

G. FILLION, SR.
 COMBINED BED ELEVATING AND TRANSPORTING APPARATUS.
 APPLICATION FILED MAR. 26, 1912.

1,042,662.

Patented Oct. 29, 1912.

3 SHEETS—SHEET 1.

FIG. 1

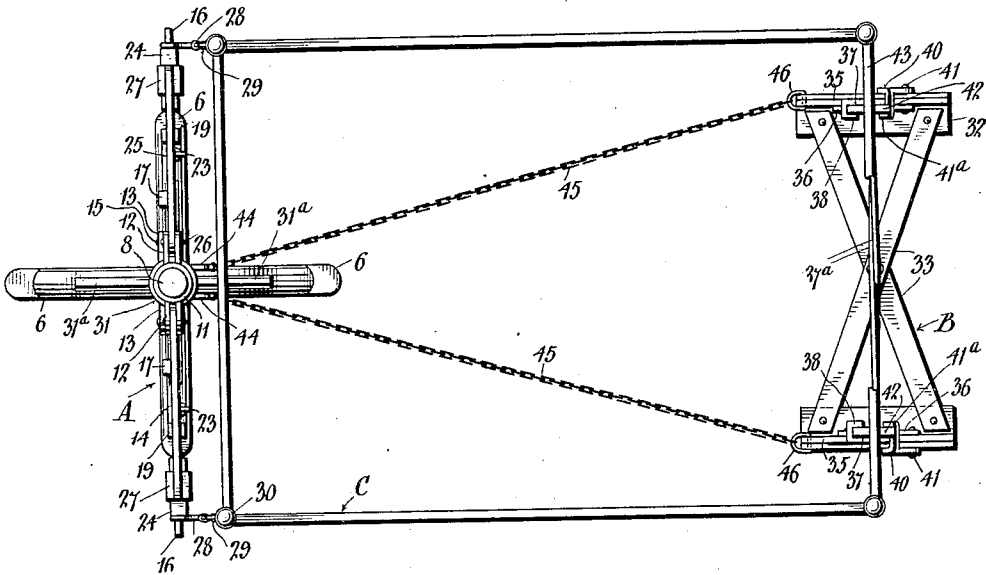
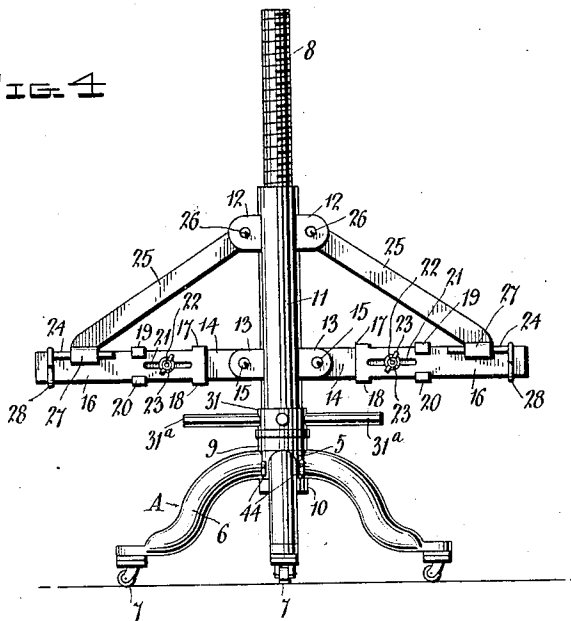


FIG. 4



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Witnesses

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3 SHEETS-SHEET 2.

FIG. 2

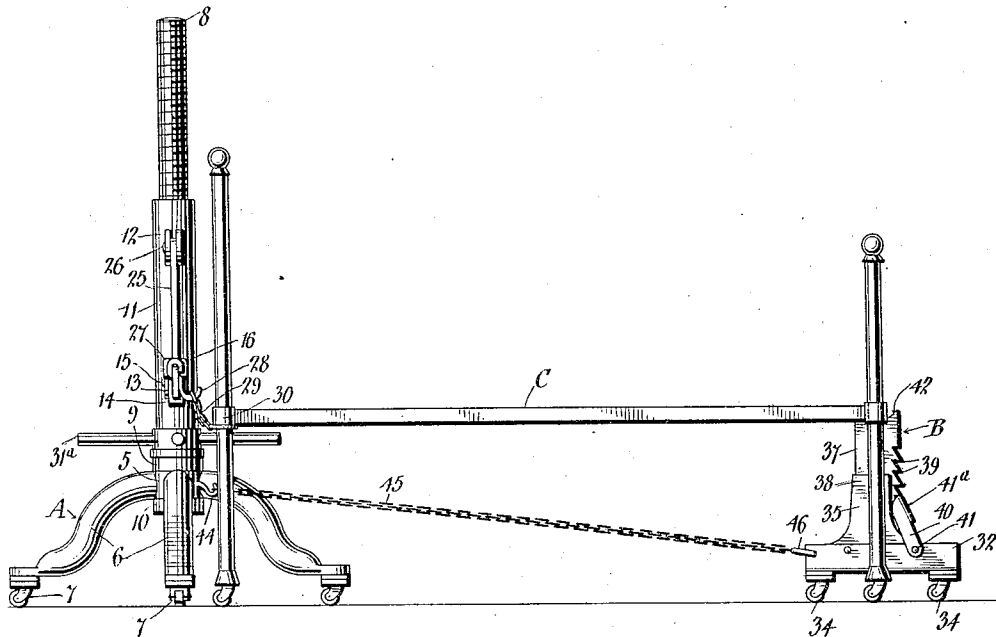
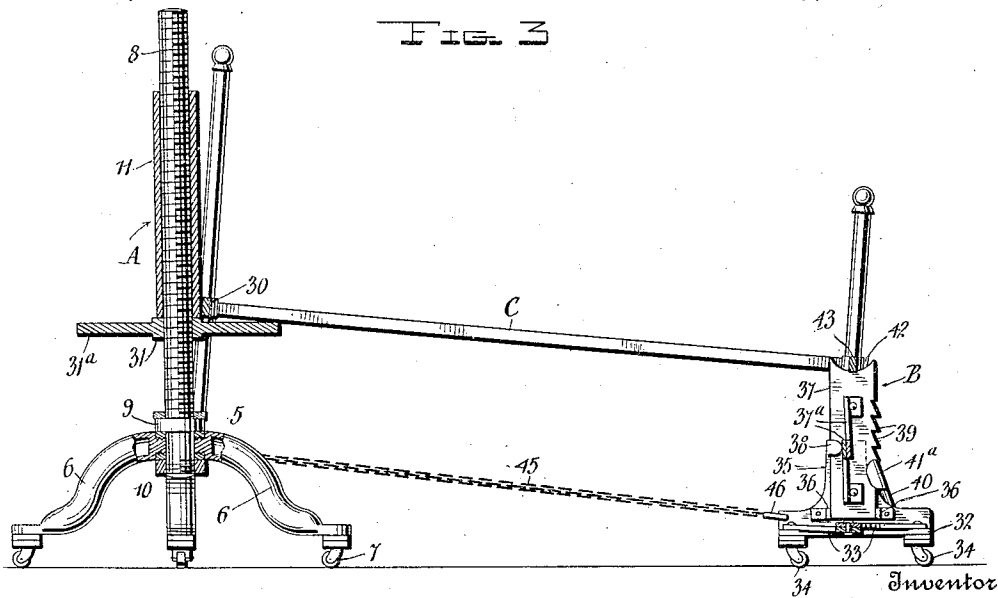


FIG. 3



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3 SHEETS—SHEET 3.

FIG. 5

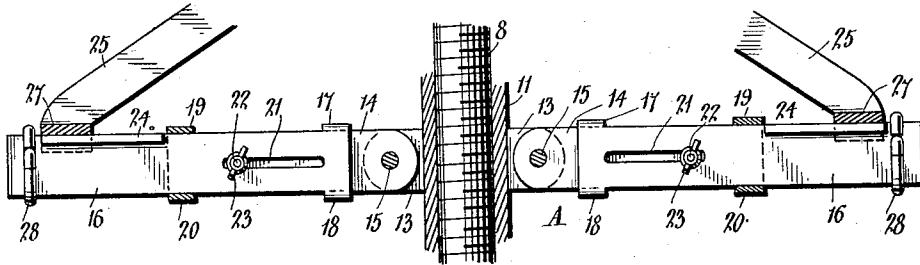


FIG. 6

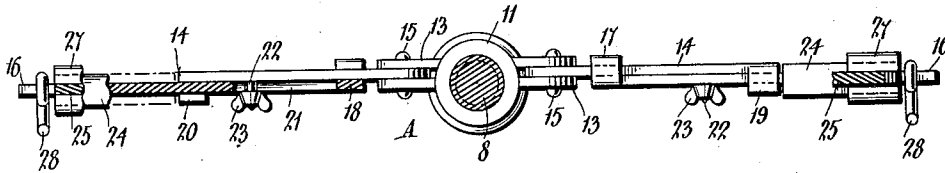
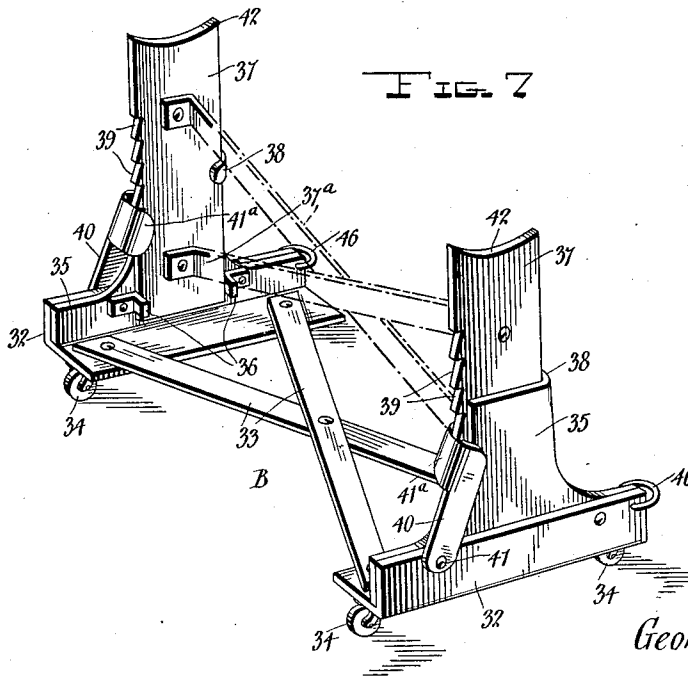


FIG. 7



Witnesses

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UNITED STATES PATENT OFFICE.

GEORGE FILLION, SR., OF LAKE LINDEN, MICHIGAN.

COMBINED BED ELEVATING AND TRANSPORTING APPARATUS.

1.042,662.

Specification of Letters Patent.

Patented Oct. 29, 1912.

Application filed March 26, 1912. Serial No. 686,400.

To all whom it may concern:

Be it known that I, GEORGE FILLION, Sr., a citizen of the United States, residing at Lake Linden, in the county of Houghton, State of Michigan, have invented certain new and useful Improvements in Combined Bed Elevating and Transporting Apparatus; and I do hereby 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 devices for elevating beds and transporting the bed from its designated place in a hospital to a window thereof, or to any other suitable place as may be desired.

The principal object of the invention is to provide a pair of trucks which respectively have engagement with the head and foot of a bed, the head truck being provided with means for elevating the head of the bed so as to dispose a patient at an inclination.

Another object of the invention is to provide an elevating apparatus for the purpose described which is capable of being readily attached to or detached from any bed now in general use.

A further object of the invention is to provide an apparatus for the purpose described which is composed of a relatively few number of parts, is therefore simple in construction, and is cheap to manufacture.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction within the scope of the claims may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings: Figure 1 is a top plan view showing the application of my invention to a bed, Fig. 2 is a side elevation thereof, Fig. 3 is a longitudinal sectional view showing the bed in its elevated position, Fig. 4 is a front view of the head engaging truck, Fig. 5 is an enlarged detail view of a portion of the head engaging truck, parts thereof being shown in section, Fig. 6 is a top plan view of the structure shown in

Fig. 5, certain parts thereof being shown in section, and Fig. 7 is a perspective view of the foot engaging truck.

Like reference numerals designate corresponding parts in all the figures of the drawings.

Referring to the drawings, the invention comprises a head engaging truck A and a foot engaging truck B. The truck A includes a tubular base 5 having a plurality of laterally extending feet 6 detachably connected thereto, said feet being respectively provided with casters 7 of any suitable construction. An exteriorly threaded post 8 has its lower end seated within the body 5 and held against downward movement therethrough by means of an integral collar 9. A nut 10 is associated with the lower end of the post for securing the same to the body 5, as will be readily understood.

Slidably mounted upon the post 8 is a sleeve 11, and this sleeve is provided at its upper and lower ends with diametrically opposed pairs of ears 12 and 13. Laterally extending arms 14 are each pivotally connected at one end, as at 15, to a respective pair of ears 13. Slidably mounted upon the outer end of each arm 14 is an extension arm 16, the inner ends of each extension arm being formed with upper and lower guide lugs 17 and 18 which jointly receive the respective arm 14. The arm 14 is also formed with upper and lower guide lugs 19 and 20 which respectively engage the extension arm 16. It will thus be observed that by means of the guide lugs 17, 18, 19 and 20, the extension arm 16 may be shifted longitudinally with respect to the arm 14, but will be prevented from any swinging movements.

In order to positively adjust the extension arm, said arm is formed with a longitudinal slot 21 through which a bolt 22 passes which is carried by the arm 14, and a winged nut 23 is associated with the bolt for clamping the arms 14 and 16 together. The outer ends of each extension arm 16 is formed with longitudinally disposed lateral flanges 24—24. Supporting arms 25—25 each have one end pivotally connected, as at 26, to a respective pair of ears 12. The outer end of each arm 25 is provided with a T-shaped head 27 which has slidable engagement with the lateral flanges 24 of a respective extension arm 16. By means of this construction, the extension arm 16 may be adjusted longi-

tudinally upon the arms 14, and at the same time the supporting arms 25 will at all times perform functions of supporting said extension arms.

- 5 Secured to the outer ends of each extension arm 16 is a hook 28, and these hooks are engageable by chains 29 which are secured to the head 30 of a bed C of any suitable construction. A nut 31 has threaded engagement with the post 8 below the sleeve 11, and this nut is provided with a plurality of spokes 31^a for facilitating the turning of said nut and consequently raising or lowering the sleeve 11 as occasion may demand.
- 10 The foot engaging truck B comprises an opposed pair of angle iron bases 32—32 which are fixedly secured against relative movement by a pair of cross braces 33—33. Each base is provided with casters 34 of any suitable type, and fixedly secured to each base is an upright 35. Secured to the inner portion of each upright 35 is a spaced pair of guide brackets 36—36 for receiving the lower end of a respective extension element
- 15 37, said element being held against lateral swinging movement by means of a clip 38 extending from one edge of the respective upright 35. The edge of each extension 37 opposite the clip 38 is formed with a plurality of teeth 39 which are adapted to be respectively engaged by a combined latch and guide 40 which is pivotally connected at its lower end, as at 41, to a respective base 32. The free end of the combined latch and
- 20 guide is formed with a clip 41^a which embraces the respective extension member 37 and is also adapted to engage any of the notches 39, and thereby retain the extension in any of its vertically adjusted positions. The extensions 37 are fixedly connected by means of braces 37^a—37^a so that said extensions can be adjusted vertically in unison. The upper ends of the extensions 37 are concaved, as at 42, for receiving the
- 25 foot rail 43 of the bed frame C.

In order to retain the head engaging truck A and the foot engaging truck B against relative outward movement, the body 5 of the truck A is provided with a pair of hooks 44—44 which are engaged by chains 45—45, the other ends of said chains having connection with eyes 46—46 respectively carried by the foot engaging truck A.

In practice, the latches 40 of the truck B are disengaged from the extensions 37, and said extensions are then lowered so as to position the truck below the foot rail 43 of the bed frame C. The foot of the bed is then elevated and the extensions 37 are then

30 raised and locked to any preferred height.

The foot rail 43 is then seated upon the upper ends of the extensions 37. The head truck A is brought into close proximity to the head of the bed frame C and the chains 45 are then connected by the hooks 44 of the truck A. The chains 29 which are connected to the head 30 of the bed frame C are then connected to the hooks 28 of the truck A. The nut 31 is then rotated by means of the spokes 31^a in a direction to elevate the sleeve 11 upwardly along the post 8. As the sleeve 11 is thus elevated, the head 30 of the bed frame will be raised, and as soon as the desired angle of inclination for the bed frame has been made the slack in the chains 45 may be taken up and as a result, the trucks A and B will be held against relative outward movement, the bed frame C is thus supported at an inclination by the trucks A and B, and in this relation the said bed frame together with the trucks may be shifted around from any position to another in a room as will be readily understood.

What is claimed is:

1. In a combined bed transporting and elevating apparatus, the combination with a truck including a post, of an element movably mounted along said post including opposed laterally extending arms, adjustable connections between the head of the bed and the arms, means for retaining the element in any adjusted position along the post, and a truck for supporting the foot of a bed.

2. In a combined bed transporting and elevating apparatus, the combination with a truck including a post, of an element movably mounted along said post including opposed laterally extending arms, extension arms connected to said arms, adjustable connections between the head of the bed and the extension arms, means associated with the post for holding the element in any adjusted position, and a truck for supporting the foot of a bed.

3. In a combined bed transporting and elevating apparatus, the combination with a truck including a threaded post, of a sleeve slidably mounted along said post, opposed arms extending laterally from the sleeve, means for connecting the arms to the head of a bed, a nut engageable with the post below the sleeve for adjusting the position of the sleeve along the post, and a truck for supporting the foot of a bed.

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

GEORGE FILLION, Sr.

Witnesses:

WILLIAM KLINE,
MARTIN BROWN.