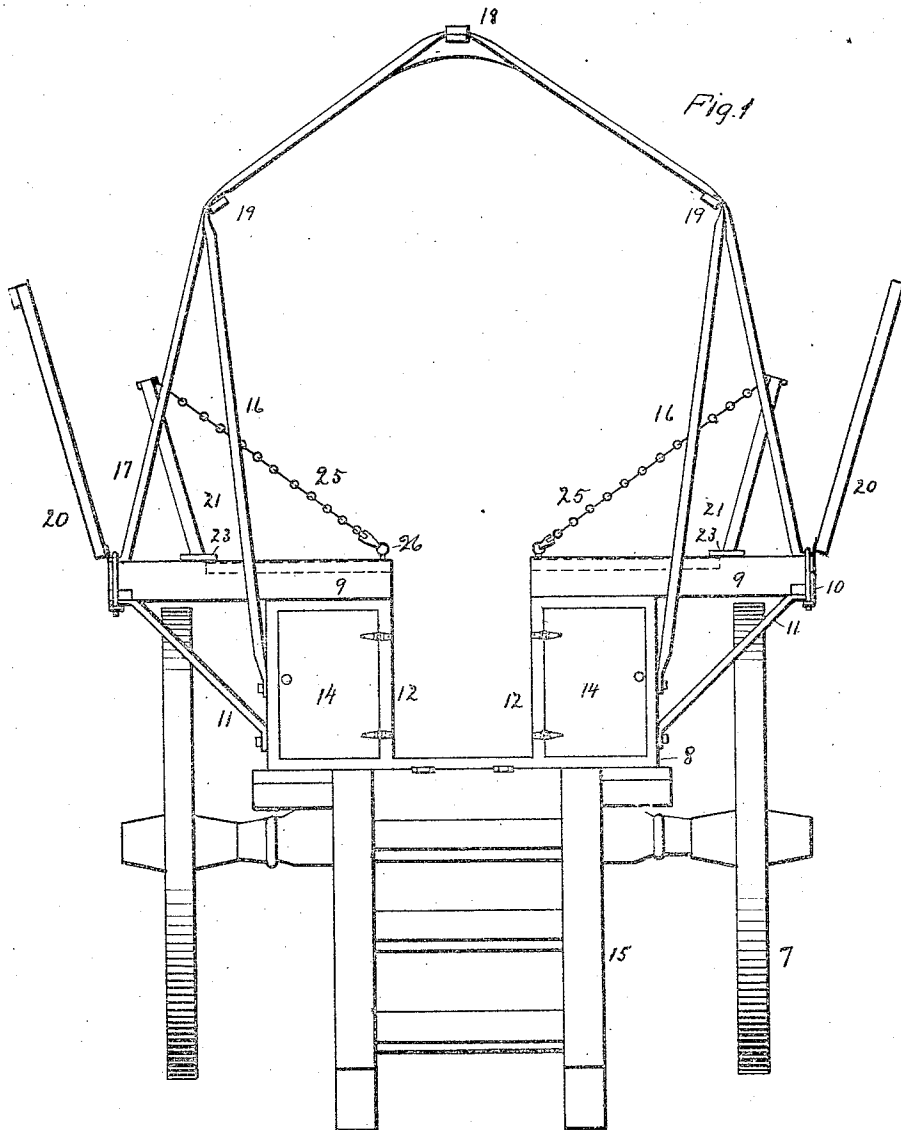


D. L. HARDIN.
CAMPING WAGON.
APPLICATION FILED OCT. 26, 1908.

941,195.

Patented Nov. 23, 1909.
4 SHEETS—SHEET 1.



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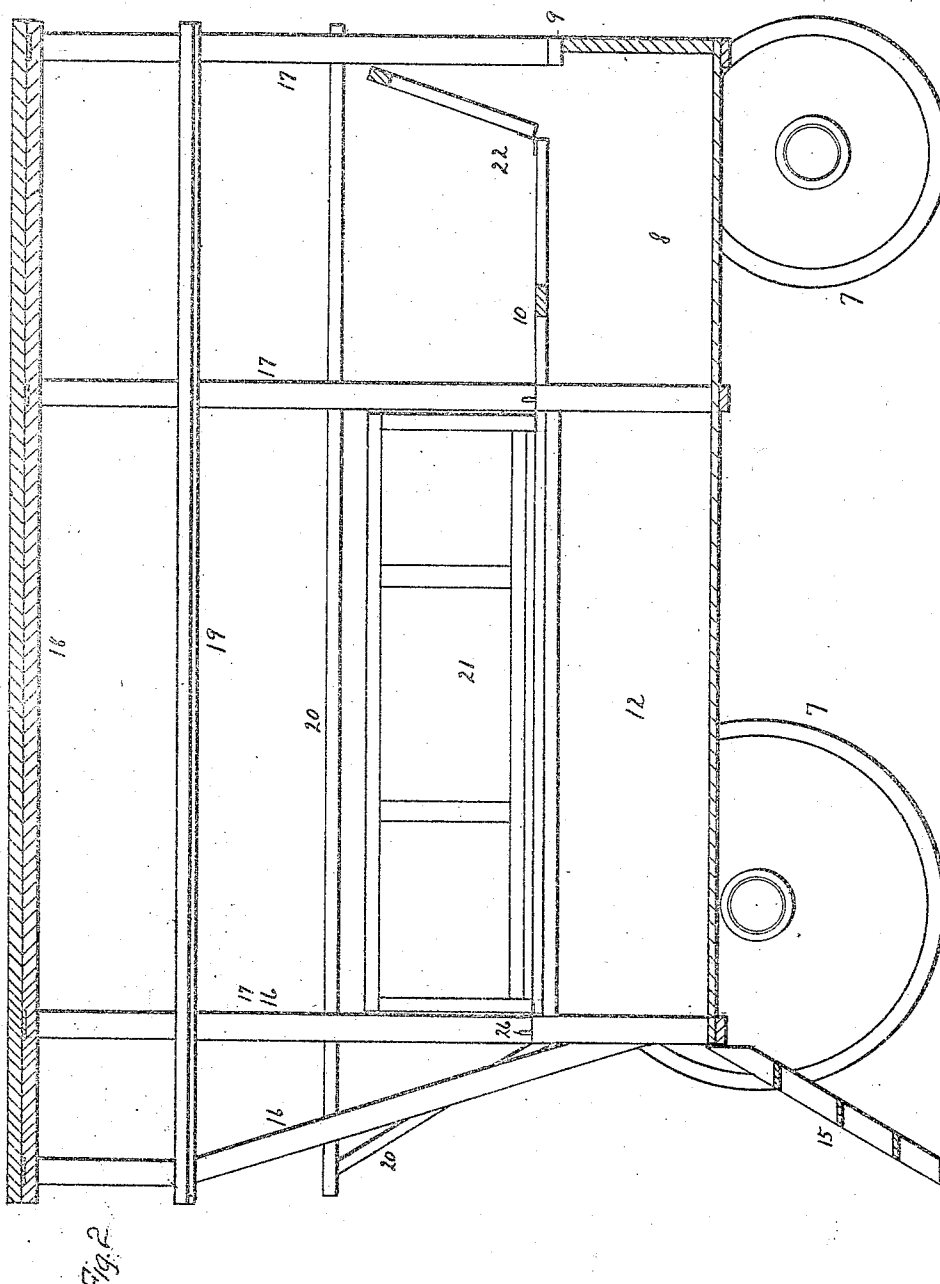


Fig. 2
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4 SHEETS—SHEET 3

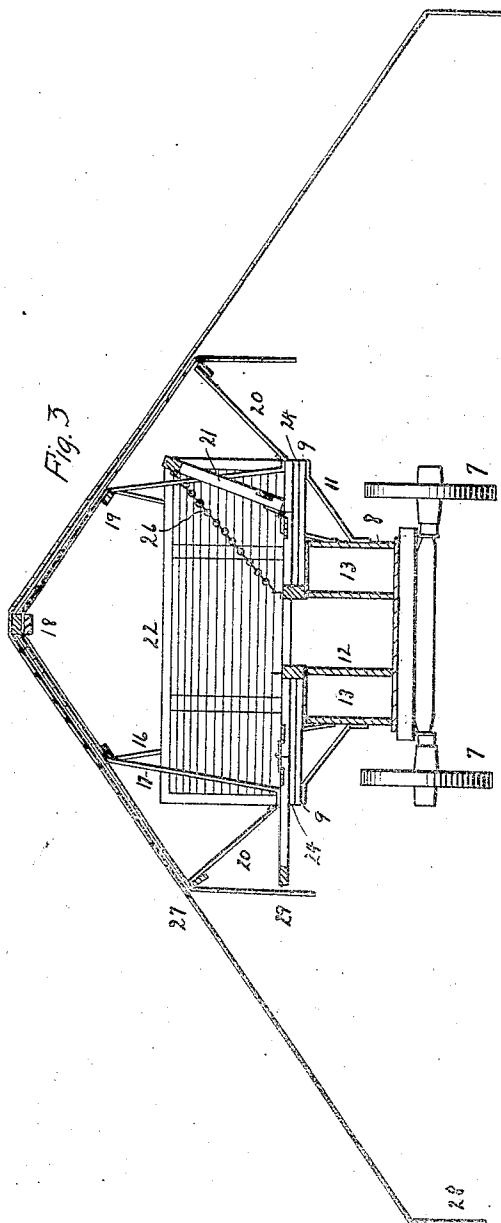
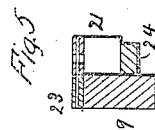
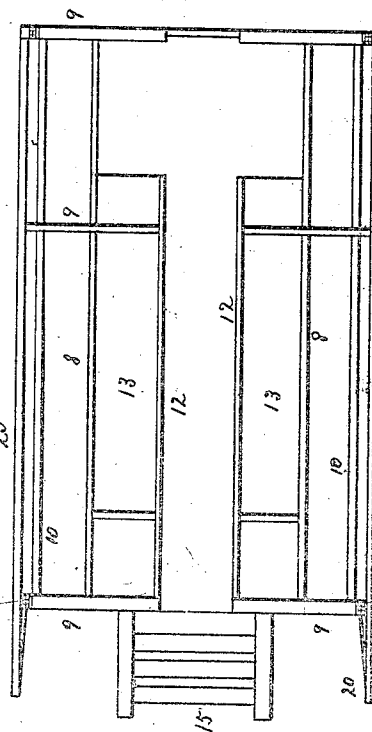


Fig. 4



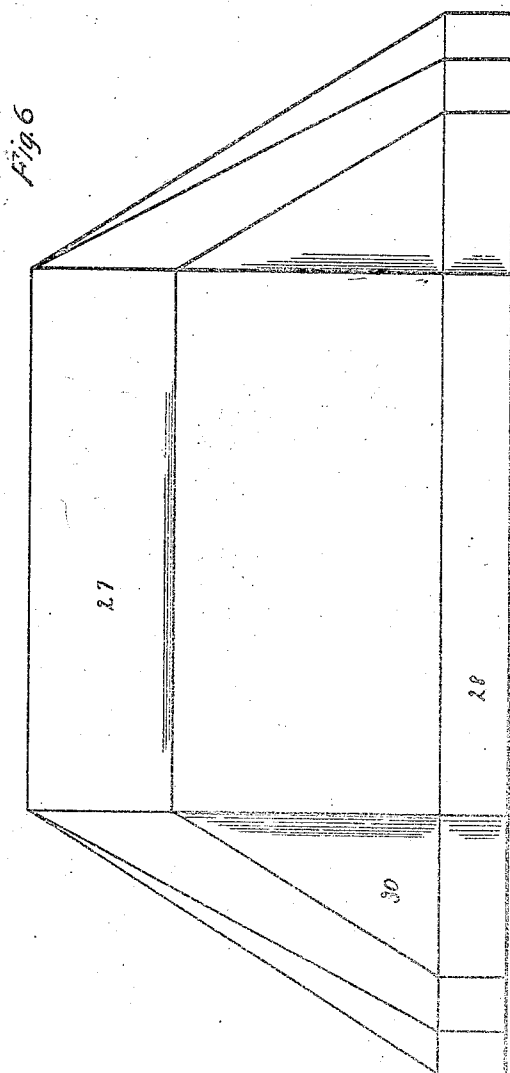
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UNITED STATES PATENT OFFICE

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CAMPING-WAGON.

941,195.

Specification of Letters Patent.

Patented Nov. 23, 1909.

Application filed October 26, 1908. Serial No. 459,512.

To all whom it may concern:

Be it known that I, DANIEL L. HARDIN, a citizen of the United States, residing at Hoyt, in the county of Jackson and State of Kansas, have invented a new and useful Improvement in Camping-Wagons, of which the following is a specification.

The object of my invention is to provide a covered wagon, or other vehicle, which may be readily converted into a tent either with or without walls; also to provide such an apparatus with a special arrangement of beds which may be inclosed by partition canvases; also to provide such an apparatus in which the canvas may be rolled up neatly and held on the frame, without the necessity of stowing away the walls or flies; also to provide the parts, improvements, and combinations hereinafter set forth.

My invention consists of a frame mounted on a vehicle and provided with side wings secured thereto, beds located on the frame so as to be foldable and used both as beds and as seats, a canvas spread over the frame and wings and adapted to reach to the ground, and a second canvas spread over the frame under the main canvas, with an air-space therebetween and adapted to fall down at the sides of the beds to inclose the same; and it also consists of the parts, improvements, and combinations herein set forth and claimed.

In the drawings accompanying and forming part of this specification, and in the description of the drawings, I have shown my invention in its preferred form, and have shown the best mode of applying the principles thereof; but it will be understood that I contemplate changes in form, proportions, and materials, the transposition of parts, and the substitution of equivalent members, within the scope of the appended claims, without departing from the spirit of the invention.

Figure 1 is a rear end elevation of a camping wagon constructed in accordance with the principles of my invention with the canvas removed. Fig. 2 is a center longitudinal section of same. Fig. 3 is a cross section of same with the canvas thereon. Fig. 4 is a plan view of the frame structure, the upper parts of the frame being removed, and the supporting wings being folded inwardly. Fig. 5 is an enlarged detail, showing the manner of securing the hinge on which the side beds are folded to the frame.

Fig. 6 is a side elevation of the canvas all down completely inclosing the wagon.

Similar reference characters indicate like or corresponding parts throughout the several views.

7 is the running gear of a wagon, though it may represent that of an automobile or other vehicle; and 8 is the wagon box. Mounted on the wagon box is a frame comprising the supporting beams 9, the side strips 10, and the supporting braces 11; while the inner ends of the beams may be secured in place in any suitable manner. Thus partitions 12, 12 may be arranged as indicated which form boxes or compartments 13, 13 under the supporting frame for the reception of bedding, apparel, cooking utensils, and the like, and doors 14 may be provided at the ends, or access may be had through the tops of the boxes. To the end of the wagon box is hinged a stairway 15, which may be folded up against the end of the wagon to serve as an end-gate.

16, 16 are uprights secured to the wagon-bed for supporting the frames for the canvas, and 17, 17 are additional uprights for the same purpose secured to the beams 9.

18 is a double ridge-pole; and 19, 19 are poles arranged along each side for holding the canvas well up at the sides and especially for supporting the under canvas as hereinafter explained.

20, 20 are wings hinged to the frame for further supporting the canvas farther out at the sides, being adapted to be folded up against the frame during transportation.

21, 21 are two beds, foldable longitudinally along their centers, their hinges 23 being pivoted to the beams 9, so that said beds are permanently secured to the frame at their hinges.

24 is a cleat along each beam for supporting the beds. These side beds, as shown, are arranged so that they may be used for seats, the outer sections being held in up-turned position by means of the chains 25 which are hooked to the rings or eye-bolts 26; and by releasing the chains, the outer sections may be laid back so as to afford a full width, or double, bed. At the front of the wagon is a similar bed, which is loosely placed on the frame, so that it may be laid out flat, or turned with the outer section up, or turned with the rear or inner section up for the driver.

27 is the main canvas, covering, or tent,

supported on the ridge-pole, the side poles, and the wings 20, and of sufficient length to extend down and beyond the wagon and be secured by ropes and stakes in the ordinary manner and provided with mud-walls 28 in the usual manner.

29 is an inner canvas secured just below the main canvas, so as to leave an air-space between the two canvases, to secure warmth in cold weather and coolness in the warm weather. Preferably this canvas is made of two pieces laced together at the ridge pole, so that, if desired, each piece may be removed and secured to the end of the sides of the tent so as to extend the sides of the tent out farther, as where it may be desired to use the apparatus for commercial purposes, the extensions being used as sun-shade covering quite a large area. The canvases are extended down over the side poles 19, and the wings 20, and drop down outside the wings at the sides of the beds when the beds are laid down, thus making a separate compartment for the beds, or a separate bedroom, the bedding and wagon-box serving to complete the inclosure. The corner pieces 20 may be detachably laced to the canvas, so as to be entirely removable, as in case it is desired to have the tent more open for ventilation, or in case it may be desired to use the corner pieces for inside partitions. The tent may also be provided with ends, as indicated in Fig. 6.

When it is desired to use my apparatus as a tent, it may be spread out as indicated in the drawings. When it is desired to move, then the wings 20 may be folded up against the sides of the frame structure, and the extra lengths of canvas may be folded or rolled up and tied to or draped over said extensions, so as to leave the sides of the wagon open or closed as one may choose, and yet the entire width of the wagon in traveling will be but little if any more than the normal or usual width of any covered wagon. When going into camp, it will obviously be a small matter to let out the canvas, and wings, and secure the guy ropes to stakes.

It will thus be seen that my invention is especially advantageous in the matter of general convenience for both transportation and camping; also in general adaptability to all kinds of conditions likely to be encountered in camping expeditions; also in utility and spaciousness; and in the ease with which it may be converted from a moving vehicle into a tent, and vice versa.

What I claim is:

1. The combination with a wagon-bed, of a frame mounted thereon, a pair of longitudinally foldable beds supported on the

frame at each side of the wagon-bed, hinges for each bed secured to the frame, and a cross bed longitudinally foldable and loosely mounted on the frame.

2. The combination with a wagon-bed, of a frame mounted thereon having a lateral extension on each side of the wagon-bed, a pair of longitudinally foldable beds supported on the frame at each side of the wagon, hinges for each bed secured to the frame, one part of each bed when laid out flat being supportable on one of said extensions, an extension to each side of the frame erected above each bed and extending out approximately to said bed-supporting extensions, a canvas covering for said frame above the wagon-bed and above said beds, said covering being supported on said second-named extensions and forming a wall at the outer limit of the respective beds, and another canvas covering over said first-named covering and spaced apart therefrom and adapted to be extended to the ground.

3. The combination of a wagon-bed, a frame mounted thereon, a pair of longitudinally foldable beds supported at each side of the wagon-bed, a canvas-supporting frame erected thereover, lateral canvas-supporting wings hinged to each side of the first-named frame, and a canvas covering therefor of sufficient length to be extended to the ground.

4. The combination of a wagon-bed, a frame mounted thereon, a pair of longitudinally foldable beds supported at each side of the wagon-bed, a canvas-supporting frame erected on said first-named frame, a lateral canvas-supporting wing hinged to each side of said first-named frame, an inside canvas covering extending over said supporting frame and wings and having a wall at each side adjacent to the respective beds, and an outside canvas covering therefor spaced apart from the inside covering and of sufficient length to extend to the ground.

5. The combination with a wagon-bed, of a frame mounted thereon, a canvas-supporting frame erected on said first-named frame, a lateral extensible canvas-supporting frame at each side of the said first-named frame, an inside canvas covering over said frames its ends forming walls inclosing the sides of said frames, and an outside canvas covering of a length adapted to be extended to the ground.

In testimony whereof I have hereunto signed my name in the presence of witnesses.

DANIEL L. HARDIN.

Witnesses:

CHAS. W. CULP,
LEWIS C. BURNS.