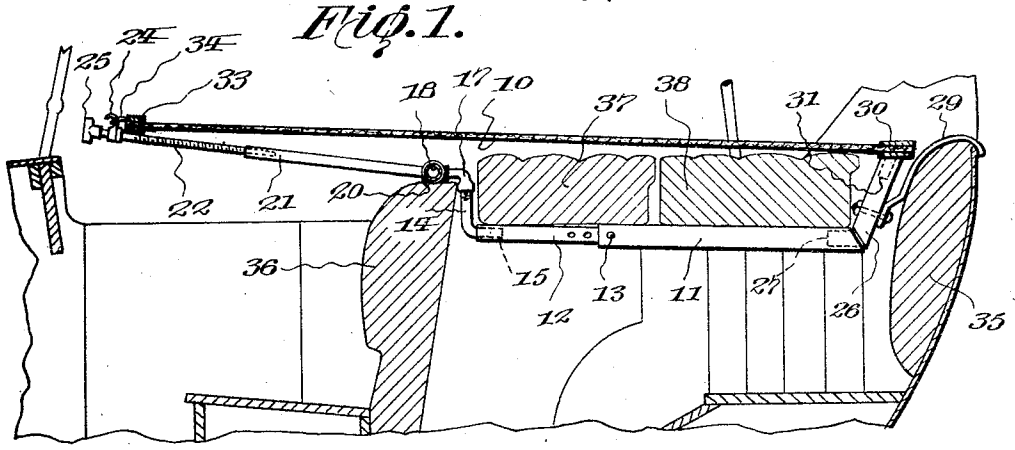
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W. H. TOPE

AUTOMOBILE CAMP BED

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Fig. 1.



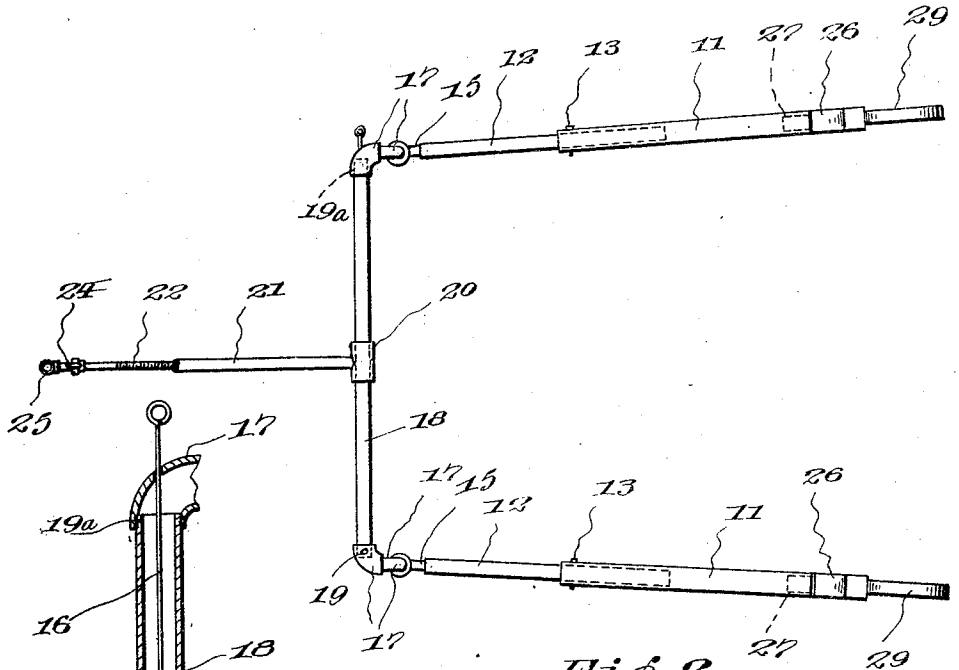
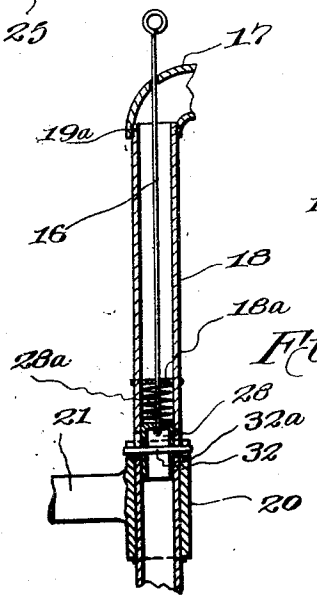




Fig. 2.

Fig. 5.




Inventor:

William H. Tope.

By Milo B. Stevens & Co.

Attorneys.

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W. H. TOPE

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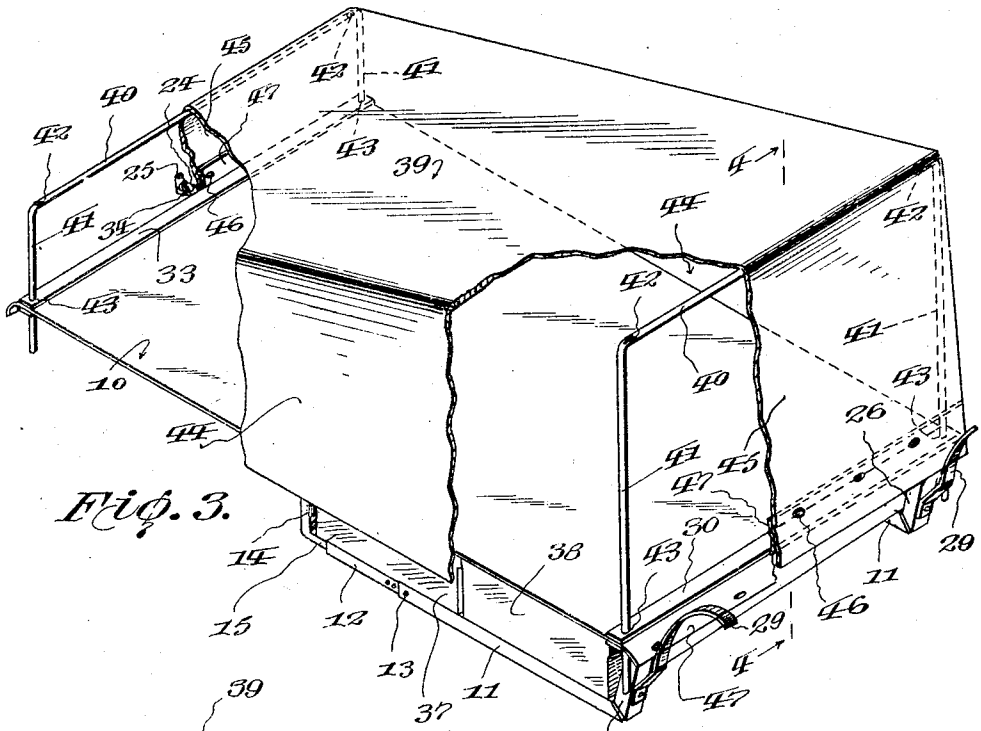


Fig. 3.

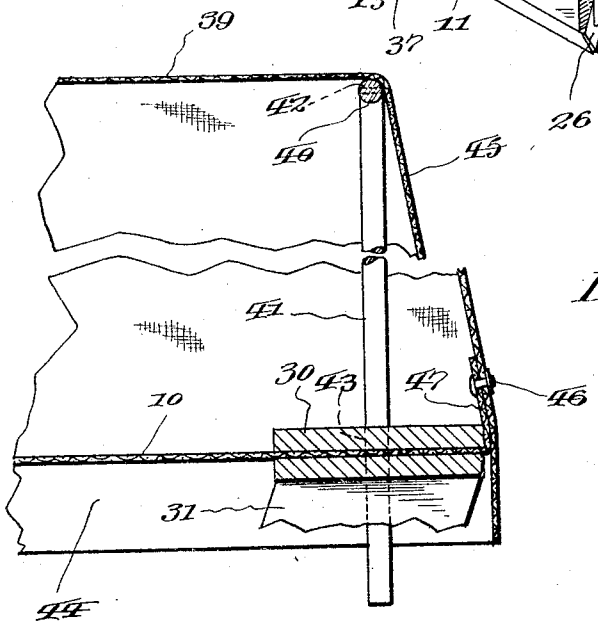


Fig. 4.

Inventor:
William H. Tope.

By Milo B. Stevenson & Co.

Attorneys.

Patented June 30, 1925. 1,544,505

# UNITED STATES PATENT OFFICE.

WILLIAM H. TOPE, OF CHICAGO, ILLINOIS.

## AUTOMOBILE CAMP BED.

Application filed March 17, 1923. Serial No. 625,874.

*To all whom it may concern:*

Be it known that I, WILLIAM H. TOPE, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Automobile Camp Beds, of which the following is a specification.

This invention relates to beds designed for use by automobile tourists and others for sleeping outdoors, and the object of the invention is to provide a novel and improved frame for supporting a bed bottom, said frame being of knock-down construction so that it may be formed into a small and compact bundle and carried on the running board, under the seat, or at any other convenient place on the car. The structure is also such that the bed may be made in the car or on the ground.

The objects stated are attained by means of a combination and arrangement of parts to be hereinafter described and claimed, and in order that the same may be better understood, reference is had to the accompanying drawings, wherein—

Figure 1 is a longitudinal section of a fragment of an automobile body showing the bed in place and ready for use; Fig. 2 is a plan view of the bed-frame; Fig. 3 is a perspective view showing the bed set up on the ground with a covering thereon; Fig. 4 is an enlarged vertical section on the line 4—4 of Fig. 3, and Fig. 5 is an enlarged horizontal section thru a portion of the crossrail to show locking means.

In carrying out the invention I provide a frame for supporting a sheet 10 of heavy duck or other suitable fabric, which is the bed bottom. This frame is composed of laterally spaced sectional side rails connected by a front cross rail from which extends forwardly a sectional supporting arm for one end of the sheet 10.

Each side rail is composed of telescopically connected members 11 and 12, the former being hollow to slidably receive the latter. Cross-pins or other suitable means 13 are provided for holding the members in adjusted position. This structure permits the side rails to be lengthened or shortened. The side rail sections are preferably angular in cross-section to prevent relative rotation but any other suitable means for securing this result may be employed.

In the outer end of each rail section 12 is removably secured a short upstanding end piece or post 14, said section being hollow so that a short shank 15 of angular cross-section, extending laterally from the end piece, may be telescopically fitted thereinto, being held therein by the tension of the sheet or bed bottom 10 as will be apparent. To the upper ends of the end pieces 14 are fitted elbows 17 to which the front cross-rail 18 is detachably coupled at its ends, one end of cross-rail 18 being threaded within its elbow 17 while the other end is preferably secured to its coupling by means of a cross-pin 19 or the like. Midway between its ends, the cross-rail 18 loosely supports a sleeve 20 having a forwardly extending branch to which is removably connected the sectional supporting arm for one end of the sheet 10. This arm consists of inner and outer sections 21 and 22, the latter being threaded to screw into the former so that longitudinal adjustment may be made. The sleeve 20 is rotatable on the cross-rail 18 to vary the angle of the arm sections 21 and 22, the parts being locked in adjusted position by a cross-pin 32 in a manner that will now be described.

Upon reference to Fig. 5 it will be noted that the cross-rail 18 is cylindrical in cross section and is provided between its medial portion and one end with an internal abutment $18^a$ which may be formed in any preferred manner, the same being transversely apertured for the passage of a rod 16 which extends longitudinally of said cross-rail 18 emerging thru an aperture in the elbow 17. The inner end of the rod 16 carries a cup-like head 28 which receives the transversely disposed cross-pin 32 the ends of which extend outwardly thru opposed slots in the cross-rail 18 and are adapted to be engaged in selected pairs of notches $32^a$ in the adjacent edge of the sleeve 20, thus permitting angular adjustment of the forwardly extending branch. In order to hold the ends of the pin 32 in selected notches $32^a$, a coil spring $28^a$ encircling the rod 16 between the abutment $18^a$ and the back of the head 28 is provided tending to urge the pins toward the notches. It will be understood of course that the spring $28^a$ will not be of such strength as to slide the sleeve 20 upon the cross-rail 18.

The forward end of the arm section 22 carries a loose hook 24 and a T-head 25, the latter being for the purpose of facilitating rotation of the arm section by the insertion

of a screw-driver or other suitable device into said T-head.

To the rear end of each rail section 11 is removably secured an upward extension or end piece 26, the same having a shank 27 which is held in said rail section by the tension of the sheet 10, special fasteners being unnecessary. This end piece carries a rearwardly directed hook 29.

The sheet 10 which forms the bed bottom is fastened at its rear end to a rigid cross-bar 30 having depending posts 31 at its ends to slip in the upper socketed ends of the end pieces 26 of the side rail members 11. The posts 31 are removable and they are also held in place by the tension of the sheet 10.

At its forward end, the sheet 10 is secured to a rigid cross-bar 33 provided midway between its ends with an eye 34 which is adapted to be slipped over the hook 24.

The sheet being attached at its ends to the bed frame as hereinbefore described, it may be stretched taut by the lever motion of the arm 21 or by rotating the arm section 22 in a direction to run the same out of the section 21 or both. The hook 24 will not interfere with this operation as it is loose or swiveled on the section 22. Figures 1 and 2 illustrate that the provision of the single forwardly extending arm 21—22 between the longitudinal sides of the frame permits the bed to be attached to or mounted on a motor vehicle without special reference to the location of the steering wheel. That is to say, the steering wheel will not in any way interfere with the application of the bed to a motor vehicle as would be the case if two forwardly extending arms at opposite sides of the bed were provided. This constitutes a major advantage.

From the foregoing description read in connection with the accompanying drawing it will be evident that the pivotal connection between the members 14 and 17 permits the side rails to be swung outwardly to receive a supporting sheet 10 of greater width so that two persons may be accommodated, it being understood that the sheets 10 with their frames will be made in various sizes.

Fig. 1 illustrates how the bed is supported in the body of an automobile. The hooks 29 are engaged over the top of the back rest 35 of the rear seat, and the cross rail 18 is laid on top of the back rest 36 of the front seat. The frame of the bed is thus supported by the back rests of the two seats, and the side rails composed of the sections 11 and 12 extend therebetween a sufficient distance below the top of the back rests to permit the two seat cushions 37 and 38, upon their removal from the front and rear seats, to be placed on said side rail. The sheet 10 is supported similarly to a hammock and the seat cushions form a support for the same if it should sag too much. As the rail sections 11 and 12 are adjustable, the frame can be readily adjusted to suit the spacing of the seat backs 35 and 36.

Fig. 3 shows the bed set up on the ground, the side rail section 11 and 12 seating on the latter. When used in this location, the bed will be provided with a canopy 39 supported by front and rear end cross rails 40 having depending legs 41 at their ends, the same being hinged as shown at 42 so that they may be folded when they are to be packed away. In the cross-bars 30 and 33 are vertical apertures 43 to seat the legs 41.

The canopy 39 has side flaps 44. The ends of the canopy have downward extentions 45 which are buttoned or otherwise detachably secured, as shown at 46, to short flaps or extensions 47 of the sheet 10.

As the canopy supporting means 40 are attached to the cross-bars 30 and 33, the canopy will also be stretched when the seat 10 is stretched as hereinbefore described.

While the preferred embodiment of the invention has been disclosed, it will be understood that various changes and modifications may be made without a departure from the spirit and scope thereof as indicated in the appended claims.

I claim:

1. A camp bed comprising a pair of laterally spaced side rails, upstanding front and rear end pieces carried by said rails, suspension means carried by the rear end pieces, a cross-rail connecting the front end pieces, a forwardly and longitudinally extending arm connected to the cross-rail intermediate the ends thereof, said arm having an outer section which is adjustable lengthwise, a bed bottom consisting of a fabric sheet, cross-bars fitted to the ends of said sheet, means for connecting one of said cross-bars to the aforesaid rear end pieces, and means for connecting the other cross-bar to the outer section of the aforesaid arm.

2. A camp bed comprising a pair of laterally spaced side rails composed of longitudinally adjustable sections, upstanding front and rear end pieces carried by said rails, suspension means carried by the rear end pieces, a cross-rail connecting the front end pieces, a forwardly and longitudinally extending arm connected to the cross-rail intermediate the ends thereof, said arm having an outer section which is adjustable lengthwise, a bed bottom consisting of a fabric sheet, cross-bars fitted to the ends of said sheet, means for connecting one of said cross-bars to the aforesaid rear end pieces, and means for connecting the other cross-bar to the outer section of the aforesaid arm.

3. A camp bed comprising a pair of laterally spaced side rails, upstanding front and rear end pieces carried by said rails and having detachable connections therewith, suspension means carried by the rear

end pieces, a cross-rail connecting the front end pieces, a forwardly and longitudinally extending arm connected to the cross-rail intermediate the ends thereof, said arm having an outer section which is adjustable lengthwise, a bed bottom consisting of a fabric sheet, cross-bars fitted to the ends of said sheet, means for connecting one of said cross-bars to the aforesaid rear end pieces, and means for connecting the other cross-bar to the outer section of the aforesaid arm.

4. A camp bed comprising a pair of laterally spaced side rails, upstanding front and rear end pieces carried by said rails, suspension means carried by the rear end pieces, a cross-rail connecting the front end pieces and removably attached thereto, a forwardly and longitudinally extending arm connected to the cross rail intermediate the ends thereof, said arm having an outer section which is adjustable lengthwise, a bed bottom consisting of a fabric sheet, cross-bars fitted to the ends of said sheet, means of connecting one of said cross-bars to the aforesaid rear end pieces, and means for connecting the other cross-bar to the outer section of the aforesaid arm.

5. A camp bed comprising a pair of laterally spaced side rails, upstanding front and rear end pieces carried by said rails, suspension means carried by the rear end pieces, a cross-rail connecting the front end pieces, a forwardly and longitudinally extending arm pivotally connected to the cross-rail intermediate the ends thereof, said arm having an outer section which is adjustable lengthwise, means for locking the arm in rigid position, a bed bottom consisting of a fabric sheet, cross-bars fitted to the ends of said sheet, means for connecting one of said cross-bars to the aforesaid rear end pieces, and means for connecting the other cross-bar to the outer section of the aforesaid arm.

6. A camp bed comprising a pair of laterally spaced side rails, upstanding front and rear end pieces carried by said rails, suspension means carried by the rear end pieces, a cross-rail connecting the front end pieces, a forwardly and longitudinally extending arm connected to the cross-rail intermediate the ends thereof, said arm having an outer section which is adjustable lengthwise, a bed bottom consisting of a fabric sheet, cross-bars fitted to the ends of said sheet, means for detachably connecting one of said cross-bars to the aforesaid rear end pieces, and means for detachably connecting the other cross-bar to the outer section of the aforesaid arm.

7. A camp bed comprising a pair of laterally spaced side rails composed of longitudinally adjustable sections, upstanding front and rear end pieces carried by said rails and having detachable connections therewith, suspension means carried by the rear end pieces, a cross-rail connecting the front end pieces and removably attached thereto, a forwardly and longitudinally extending arm pivotally connected to the cross-rail intermediate the ends thereof, said arm having an outer section which is adjustable lengthwise, means for locking the arm in rigid position, a bed bottom consisting of a fabric sheet, cross-bars fitted to the ends of said sheet, means for detachably connecting one of said cross-bars to the aforesaid rear end pieces, and means for detachably connecting the other cross-bar to the outer section of the aforesaid arm.

In testimony whereof I affix my signature.

WILLIAM H. TOPE.