April 19, 1927. 1,624,965

J. L. MOORE

BED

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Fig. 1.

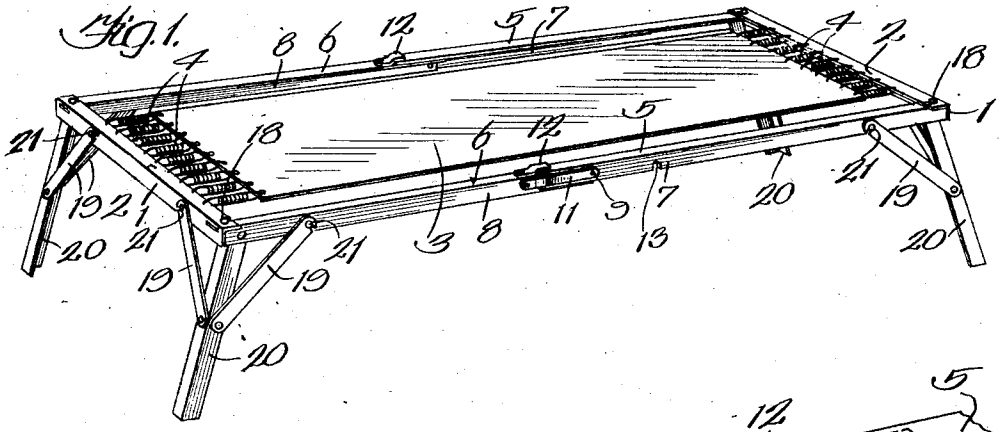


Fig. 2.

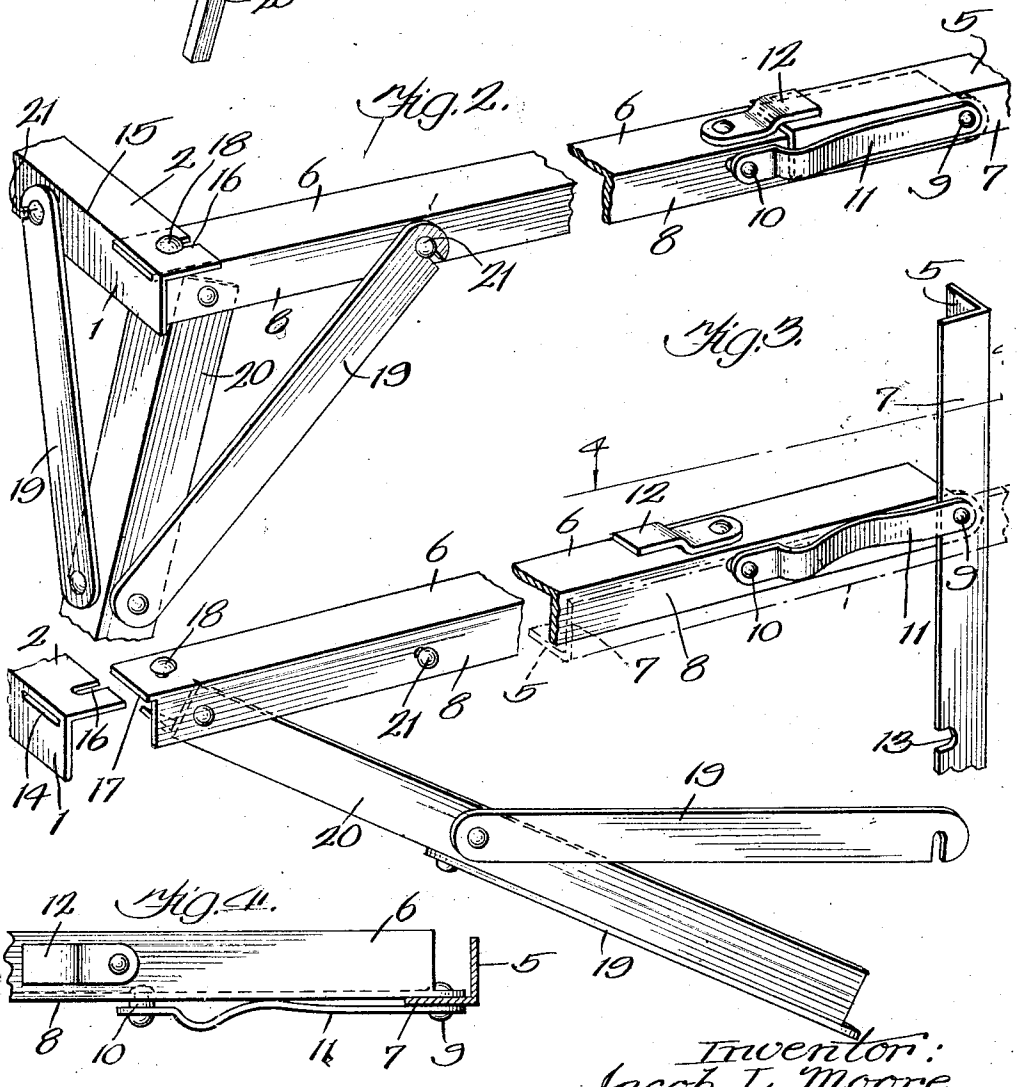


Fig. 3.

Fig. 4.

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UNITED STATES PATENT OFFICE.

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BED.

Application filed February 17, 1925. Serial No. 9,773.

My invention relates to beds and is of particular service in connection with cots. By means of my invention the frames of beds or cots may be made collapsible and of knock-down construction.

In carrying out one feature of my invention the bed frame is constructed of angularly related rails of angle iron. One of two adjacent angularly related rails has a longitudinal slot at one end and through one of its sides adjacent the longitudinal corner of this rail, the adjacent rail having one end of one of its sides abutting the aforesaid slotted rail side and having the adjacent end of its other side continued into said slot. The two rails desirably also have pin and slot connection further to promote their assembly. This construction enables the angularly related rails of a bed frame to be quickly assembled and taken apart.

In carrying out another feature of my invention the side rails of a bed frame include each a rail formed of similarly disposed angle iron sections having lapping sides extending transversely of the frame, and lapping upright sides, the upright section sides being pivotally connected sufficiently close to the inner end of one of these upright section sides to permit the rail to be folded and sufficiently remote from the inner end of the other upright section side to permit the transverse section sides to lap when the rail is unfolded.

In the preferred embodiment of my invention a strip spring is carried upon one rail section to press upon the other rail section to hold the two rail sections in relation.

The invention will be more fully explained in connection with the accompanying drawing showing the preferred embodiment thereof, and in which Fig. 1 is a perspective view of a cot made in accordance with the preferred embodiment of the invention; Fig. 2 is a perspective view illustrating one of the cot legs and the adjacent rails of the frame supported thereon, these rails and the leg being shown in assembly with each other and the longitudinal rail side illustrated in this figure being shown unfolded to its normal position; Fig. 3 illustrates the two rails of Fig. 2 in separated relation and the side rail partially folded; and Fig. 4 is a sectional view on line 4—4 of Fig. 3.

The cot illustrated includes a frame that has two end rails made of angle iron, having upright sides 1, inwardly extending horizontal sides 2, the webbing or mattress supporting fabric 3 being connected with the rail sides 2 by means of coiled springs 4. Each side rail of the frame is inclusive of two sections made of angle iron, these sections having lapping sides 5 and 6 extending transversely of the frame and lapping upright sides 7 and 8. The upright section sides 7 and 8 of each side rail are pivotally connected to enable these sides to be relatively movable in the parallel planes that include these section sides by a riveting bolt 9 arranged transversely of these sides and defining a pivotal axis perpendicular to said sides and which bolt is sufficiently close to the inner end of the upright section side 8 as to permit the rail to be folded and sufficiently remote from the inner end of the other upright section side 7 as to permit the transverse section sides 5 and 6 to lap when the rail is unfolded. A pin 10 is carried by and projects laterally from the upright section side 8. A strip spring 11 is carried by the pin and also by the bolt 9 and is spaced by these elements laterally apart from the upright section side 8, the section side 7 being received between said strip spring and the upright section side 8 and frictionally engaging this section side and the spring, particularly when the rail is folded, to hold the sections thereof in the relation to which they are adjusted. When the side rail is unfolded the said section sides 5 and 6 thereof are secured in lapping relation by means of a clip 12 that is pivoted upon the section side 6 thereof that it may be swung upon the section side 5 when the rail is unfolded and may be swung clear of this section side when the

rail is to be folded. The notch 13 is desirably formed in the section side 7 to receive the pin 10 when the rail is folded so that the sections thereof may then be in a packed relation.

Each side rail is joined at its ends with the ends of the end rails by means of the joint construction shown at the left of Figs. 2 and 3. The relationship of one end rail and the adjacent end of one side rail will be described in detail, it being understood that I prefer a similar construction at each corner of the frame.

The end rail illustrated in Figs. 2 and 3 has a longitudinal slot 14 at one end and through its upright side near and adjacent the longitudinal corner 15 of this rail, the other side 2 of this rail having a transverse open ended slot 16 extending from its open end toward said corner edge 15 of the rail. The adjacent side rail has the adjacent end of its upright section side 8 abutting the slotted rail side 1 upon the inner face of the side 1 and has its transverse section side 6 continued at 17 into the slot 14. A headed pin 18 is provided upon the section side 6. The shank of this pin is received in the transverse slot 16, the head of the pin overlying the rail side 2 in which the transverse slot 16 is formed. It is apparent that the joint between the angularly related rails is very firm and secure while at the same time readily breakable. The angularly related rails are desirably braced by means of the struts 19 that are pivotally connected at their lower ends with the adjacent corner leg 20 and are in pin and slot connection with the angularly related rails as indicated at 21. The leg 20 is desirably pivotally connected with the corresponding side rail. The struts 19 and pins at 21 hold the side and end rails in assembly.

When the bed frame is to be collapsed the upper ends of the struts 19 are unhooked permitting the side and end rails to be unjointed at their corners. The legs are then folded inwardly to underlie the side rails with which they are pivotally connected, the struts folding upon the legs, all as is clearly suggested in Fig. 3. The side rails are then folded, the clips 12 being swung to one side to permit the right hand section of the side rail shown, for example, in Figs. 2 and 3, to be folded underneath the left hand section.

Having thus described my invention, I claim:—

1. A bed frame including a rail formed of similarly disposed angle iron sections having lapping sides extending transversely of the frame, and lapping upright sides, the upright section sides being pivotally connected sufficiently close to the inner end of one of these upright section sides to permit the rail to be folded and sufficiently remote from the inner end of the other upright section side to permit the transverse section sides to lap when the rail is unfolded, a pin carried by and projecting laterally from the first upright section side; a strip spring upon this pin and spaced apart thereby laterally from the first upright section side and projecting toward the inner end of this upright section side, the other upright section side frictionally engaging the spring and being received between said strip spring and the first upright section side and having a notch receiving said pin when the rail is folded; and a clip upon the transverse side of the rail section carrying said strip spring and arranged to lap the transverse side of the other rail section when the rail is unfolded.

2. A bed frame including a rail formed of similarly disposed angle iron sections having lapping sides extending transversely of the frame, and lapping upright sides, the upright section sides being pivotally connected sufficiently close to the inner end of one of these upright section sides to permit the rail to be folded and sufficiently remote from the inner end of the other upright section side to permit the transverse section sides to lap when the rail is unfolded; a strip spring upon and disposed laterally of the first upright section side, the other upright section side frictionally engaging the spring and being received between said strip spring and the first upright section side; and a clip upon the transverse side of the rail section carrying said strip spring and arranged to lap the transverse side of the other rail section when the rail is unfolded.

3. A bed frame including a rail formed of similarly disposed angle-iron sections having lapping sides extending transversely of the frame, and lapping upright sides, the upright section sides being pivotally connected sufficiently close to the inner end of one of these upright section sides to permit the rail to be folded and sufficiently remote from the inner end of the other upright section side to permit the transverse section sides to lap when the rail is unfolded; a pin carried by and projecting laterally from the first upright section side; and a strip spring upon this pin and spaced apart laterally from the first upright section side and projecting toward the inner end of this upright section side, the other upright section side frictionally engaging the spring and being received between said strip spring and the first upright section side and having a notch receiving said pin when the rail is folded.

4. A bed frame including a rail formed of similarly disposed angle iron sections having lapping sides extending transversely of the frame, and lapping upright sides, the upright section sides being pivotally con-

nected sufficiently close to the inner end of one of these upright section sides to permit the rail to be folded and sufficiently remote from the inner end of the other upright section side to permit the transverse section sides to lap when the rail is folded; and a strip spring upon and disposed laterally of the first upright section side, the other upright section side frictionally engaging the spring and being received between said strip spring and the first upright section side.

In witness whereof, I hereunto subscribe my name.

JACOB L. MOORE.