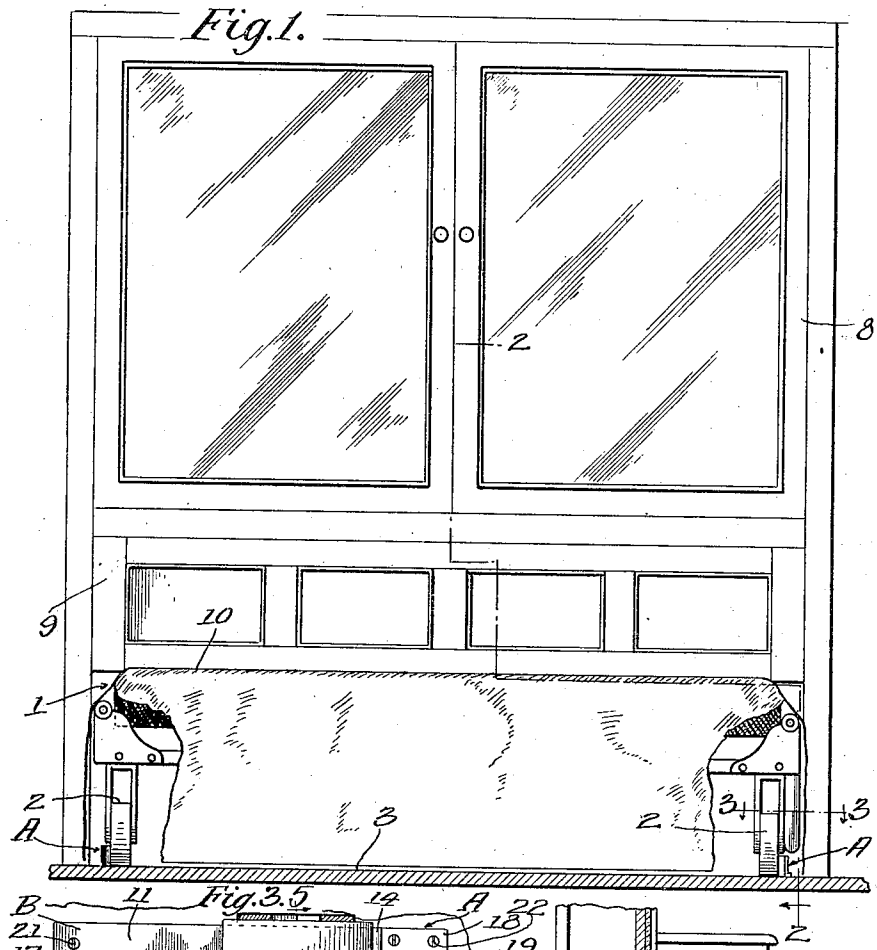
N. E. MAY.

COUCH BED STOP.

APPLICATION FILED OCT. 31, 1912.

1,071,645. Patented Aug. 26, 1913.

Fig. 1.



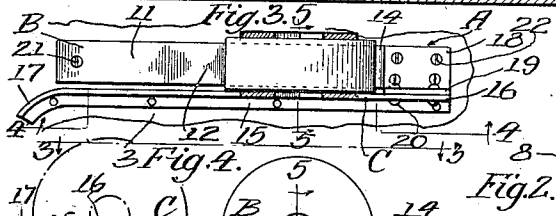


Fig. 4.

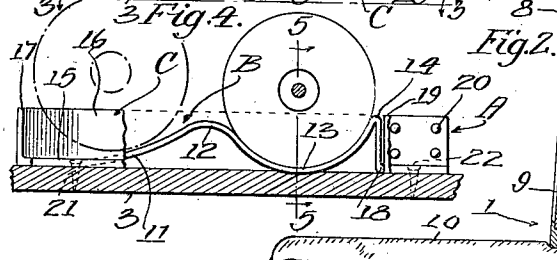


Fig. 2.

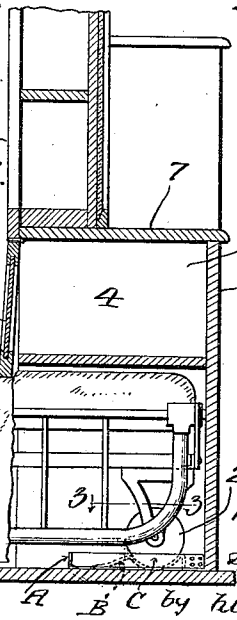
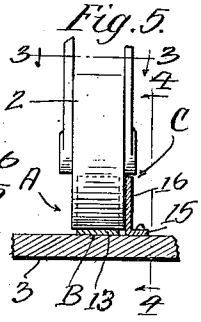


Fig. 5.



Witnesses:
W. S. Mellis
F. Williams

Inventor
Newton E. May
Semer G. Wells,
by his Attorney

COLUMBIA PLANOGRAPH CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

NEWTON E. MAY, OF LOS ANGELES, CALIFORNIA, ASSIGNOR TO ROSE MAY, OF LOS ANGELES, CALIFORNIA.

COUCH-BED STOP.

1,071,645. Specification of Letters Patent. Patented Aug. 26, 1913.

Application filed October 31, 1912. Serial No. 728,813.

To all whom it may concern:

Be it known that I, NEWTON E. MAY, a citizen of the United States, residing at Los Angeles, California, have invented a new and useful Couch-Bed Stop, of which the following is a specification.

In my former application, filed August 21st, 1911, Serial No. 645,305, for couch beds, I have shown, described and claimed a bed which moves sidewise half way into a wall, so that the front part of the bed may be used as a couch, and these beds are made on easy running wheels, not swiveled but adapted to run easily in a straight line, and when the bed is moved into the wall and used as a couch, it is necessary to have some kind of a brake or stop to hold the bed from running out of the wall when a person sits down upon the couch part and leans back against the wall.

The object of my present invention is to make a convenient means for holding the bed in the couch position, and my invention consists of the novel features herein shown, described and claimed.

In the drawings—Figure 1 is a front elevation of a couch bed in position in a recess, parts being broken away to show my couch bed stop in use. Fig. 2 is a fragmentary vertical cross-section on the line 2—2 of Fig. 1, and looking in the direction indicated by the arrow. Fig. 3 is a fragmentary horizontal sectional detail upon an enlarged scale, taken on the lines 3—3 of Figs. 1, 2, 4 and 5, and looking downwardly, as indicated by the arrow. Fig. 4 is a fragmentary vertical cross-section on the lines 4—4 of Figs. 3 and 5, and looking in the direction indicated by the arrow. Fig. 5 is a fragmentary sectional detail on the lines 5—5 of Figs. 3 and 4, and looking in the direction indicated by the arrow.

Referring to the drawings in detail: The couch bed 1 is mounted upon the non-swiveled wheels 2, said wheels being set crosswise of the bed so that the bed will move sidewise upon the floor 3. The recess chamber 4 is formed by building the wall 5 upwardly from the floor 3 nearly twice as high as the bed, the ends of the recess being closed by the walls 6 and the front of the recess being normally open. The book-case or cupboard 7 rests upon the walls 5 and 6 and the front face 8 of this cupboard is intended to be set flush with the wall of the room. The couch back 9 is hinged to the front lower corner of the cupboard 7, so as to swing downwardly and engage the bedding 10 upon the bed, so that when the bed 1 is moved backwardly into the recess 4 and the back 9 swung downwardly to a vertical position, a couch is formed. In order that the bed 1 may run easily upon the floor, the wheels 2 are made large and strong, and when the bed is in position to be used as a couch and a person sits upon the couch part of the bed and leans against the back, the bed will not stand still upon the floor without some kind of a brake or stop. In order to overcome this difficulty I provide the couch bed stops A, one for each of the two rear wheels of the bed. These stops A are duplicates, made right and left, and in Figs. 2, 3, 4 and 5 I have shown the details of the right hand stop in Fig. 1, and said details are as follows: The track bar B is a piece of heavy strap iron bent or forged to form the incline 11, the forward stop 12, the depression 13 and the rear stop 14. The depression 13 connecting the stops 12 and 14 is curved to fit the rear wheel 2, so that when the wheel 2 runs backwardly up the incline 11, over the stop 12 into the depression 13, the stops 12 and 14 will hold the wheel sufficiently from going either backwardly or forwardly, thereby holding the couch steadily in position. Of course the more weight there is upon the couch, the more firmly it will be held from running upon the floor. When there is no weight upon the bed and sufficient effort is applied to the bed the wheel will run out of the depression 13 over the stop 12.

The guide bar C is a piece of angle iron bent or forged to form the attaching flange 15 adapted for being secured to the floor 3 and the guide flange 16 extending upwardly from the attaching flange. The forward end 17 of the guide flange 16 being bent outwardly and extending forwardly beyond the forward end of the track bar B.

The track bar B and the guide bar C are secured together at their rear ends, there being an attaching plate 18 extending backwardly from the stop 14 and a flange 19 extending upwardly from the outer edge of the attaching plate, said flange 19 being se-

cured to the rear end of the guide flange 16 by rivets 20. The track bar B is secured to the floor 3 by screws 21 and 22.

The couch bed stops A are placed upon the floor 3 in front of the wall 5 and so as to hold the bed 1 in the right position to have the desired amount of the bed projecting in front of the couch back 9 and so as to hold the bed 1 from jamming against the wall 5.

When it is desired to use the couch bed as a bed, it is pulled out upon the floor, and when it is desired to put the bed out of use as a bed and into use as a couch, it is moved backwardly toward the recess 4 and the couch back 9 is swung forwardly and upwardly and the bed is passed into the recess 4, and as the rear wheels 2 approach the track bars B the guide bars C will move the bed laterally, one way or the other, so that the wheels will run upon the track bars.

Thus I have produced a couch bed stop which will hold a couch bed steady upon the floor and which requires no latches, catches, springs or levers for operation.

The details of construction may be varied in many ways without departing from the spirit of my invention as set up in the following claims.

I claim—

1. A wheel-stop comprising a track bar having a forward incline and stop and a depression and rear stop; and a guide bar extending upwardly beside the track bar, the forward end of the guide bar extending beyond the forward end of the track bar, and said forward end being bent outwardly.

2. A wheel-stop comprising a track bar formed of strap iron and having a forward incline and stop and depression and rear stop; and a guide bar of angle iron beside the track bar, the forward end of the guide bar being bent outwardly and extending forwardly beyond the forward end of the track bar; there being a rigid connection between the rear end of the track bar and the rear end of the guide bar.

NEWTON E. MAY.

Witnesses:
MAX JENNEY,
CHESTER SWAN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."