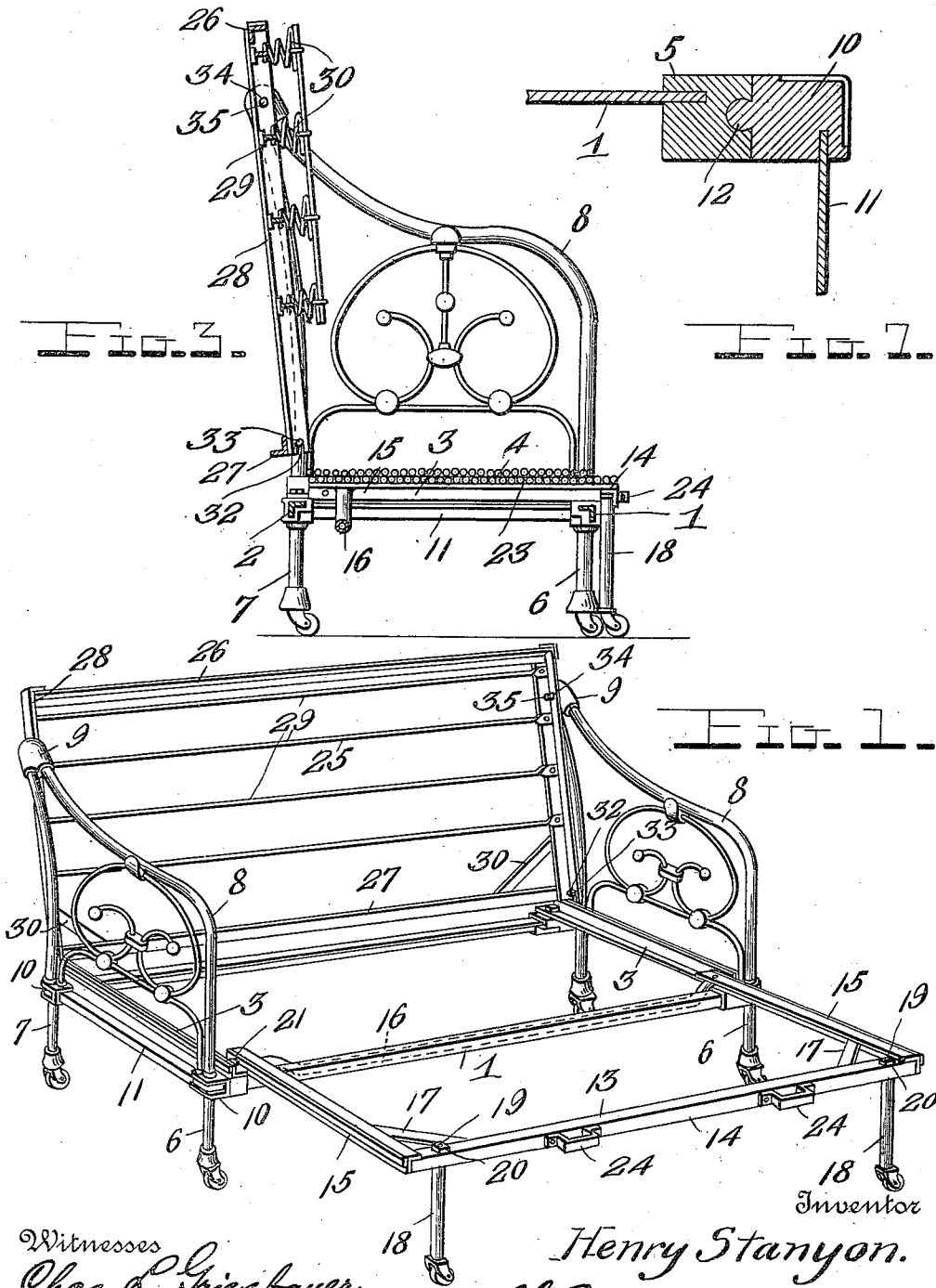


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DAVENPORT BED.
APPLICATION FILED DEC. 6, 1909.

990,401.

Patented Apr. 25, 1911.

2 SHEETS—SHEET 1.



Witnesses
Chas. R. Griesbauer.
C. H. Griesbauer

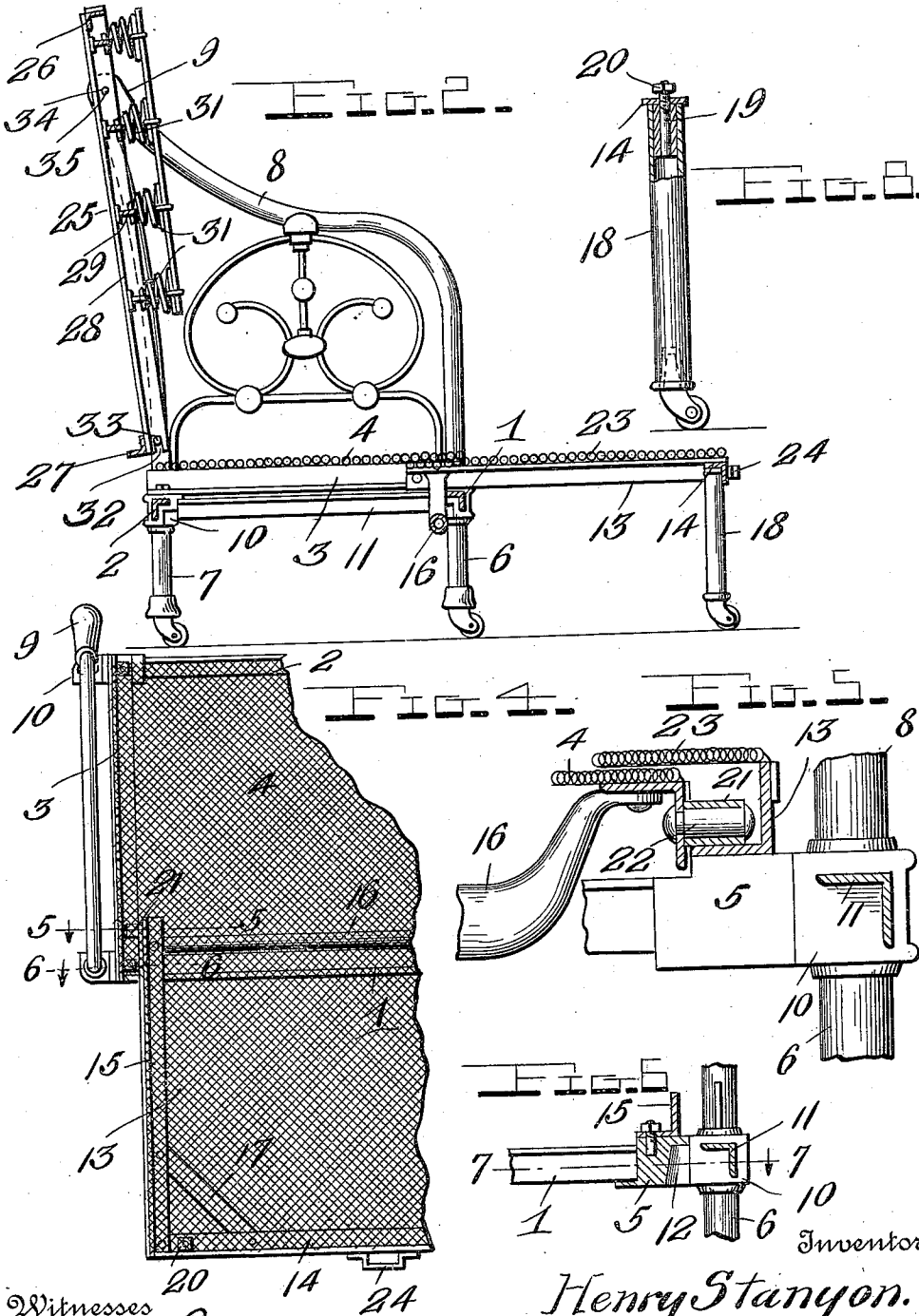
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UNITED STATES PATENT OFFICE.

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DAVENPORT-BED.

990,401.

Specification of Letters Patent.

Patented Apr. 25, 1911.

Application filed December 6, 1909. Serial No. 531,678.

To all whom it may concern:

Be it known that I, HENRY STANYON, a subject of the King of Great Britain, residing at Toronto, Ontario, Canada, have invented certain new and useful Improvements in Davenport-Beds; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in davenport beds.

The object of the invention is to provide a davenport bed composed of detachably connected parts so that the entire device may be readily knocked down or taken apart for convenience in shipment or storage, and I accomplish this object by providing a stationary seat or bottom section which is detachably connected to the end members or sections and which when connected, or in its operative position between the end members, will cause such members to lock the back section or member in position between the end members.

With the foregoing and other objects in view the invention consists of certain novel features of construction combination and arrangement of parts, as will be more fully described and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is perspective view of the frame of my improved davenport, showing the seat portion in an extended position, Fig. 2 is a vertical sectional view of the same showing the seat portion extended and springs arranged thereon and on the back of the davenport, Fig. 3 is a similar view showing the extensible seat section in retracted position, Fig. 4 is a plan view of one end of the davenport with the seat portion in extended position and the back portion removed, Fig. 5 is an enlarged detail sectional view on the line 5—5 of Fig. 4 showing the manner in which the inner edge of the extensible section of the seat is slidably supported on the stationary section, Fig. 6 is a similar view on the line 6—6 of Fig. 4 showing the detachable connection or joint between the seat and end frames of the davenport, Fig. 7 is a horizontal section on the line 7—7 of Fig. 6, Fig. 8 is a side view partly in section of one of the front supporting legs of the extensible section of the seat showing the manner of con-

necting the leg to the front bar of the section.

In the construction of my improved davenport, I provide a stationary seat section comprising a front cross bar 1 and a rear cross bar 2 said front and rear cross bars being connected together at their opposite ends by side or end cross bars 3 which form tracks and to which are connected the opposite ends of the woven wire fabric 4 forming the spring bottom of the stationary seat portion of the davenport. On the opposite ends of the front and rear bars 1 and 2 of the stationary seat section are formed one member 5 of the joint or connection between the seat portion and the ends of the davenport.

The end frames of the davenport comprise front and rear legs 6 and 7 said front legs being extended upwardly and rearwardly to form the arms 8 of the davenport while the legs 7 are continued upwardly to form the back support, said back support and arms being connected together at their upper ends by a casting 9 as shown. On the front and rear legs, 6 and 7 at the proper height for the seat of the davenport are arranged joint castings 10. The castings 10 on the front and rear legs of each end frame are connected together by end cross bars 11 which are preferably formed integral with said castings.

On the inner sides of the casting 10 are formed tapered lugs or coupling members 12 of the joints or couplings between the end frames or members and the stationary seat section or bottom. These lugs 12 are detachably engaged with tapered sockets formed in the coacting coupling or joint members 5, as clearly shown in Figs. 6 and 7 of the drawings. It will be understood that the joint members 5 are thus detachably engaged with the joint or coupling members 10 on the end frames so that the stationary seat section or portion of the davenport may be readily disengaged from the end frames for the purpose of packing the parts of the davenport together. In the space formed by the end cross bars 11 and the upper extension of the legs which forms the arm and back support may be arranged a suitable scroll work of any suitable design. Said scroll work also serves to brace and support the arms and ends of the davenport.

Adapted to be slipped inwardly and out-

wardly between the woven wire springs 4 of the stationary seat portion and the frame work of said portion is an extensible seat section 13, said seat section comprising a front bar 14 to the opposite ends of which are connected side or end bars 15. The side or end bars 15 are connected together at their inner ends by a downwardly curved rear bar 16. The front bar 14 and the end bars 15 are connected together by diagonally arranged brace bars 17. The outer section of the extensible portion of the bottom or seat is supported by legs 18 which are preferably of tubular construction and have secured in their upper ends upwardly projecting bolts 19 which are engaged with the front bar 14 of the extensible section and are secured in place by nuts 20.

The inner portion of the extensible section of the seat is slidably supported on the side or end bars 3 of the stationary seat section by means of supporting rollers 21 journaled on pins or posts 22 the inner ends of which are secured in the side or end bars 15 of the extensible section of the seat. By thus supporting the inner portion of the extensible section of the seat said section may be readily pulled outwardly or slipped inwardly below the spring fabric bottom of the stationary seat section of the davenport. The extensible section of the seat is also provided with a spring fabric bottom 23 preferably formed of woven wire as shown. To the front bar 14 of the extensible seat section is secured suitable handles 24 whereby said sections may be pulled out or pushed in. The front and rear bars of the stationary seat section, the front bar of the extensible seat section, and the end cross bars of both of said sections of the seat as well as the end cross bars of the end frames are all preferably formed of angle iron bars and the legs and arms and back supporting portions and the davenport are preferably formed of tubular metal and in the lower ends of said legs are arranged casters of any suitable construction.

Detachably engaged with the back supporting portions of the end frames is a back frame 25. The back frame 25 consists of upper and lower angle iron bars 26 and 27 which are connected together at their outer ends by end cross bars 28, also formed of angle iron. The angle iron end bars are connected together by a series of flat metal spring supporting bars 29 and said end bars and bottom bar of the back are also connected by obliquely disposed brace bars 30. To the spring supporting bars 29 are secured springs 31, the outer portions of which are suitably connected together and which are adapted to be upholstered to form the back of the davenport. In the lower ends of the end bars 28 of the back are formed notches 32 which are adapted to be detachably en-

gaged with pins or studs 33 secured to and projecting inwardly from the inner sides of the back supporting extensions of the rear legs of the end frame. In the upper portion of the end bars of the back are formed apertures 34 which are adapted to be engaged with pins or studs 35 formed on and projecting inwardly from the castings which connect the arm bars and the rear leg extensions of the end frames.

In setting up the davenport the stationary bottom section is first loosely engaged with the end members in the manner in which the side rails of a metal bedstead are connected to the head and foot boards. The notches 32 of the back section are then engaged with the pins 33 of the end members and the back swung upwardly into operative position, the loose connection of the bottom section with the end members permitting the upper ends of said end members to be sprung outwardly a sufficient distance to engage the pins 35 on said end members with the apertures 34 in the back. When these pins have been so engaged the bottom section is forced down in tight engagement with the end members which draws said end members toward each other and securely locks the pins 35 in the sockets or apertures 34 of the back whereby the parts are rigidly connected. To knock down or separate the parts of the davenport the bottom section is loosened from the end members by an upward blow on the side members thereof and the upper ends of the end members are then sprung outwardly, to release the back off of the pins 35 and when so withdrawn the back may be lifted to disengage the notches 32 from the pins 33. After the back has been removed, the bottom is lifted to detach it from the end members and the individual parts may then be readily handled for moving or other purposes.

From the above it will be seen that by making the stationary bottom or seat section of a rigid rectangular frame and providing at its four corners coupling members which detachably engage coacting coupling or joint members on the end members, when the coacting coupling members are engaged, the end members will be rigidly locked to the seat section and will be held in upright position for the purpose of locking the detachable back member or section between the rear portions of the end members or frames. In other words, when the back member or section is hung on the vertically spaced pins carried by the end members and the seat section is locked by the coacting coupling members 5, 10, to said end members, the back section will be locked and it cannot be detached from the end members until the coacting coupling members at one of the rear corners of the seat section have been disconnected sufficiently to allow the adjacent end member to be sprung outwardly or endwise

away from the end portion of the back section a distance sufficient to permit the pins to be disengaged from the notch and opening on the back section, as explained above.

5 From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

10 Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined in the appended
15 claim.

Having thus described my invention, what I claim is:—

In a knockdown davenport bed, the com-

bination of independent end members having leg and arm portions, an independent 20 back section, an independent rigid rectangular bottom section, coupling devices for rigidly connecting the end members to the ends of the bottom section and means for hanging the back section between said end mem- 25 bers whereby the back section will be locked between the end members by the rigid connection of the end members to the bottom section.

In testimony whereof I have hereunto set 30 my hand in presence of two subscribing witnesses.

HENRY STANYON.

Witnesses:

JOHN G. RIDOUT,
A. CAMPBELL.

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