B. E. HANEY.

AUTO BED.

APPLICATION FILED DEC. 20, 1918.

1,304,966.

Patented May 27, 1919.

2 SHEETS—SHEET 1.

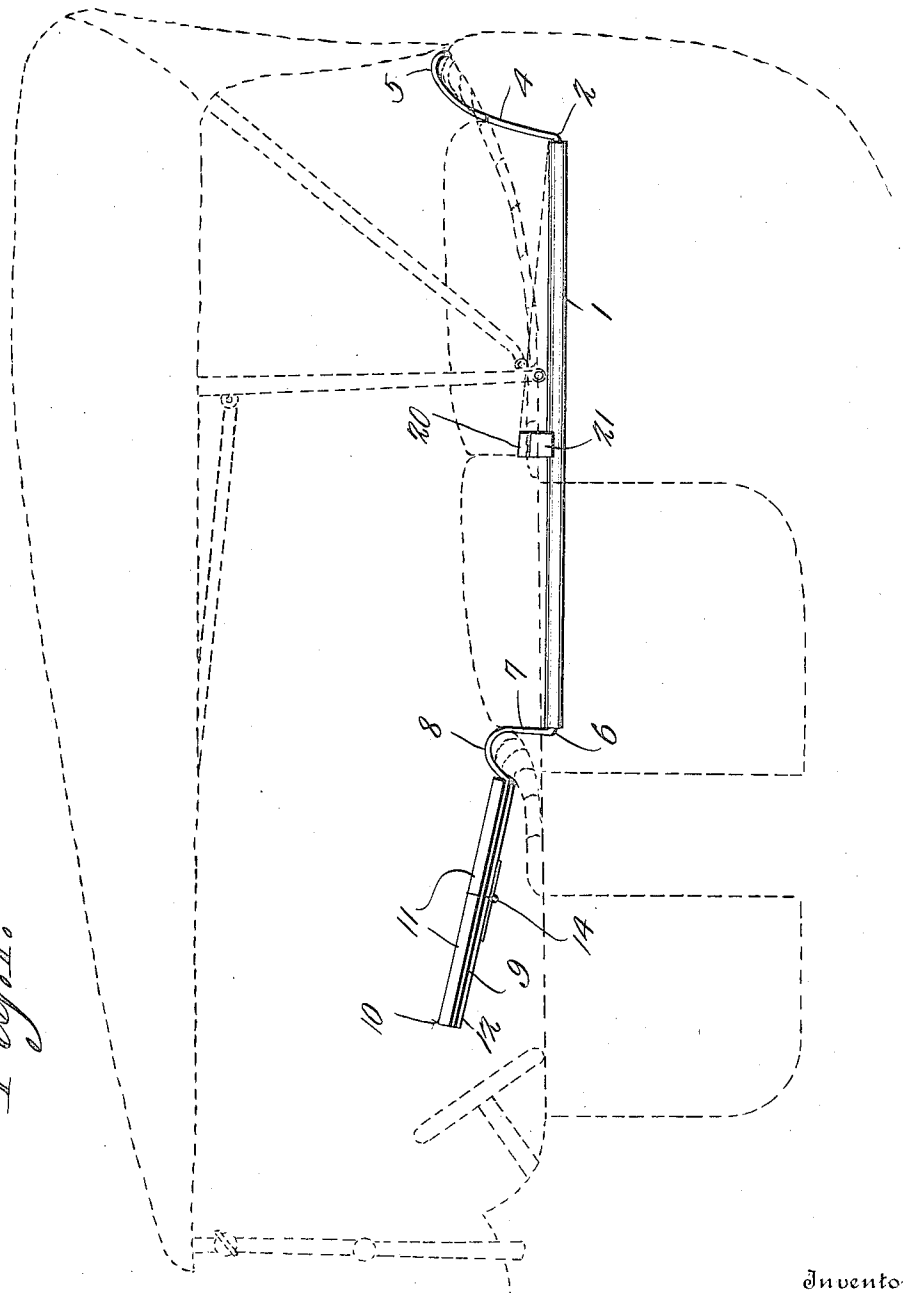


Fig. 1.

Witness

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2 SHEETS—SHEET 2.

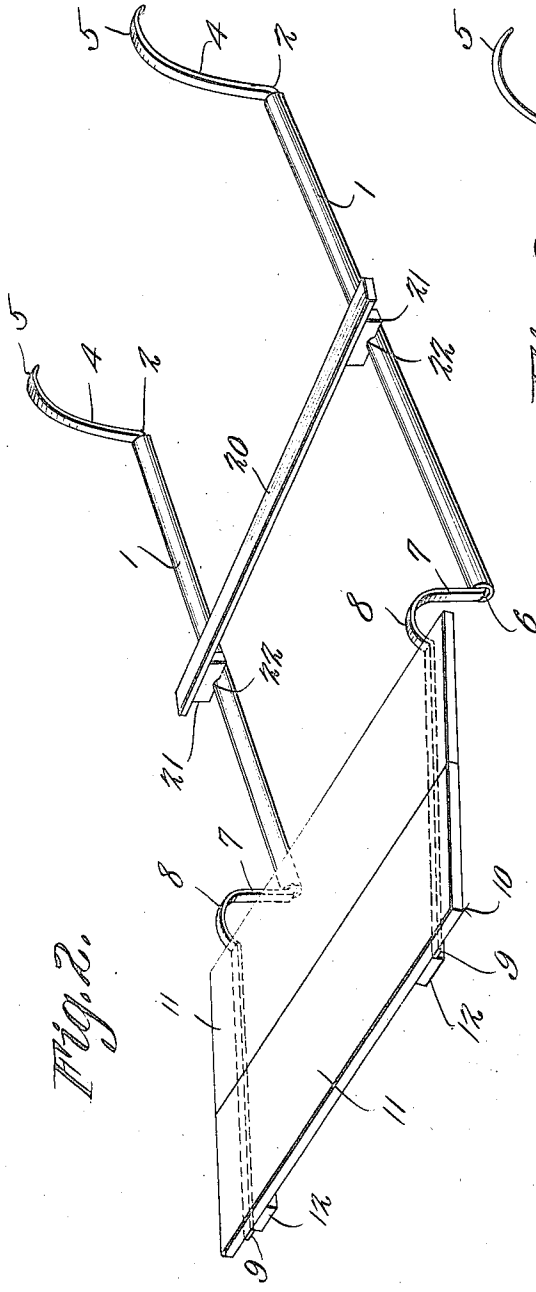


Fig. 2.

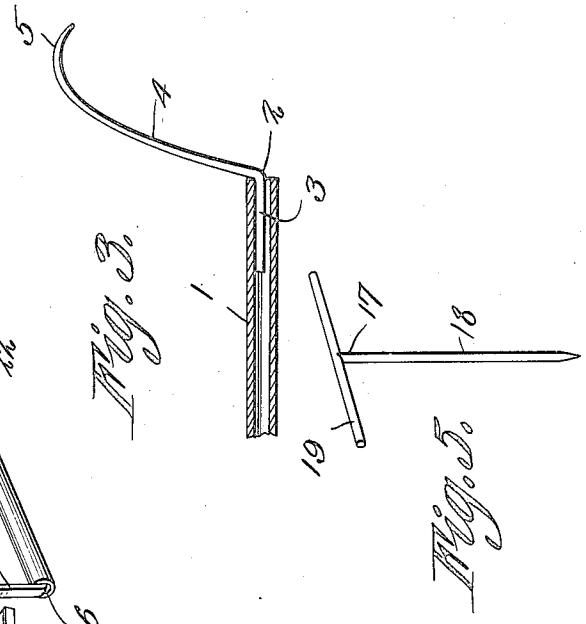


Fig. 3.

Fig. 5.

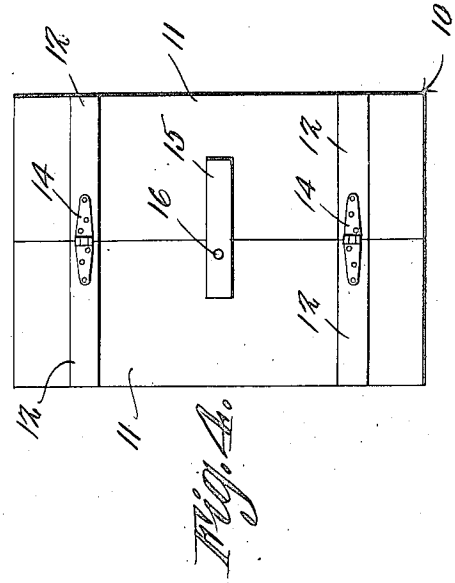


Fig. 4.

Witness

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UNITED STATES PATENT OFFICE.

BURTON E. HANEY, OF MEDFORD, OREGON.

AUTO-BED.

1,304,966. Specification of Letters Patent. Patented May 27, 1919.

Application filed December 20, 1918. Serial No. 267,661.

To all whom it may concern:

Be it known that I, BURTON E. HANEY, a citizen of the United States, residing at Medford, in the county of Jackson and State of Oregon, have invented a new and useful Auto-Bed, of which the following is a specification.

It is the object of this invention to provide a simple means whereby a bed may be formed in an automobile, preferably by using the seat cushions of the automobile, the construction being such that the supporting means for the seat cushions may be collapsed readily to occupy but little space when not in use.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

With the above and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that, within the scope of what is claimed, changes in the precise embodiment of the invention shown can be made without departing from the spirit of the invention.

In the accompanying drawings:—

Figure 1 shows in side elevation, a device constructed in accordance with the invention, assembled with an automobile; Fig. 2 is a perspective view showing the structure detached from the automobile; Fig. 3 is a fragmental section taken through one end of one of the side members; Fig. 4 is a bottom plan showing the foot rest; Fig. 5 is a perspective showing the prop.

In carrying out the present invention there is provided a pair of side members 1 which may be tubes or metal pipes. Rear supports 2 are used, each support including a stem 3 removably inserted in the rear end of one side member 1, a body 4 projecting upwardly from the stem, and a hook 5 on the upper end of the body, the hooks 5 on the supports 2 being adapted to coöperate with the back of the rear seat of an automobile, in a manner which will be appreciated readily when Fig. 1 of the drawings is examined. A pair of front supports 6 is provided, each support including a stem, like the part 3, the stems being inserted in the forward ends of the side members 1, removably. Bodies 7 project upwardly from the stems of the front supports 6 and merge into hooks 8, adapted to engage the back of the front seat of an automobile, the hooks 8 being extended to form upwardly and forwardly inclined arms 9 disposed at acute angles to the side members 1.

The invention contemplates the use of a foot rest 10 which may be made up of two members 11 having cleats 12 on their under surfaces, the members 11 of the foot rest being united by means of hinges 14 connecting the cleats of the respective members 11. If it is desired to hold the members 11 in alinement, use is made of a button 15, pivoted at 16 to one member 11, and extended beneath the other member 11, as clearly indicated in Fig. 4. The members 11 are supported on the arms 9, and the cleats 12, engaging the inner edges of the arms, prevent the foot rest from sliding endwise off the arms. The foot rest is upheld by the arms 9, at a downward and rearward inclination, downward and rearward sliding movement of the foot rest being prevented, because the rear edge of the rearmost member 11 of the foot rest is adapted to coöperate with the hooks 8, as clearly indicated in Figs. 1 and 2.

The foot rest 10 may be removed from the arms 9 and the parts 11 of the foot rest may be held in alinement by means of the button 15. Then, one end of the foot rest may be supported on the bumper of the automobile, on the foot board, or elsewhere, the other end of the foot rest being supported on the top 19 of a prop 17 including a pointed shank 18 adapted to be inserted into the ground. Thus, the foot rest may be converted into a table.

A cross bar 20 extends transversely between the side members 1 and carries brackets 21 having notches 22 adapted to receive the side members. One of the seat cushions may be supported on the side members 1, the other seat cushion being supported at its rear edge on the side members 1, and being supported at its forward edge on the cross bar 20, as clearly shown in dotted line in Fig. 1 of the drawings. The brackets 21 serve to elevate the cross bar 20 with respect to the side members 1, and there is a very good reason for this elevation, since the cushions

of an automobile rarely are in the form of true parallelograms, in cross section, but are more or less wedge-shaped. Consequently, a support must be provided which will lift up the thinner edge of one cushion, so that the upper surfaces of the cushions will be approximately in the same plane, and afford a comfortable bed. The cross bar 20 and the brackets 21, obviously, serve as a means for raising the thinner edge of one cushion, as Fig. 1 will show.

In practical operation, the cushions of course serve as a bed, and the function of the foot rest 10 is obvious.

When the occasion for the use of the device has passed, the members 11 of the foot rest may be folded together, the front supports 6 may be withdrawn from the forward ends of the side members 1, the cross bar 20 may be detached from the side members, and the rear supports 2 may be withdrawn from the rear ends of the side members 1, the entire structure, therefore, being knocked into small compass for packing or for storage within the automobile.

Having thus described the invention, what is claimed is:—

1. An automobile bed comprising side members; seat engaging hooks detachably assembled with the ends of the side members; and a cross bar having means for engaging the side members detachably, the cross bar being elevated to form a cushion-prop.

2. An automobile bed comprising tubular side members; front and rear hooks abutting against the ends of the side members and including stems removably inserted into the ends of the side members, the hooks at one end of the side members being provided at their extremities with projecting arms; and a rest mounted on the arms and abutting against the said hooks.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

BURTON E. HANEY.

Witnesses:

ALLIE M. HEADLEE,

BEN J. TROWBRIDGE.