, so as to be turned by a wrench, as at *d*; at *e*, *e*, there are holes into which a pin may be passed for the purpose of turning the windlass instead of using the wrench, should this mode be preferred. This windlass is furnished with notched wheels *f*, and *g*, to hold it in place.

E, E, is a roller having gudgeons which enter the rails B, B; and F, F, is a roller around which the rope is to pass, but not furnished with gudgeons, as it is to be drawn toward the windlass when the rope is strained; it plays freely, therefore, between the side rails; this roller is connected to the windlass by means of the straps *h*, *h*, which are fastened to it and to the windlass, and these by being made to wind around the latter, draw the roller F, F, toward it, and tighten the cord; this roller, and the roller E, E, are the ultimate supports of the cord, its ends being fastened to them.

The following is the manner of passing the cord around the rollers, and rails; this cord should be in one continuous piece. One of the ends of the cord is fastened to the roller F, thence it passes under and over the head rail A', and thence along to, and over the foot rail A, then around this and over and around the roller E, returning back to, and over the foot rail; thence along to and over the head rail, whence it passes over and around the roller F, and back over the head rail, this course being continued until it reaches to the opposite side of the bedstead, when its other end is duly fastened to one of the rollers.

Having thus fully described the manner in which I construct my bedstead and use and tighten the cord and the rails and posts thereof, what I claim as constituting my invention, and which I desire to secure by Letters Patent, is—

1. The manner of connecting the posts and rails together by causing the pins on the ends of the tenons of the side rails, to enter holes prepared to receive them in the tenons of the head rails as herein set forth.

2. I also claim the manner in which I have combined and connected the windlass, the rollers E, and F and the cord upon which they operate, for the purpose of tightening the same, and of straining the side rails and posts together; the whole operating substantially in the manner described.

MARTIN ENGEL.

Witnesses:

ENOCH S. CLARK,
E. A. REEDER.