J. Lemman,

Bedstead Fastener.

No. 107,618. Patented Sept. 20. 1870.

Fig. 1.

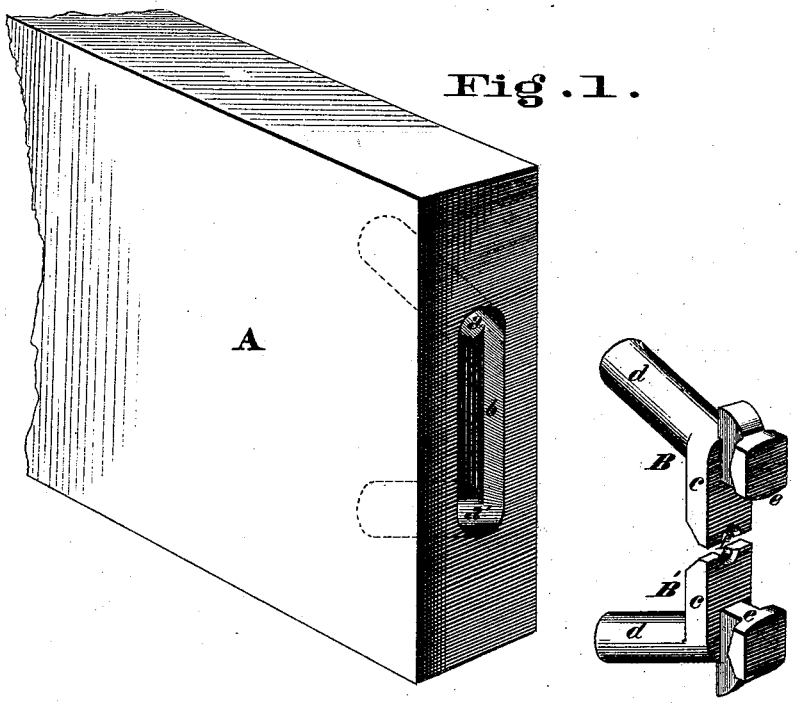
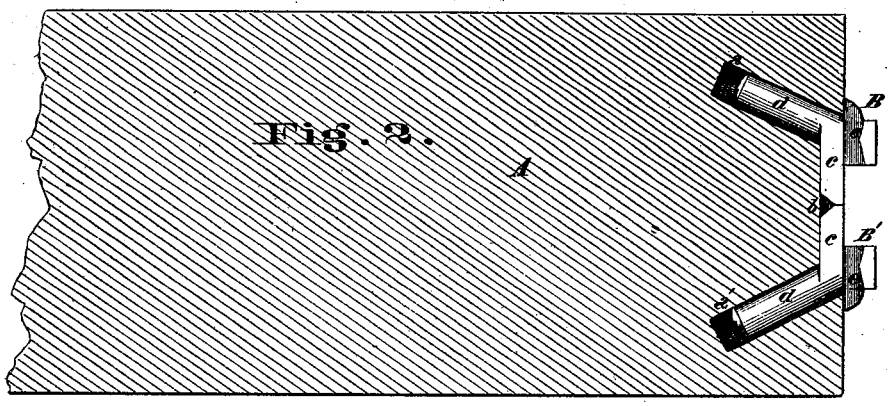


Fig. 2.



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JOHN LEMMAN, OF CINCINNATI, OHIO.

Letters Patent No. 107,618, *dated September* 20, 1870.

IMPROVEMENT IN BED-RAIL FASTENERS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN LEMMAN, of Cincinnati, Hamilton county, State of Ohio, have invented a certain new and useful Improvement in Fastenings for Bedstead-Rails; and I declare the following to be a sufficiently, full, clear, and exact description thereof to enable one skilled in the art to which my invention appertains to make and use it, reference being had to the accompanying drawing making part of this specification.

Nature and Objects of Invention.

My invention relates to the male part of bedstead-fastenings, or that part which carries the tenons and is permanently secured to the rail; and

My invention consists in constructing the fastening of two pieces, with inclined shanks inserted in diagonal holes prepared in the rail, the pieces, when in place, locking together in such a manner as to be capable of resisting any ordinary effort to draw them from the rail, the object of my invention being to produce what has not before been known, viz., a fastening for the rail of a bedstead which can be secured to the rail without the aid of screws, glue, plates, or other device not formed in the casting itself.

Description of the Accompanying Drawing.

Figure 1 is a perspective view of the rail and fastening detached.

Figure 2 is a longitudinal section of the rail, with the fastening in place.

General Description.

The rail A is provided with round holes, *a a'*, bored diagonally, as shown, and a recess, *b*, of a width equal to the diameter of the holes. This work on the rail can be performed by a boring-machine, in which the rail is so secured and guided that the holes *a a'* will be the same distance apart in every rail, and at the same angle. The recess *b* is routed out in the act of moving the rail in the machine from one hole to the other.

B B' represent the combined fastening.

Each piece is composed of body *c*, diagonal shank *d*, and customary T-shaped tenon *e*, the latter for insertion into the female fastening in the bed-post. The ends of the bodies *c* which meet together are beveled or chamfered for a considerable distance, as shown, the balance being square, or at right angles with the bodies. The beveling is provided to enable the pieces, when driven into the rail, to force each other apart, so as to tighten them in the holes.

When the pieces are driven "home" the square faces are brought together, and serve to lock the pieces, so that they cannot be withdrawn from the rail.

In cases of imperfect workmanship, resulting in loose fits, a screw may be inserted into the rail A, between the pieces B B', notches *f* being provided for that purpose, or a wedge may be driven in between the pieces for the same purpose.

Claim.

The fastenings B B', each provided with a diagonal shank, *d*, and adapted, when in place in a bedstead-rail, to lock together, as and for the purpose described.

In testimony of which invention I hereunto set my hand.

JOHN LEMMAN.

Witnesses:

FRANK MILLWARD,

J. L. WARTMANN.