

H. FOX.

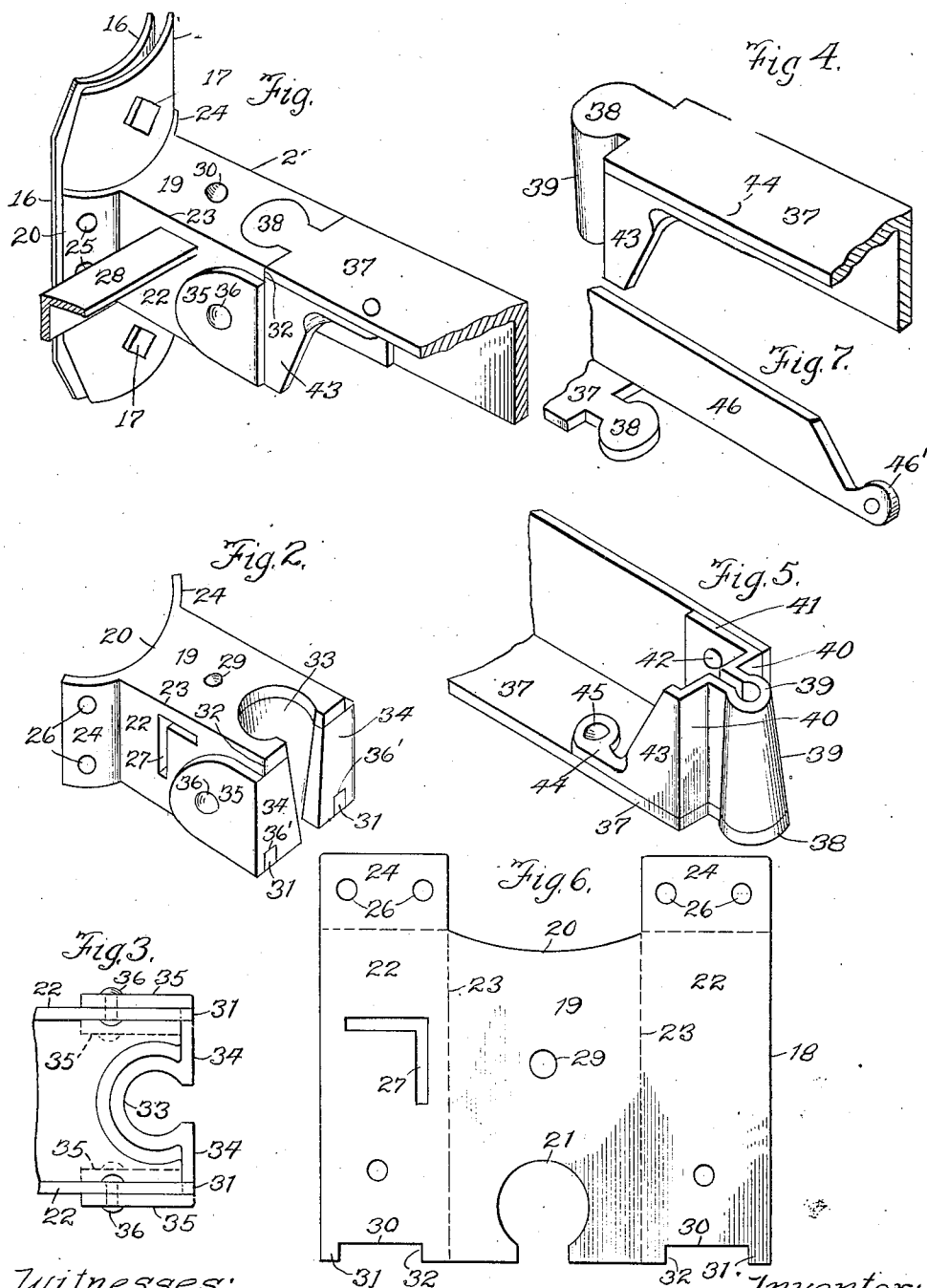
BED.

APPLICATION FILED JULY 22, 1912.

1,055,392.

Patented Mar. 11, 1913.

2 SHEETS—SHEET 1.



Witnesses:  
L. B. Graham  
Milton Lenoir

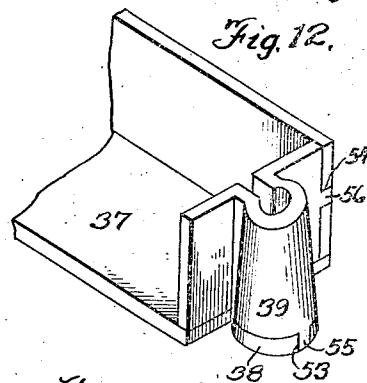
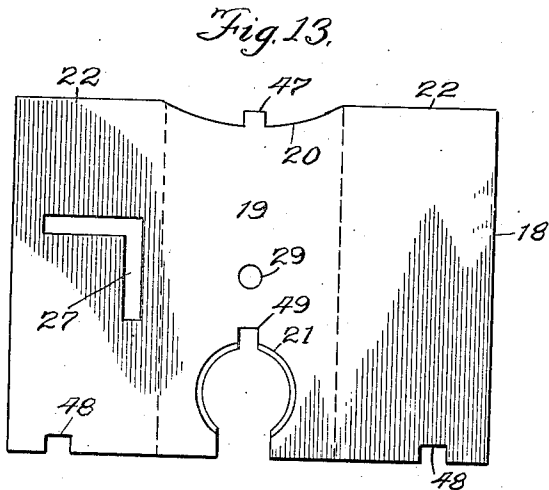
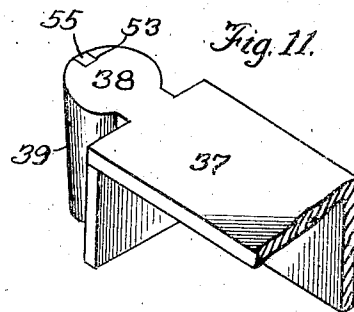
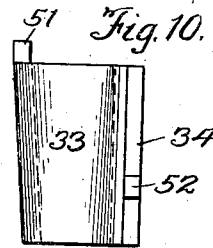
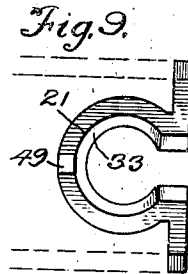
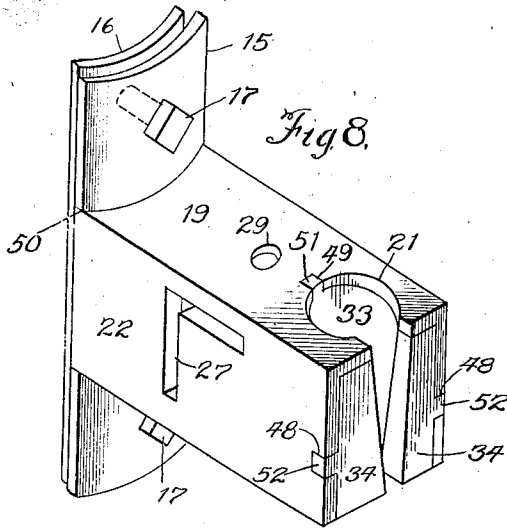
Inventor:  
Harvey Fox  
By *McRoberts*  
his Att'y

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2 SHEETS—SHEET 2.



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# UNITED STATES PATENT OFFICE.

HARVEY FOX, OF CHICAGO, ILLINOIS.

BED.

1,055,392.

Specification of Letters Patent.

Patented Mar. 11, 1913.

Application filed July 22, 1912. Serial No. 710,778.

*To all whom it may concern:*

Be it known that I, HARVEY FOX, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Beds, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention relates to beds and particularly to corner fastenings or couplings for metallic beds, and consists of the matters hereinafter described and then pointed out in the claims.

In the drawings:—Figure 1 is a perspective view, parts being in section, showing a complete coupling embodying various features of my invention with clamping plate for securing it to one of the corner posts; Fig. 2 is a similar view of the post-section of the coupling of Fig. 1; Fig. 3 is a bottom plan view of parts of Fig. 3; Fig. 4 is a top perspective view of the rail-section of the coupling of Fig. 1; Fig. 5 is a perspective view of the parts of Fig. 4 taken from the under side; Fig. 6 is a view of the blank from which the body of the post-section is formed; Fig. 7 is a perspective view of the under side of a blank for a modified form of rail-section head; Fig. 8 is a perspective view of a modified form of post-section; Fig. 9 is a top plan view of parts of Fig. 8; Fig. 10 is a detail side view of the seat shown in Fig. 8; Fig. 11 is a top perspective view showing a modified head assembled on an associated rail; Fig. 12 is a bottom perspective view of the parts of Fig. 11, and Fig. 13 is a view of the blank from which the body of the post-section of Fig. 8 is formed.

In the drawings the reference numerals 15 and 16 indicate the outer and inner clamping or attaching plates used for securing the post-section of the couplings to the posts of the bed, it being understood that the plate 16 fits inside the post and the plate 15 upon the outer face thereof and that they are clamped together and to the post by bolts 17.

The numeral 18 indicates in its entirety a blank out of which the body of the post-section of the coupling is formed, this blank

being cut from a suitable piece of sheet metal, preferably sheet steel, and then bent to form as shown in the various figures to form a connection between the post and side and end rails. Referring particularly to Figs. 1, 2, 3, and 6, as illustrating the preferred form, the top 19 of the blank is curved at one end as at 20 to fit the curvature of the clamping plate 15, and at its opposite end the top is provided with a curved marginal recess or opening 21. The sides 22 of the blank are bent on the lines 23 at right angles to the top and their forward ends project beyond the curved end 20 thereof to form wings 24 which are laterally curved outwardly in the arc of the circle of curvature of the end 20 in order to snugly fit against the plate 15 to which they are riveted as at 25 through the holes 26. The inner side of each post-section is provided with an angular slot 27 to receive one end of the end-rail 28 and the top of each section is provided with an opening 29 to receive a rivet or lug 30 by which the section and end-rail are connected. The opposite ends of the sides 22 are recessed or notched as at 30 to form opposite lugs 31 and shoulders 32. The open end of the body of the post-section is provided with a filler piece constituting the seat portion of the joint between the section and its associated rail, and this filler piece in the form shown in these Figs. 1, 2, and 3 consists of a suitable length of sheet metal of a width to extend from the lower face of the top 19 to substantially flush with the edges of the sides and is bent into curved form at its middle portion corresponding to the curvature of the recess 21 to form the concaved curved seat 33, the diameter of the curvature being gradually decreased from top to bottom of the seat in order to form inwardly beveled or inclined walls. The ends or prolongations of the metal of the filler piece are bent angularly outwardly from the seat to form the sides or faces 34 which extend to points where they will register with the outer faces of the sides 22 and are then rebent angularly so that their ends 35 will lie against either face of the sides to which they are riveted as at 36. The sides 34 of the strips forming

the filler pieces are notched at 36' at the angles of the ends 35 to receive the rearwardly projecting horizontal lugs 31 on the lower corners of the free edges of the sides 22, the sides being held in the recesses 30 to support the filler pieces against vertical displacement.

The side rails are of the usual channel bar formation, and their top horizontal flanges 37 are provided at each end with a projection having an ear 38 which corresponds to and fits within the curved recess or opening 21 of the head of an associated post-section. Each end of each rail is also provided with a downwardly beveled or inclined anchor which corresponds to and fits within any of the curved seats 33; this anchor is formed from a length of stamped sheet metal reversely curved at its middle portion to form the convex portion 39 which at its top edge corresponds to the periphery of the ear 38 and is beveled or inclined downwardly to fit the seat 33, and the material of the anchor is then bent rearwardly and angularly in opposite directions to form the faces 40, and one end 41 is riveted at 42 to the inner face of the vertical web of the rail while the other end 43 is bent inwardly and laterally at 44 and riveted at 45 to the inner face of the horizontal web of the rail.

In the form shown in Fig. 7 the vertical web of the rail is extended as at 46 in sufficient length to be bent around to the same contour as the edge of the projection and ear 38, following also the line of the end of the web 37 and having its end 46' shaped like the end 43 and correspondingly riveted to the web 37.

In the blank shown in Fig. 13 the curved end 20 of the top 19 is provided with a lug 47, and the opposite ends of the sides 22 are provided with recesses 48, the opening 21 also having a square marginal slot 49. The plate 15 is provided with an opening to receive the lug 47 which is then headed over, the plate being also provided with the side recesses 50 to receive the ends of the sides 22, the parts being brazed together, all as shown in Fig. 8. The seat is formed of sheet metal bent substantially to the same form as in Figs. 4 and 5, and the upper edge of the curved portion 33 is provided with a lug 51 entering slot 49 while the sides 34 have lugs 52 entering the recesses 48, the parts being brazed together.

In the form of side rail shown in Figs. 11 and 12 the projection 38 and the vertical web of the rail are provided with recesses 53 and 54 which receive ears or lugs 55 and 56 respectively on the sheet metal anchor 39, the parts being brazed together.

By employing sheet metal for the parts of the joints I am able to provide a much lighter and cheaper construction than

where as heretofore the corresponding parts were made of castings, and I am also able to make the fit or joint between the interlocking parts of the seat and anchor much tighter and smoother as the stampings are all uniform and provide flush and close fitting surfaces whereas with the former castings they were always more or less loose and produced rattling of the parts.

I claim:

1. In a device of the class described, a sheet metal post-section of a bed coupling comprising a body having a top and side portions, the top being curved at one end and having a marginal recess at its opposite end, the sides having marginal recesses in their ends opposite the curved end of the top, and a filler forming the seat for an associated rail and secured in the recesses of the body.

2. In a device of the class described, a sheet metal post-section of a bed coupling comprising a body having a top and side portions, the top being curved at one end and having a convex marginal recess at its opposite end, the sides having laterally extended wings at one end and marginal recesses in their opposite ends, and a filler forming the seat for an associated rail and having angular sides in the recesses of the body and its ends secured to the sides of the body.

3. In a device of the class described, a sheet metal post-section of a bed coupling comprising a body having a top and side portions, the top being curved at one end and having a convex marginal recess at its opposite end, and the sides having wings extending laterally on the curvature of the top curve and shoulders and lugs providing marginal recesses in their opposite ends, and a filler forming the seat for an associated rail and having angular sides below the shoulders and notches to receive the lugs of the body, and its ends secured upon the sides of the body.

4. In a device of the class described, a rail-section of a bed coupling comprising angular webs, one of the webs having an ear, and a head comprising a sheet metal body bent to form a curved anchor conforming to the ear and having its ends secured to the webs of the rail.

5. In a device of the class described, a rail-section of a bed coupling comprising angular webs, one of the webs having a curved ear, and a head comprising a sheet metal body bent to form a curved anchor and having its ends conforming to the curve of the web and beveled toward its lower end, the ends of the body being angularly bent and secured to the webs of the rail.

6. A sheet metal post-section of a bed coupling comprising a body and seat, the

body being shaped at one end to fit an associated bed-post and having a marginal recess in its opposite end, the seat formed from a strip bent to conform to the marginal recess and providing sides below the same, the body and seat being connected together.

In testimony whereof I affix my signature in presence of two witnesses.

HARVEY FOX.

Witnesses:

H. C. LUST,  
J. McROBERTS.