May 8, 1923.

1,454,670

F. H. DUDLEY

AUTO CAMP BED

Filed Aug. 24, 1922

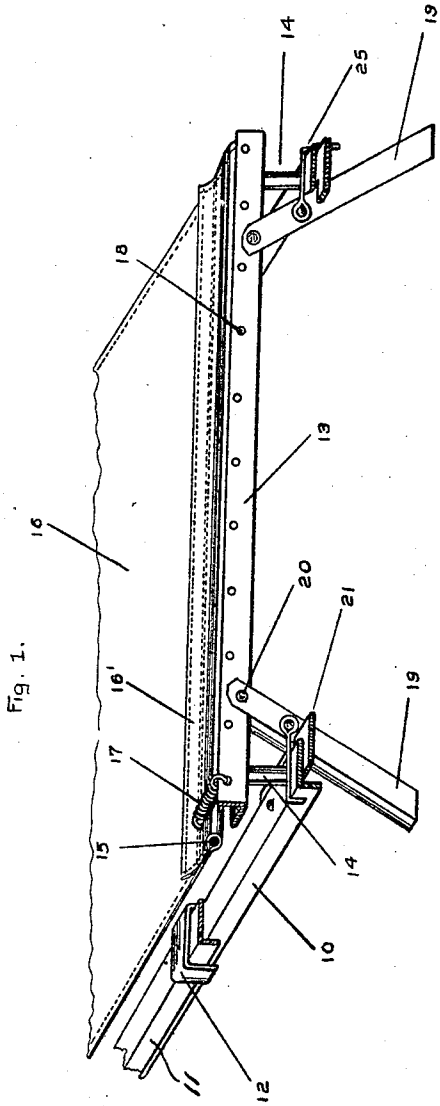


Fig. 1.

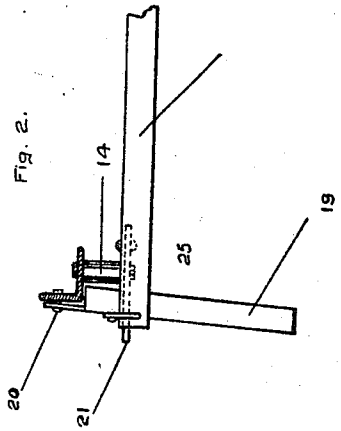


Fig. 2.

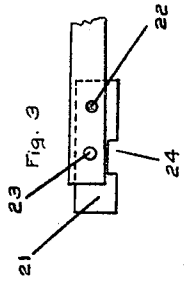


Fig. 3



Fig. 4.

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Patented May 8, 1923. 1,454,670

UNITED STATES PATENT OFFICE.

FRED H. DUDLEY, OF LINCOLN, NEBRASKA.

AUTO CAMP BED.

Application filed August 24, 1922. Serial No. 584,046.

To all whom it may concern:

Be it known that I, FRED H. DUDLEY, a citizen of the United States, residing at Lincoln, in the county of Lancaster and State of Nebraska, have invented certain new and useful Improvements in Auto Camp Beds, of which the following is a specification.

The present invention relates to auto camp beds of the kind shown and described in my prior application, Serial Number 555,773, filed April 20, 1922, and of which the invention hereinafter described is an improvement.

The object of my invention is the provision of an auto camp bed which embodies all of the main features of the bed which is shown and described in my prior application, but with all of its parts attached, so as to avoid misplacing or losing detached parts. It is also my object to provide a folding bed which is strong and durable when in use and which is exceedingly light in weight and very compact for transportation. Another of my objects is to make the bed of such construction that it can be easily and quickly set up or taken down.

With these and other objects in view, I will now refer to the drawings, in which—

Figure 1 is a view in isometric projection of a portion of my bed.

Figure 2 is a detail showing in end elevation one of the corners of my bed.

Figure 3 is a detail of the end construction of the side rails of the bed.

Figure 4 is a detail view of the leg structure.

The frame of my improved bed is constructed of angle iron. The side rails of the bed are identical with those shown and described in my prior application and are here referred to only to bring out their relation to my improved structure. The side rails are each composed of two lengths of angle iron 10 and 11, each pivotally connected at one of its ends to an end of one of the end rails. When the bed is set up, the free ends of the side rails are held together by means of an abutment (not shown), and a sliding clamp 12.

The end rail 13 is secured to the side rails by means of the connection 14. This connection consists of a bolt or rivet passing through the ends of the end and side rails, and a sleeve surrounding the bolt or rivet, the sleeve serving as an elongatetd washer to space the end and side rails. The bolt or rivet serves also as a pivot for swinging the sections of the side rails under the end rails when the bed is being folded. A piece of canvas or other suitable material is stretched between the ends rails. The ends of the canvas may be secured directly to the rail, but I prefer to employ a coil spring connection between the two. For this purpose I lap the end of the canvas 16 over on itself and stitch it so as to make a small loop with a flap of suitable width. Into the loop I insert a metal rod 15. After the bed is set up, the flap 16 is bent back over the springs and other metal parts to protect the bedding and the occupant. The springs 17 are looped through the canvas and over the metal rod 15, and at their opposite ends they are secured to the end rails 13 through suitable apertures 18.

The legs 19 are pivoted at 20 to the end rails 13. At the pivoted end of the leg, one wall of the angle iron is cut away, as clearly shown in Figure 2, for the purpose of permitting pivoting of the leg without interference from the rail 13. At its lower end the same wall has an extension which is folded under horizontally to form a foot for the leg. The foot 19′ as shown in Figure 4 prevents the leg 19 from sinking when the bed is set up on a soft surface.

On the end of the side rails 10 I secure plates 21 by means of suitable fastening means such as rivets 22, and I also provide aligning apertures 23 through the plate 21 and the side rail 10 for the reception of the fastening means 14. The plate 21 is notched at 24. This notch 24 is of such a size as to make a snug fit for the wall of the angle iron leg 19 and is slightly offset from the normal line of pivotal movement of the leg. The leg must be sprung slightly to cause it to enter the notch when setting up the bed, the result being that the legs are wedged into the notches and can not readily be shaken loose. In some cases however it may be desirable to drag the bed sideways and this dragging would have a tendency to cause two of the legs to leave their notches. To prevent this I have provided latches 25 pivoted to the legs and of a suitable length to latch over the edge of the side rail.

My efforts have been directed toward producing a bed which is particularly adapted for camping trips with an automobile. The bed is however of such construction that it

will be found useful in any kind of camp. It is so simple that it can be set up even in the dark in a few minutes time. The parts being all attached, it is impossible to misplace or to lose any of the parts. When set up it is of a particuuarly sturdy construction and will support a weight which exceeds by several times the maiximum requirements. In camp the bed can be made to serve as a table. After the bed is taken down it forms a very small package of light weight. In fact the bed will be found to be useful around the home, especially where space is limited.

Having thus described my invention, what I believe to be new and desire to secure by Letters Patent of the United States is:—

1. A bed corner including an end rail of angle iron, the vertical wall of the angle iron being on its outer side with reference to the bed and the horizontal wall being on the lower side of the angle iron, a side rail of angle iron having its vertical wall on the outer side and its horizontal wall on the upper side of the angle iron rail, said end rail being spaced from and secured to said side rail, an angle iron leg pivotally secured to the vertical wall of said end rail at a point spaced from the extremity of the end rail, one of the walls of the angle iron leg being on the side of the leg adjacent the side rail, an abutment plate secured to the horizontal wall of the side rail and in line with the path of said pivoted leg, and a notch in said abutment plate, said notch having substantially the width of angle iron wall and being slightly displaced from the path of the pivoted leg whereby the binding action of the leg on its pivot will hold the leg yieldably latched in said notch.

2. A bed corner including an end rail, a side rail secured at its extremity to the extremity of said end rail, said side rail being positioned below the said end rail and spaced therefrom, an angle iron leg pivoted to said end rail at a point spaced from the extremity of the end rail, a reinforcing plate secured to said side rail at its extremity and projecting therefrom toward said leg, a notch in said plate, said notch having substantially the width of the angle iron leg, said notch also being positioned slightly out of the line of pivotal movement of the leg, whereby the leg will be yieldably held latched in said notch, and a latch for holding the leg against pivotal movement when the leg is in its supporting position said latch being pivoted to said leg and having a hooked end which is adapted to swing down over the outer edge of the side rail.

In testimony whereof I affix my signature.

FRED H. DUDLEY.