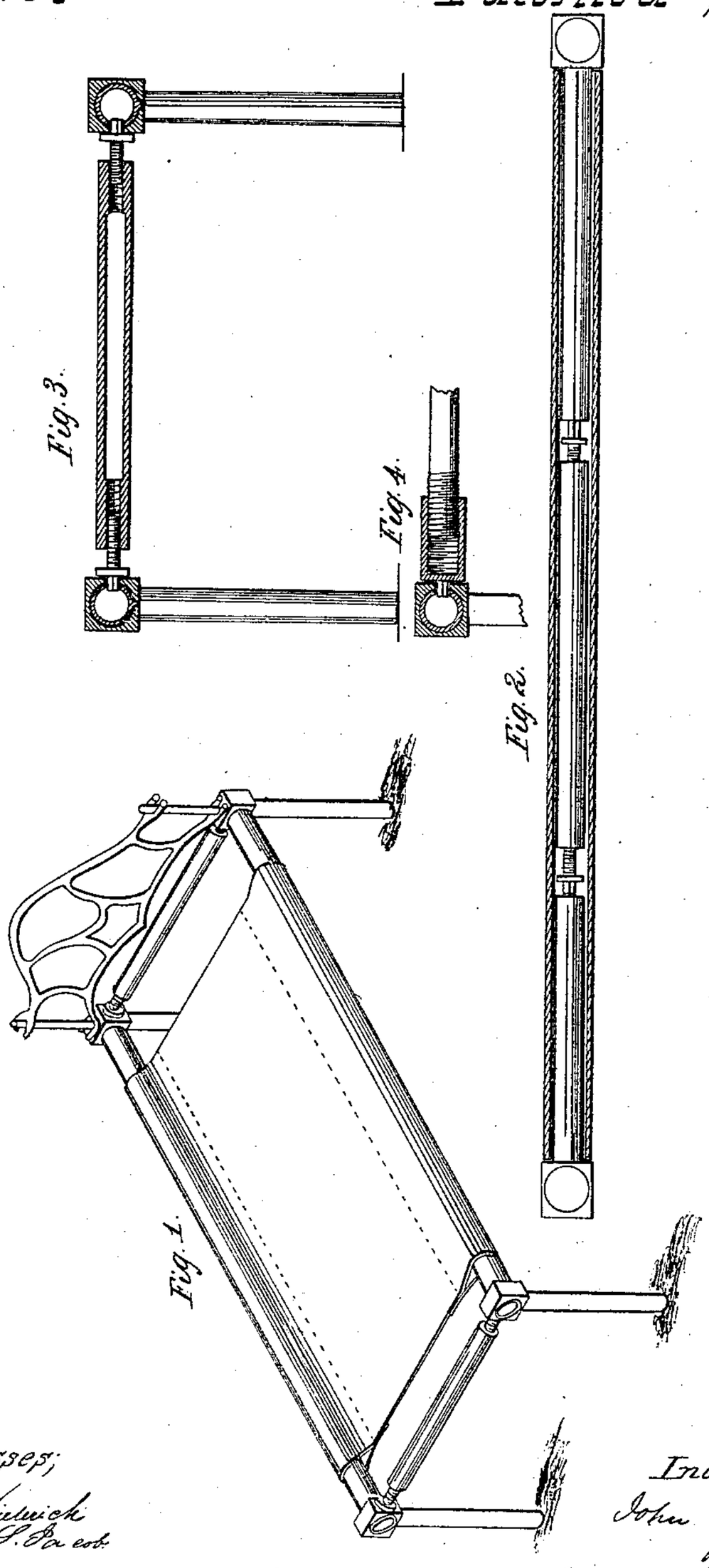
J. Henfrey,

Camp Bed,

No. 36,519. Patented Sep. 23, 1862.



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UNITED STATES PATENT OFFICE.

JOHN HENFREY, OF UNITED STATES ARMY.

IMPROVED BEDSTEAD.

Specification forming part of Letters Patent No. **36,519**, dated September 23, 1862.

To all whom it may concern:

Be it known that I, JOHN HENFREY, of the United States Army, have invented a new and useful improvement in bedsteads which are made chiefly of sheet metal and intended for military purposes; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the different figures marked thereon.

Figure 1 is a perspective view of my improved bedstead. Fig. 2 is a section of the side rail with the end rail and two legs inserted therein. Fig. 3 is a section of an end rail provided with right and left hand screws at opposite ends. Fig. 4 is a modification of the manner of constructing the end rails.

The object of my invention is to provide a cheap, strong, and light bedstead, one which can be placed in small compass, and is not liable to injury, and is well adapted to be transported with the baggage of an army. For this purpose I make the rails and legs of sheet metal rolled as thin as will be found compatible with the requisite strength to resist indentation. The thickness of double-X tin, or that which will weigh about three-quarters of a pound to the square foot, will be found sufficient for this purpose. The rails and legs I form of tubes firmly welded together. The side rails are made larger than any of the other tubular parts, not only for the purpose of giving greater strength, but also to receive and contain the end rails and legs, as shown in Fig. 2, in order to economize space when transported in baggage-wagons. From one inch to an inch and a half in diameter will be found sufficient for the side rails, and from three-quarters of an inch to an inch and a quarter in diameter will suffice for the end rails and legs. The size of all these parts may, however, be increased in case greater strength should be desired than would result from the above-mentioned dimensions.

I construct a ring of malleable cast-iron on the upper end of the legs, which is just fitted to receive the side rails. At the opposite ends of each of the end rails I construct a right and left hand screw having square heads, which fit into the suitably-shaped recesses constructed in the rings of malleable cast-iron and also in the sheet-iron side rails. By means of a slot and pin these recesses may be always brought into line with others, and thus be firmly locked together by the heads of the screws, as aforesaid.

Strong sacking is so constructed as to hold the side rails from spreading beyond a certain distance. The turning of the end rails in one direction will render this sacking taut, and in the other direction will render it slack to any degree that may be desired. By unscrewing these end rails sufficiently they may be removed entirely from their positions, (shown in Fig. 1,) and can be inserted into the hollow of the side rails. Each of the side rails will contain one of these end rails and two of the legs (except the rings at their tops.) These legs may be kept in place within the tubular side rails by means of a pin, a screw, or even a string, suitably arranged.

A head board can be constructed as shown in the drawings, Fig. 1, having slots open at the ends to admit of the straining apart of the side rails for the purpose of tightening the sacking bottom of the bed; but this head-board is not generally found necessary.

The screws attached to the end rails may be internally arranged, as shown in Fig. 3; but I prefer cutting the screw upon the outside of this rail, as shown in Fig. 4. These end rails, as well as the legs, furnish receptacles for stowing away tubular frames for mosquito-bars, which may be made of variously contrived patterns easily contrived by any mechanic.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The side rails of a bedstead so constructed as to receive the end rails and legs, substantially as described, for the purpose of economizing space during transportation.

2. The end rails of a bedstead, constructed with right and left hand screws at opposite ends, in combination with a sacking bottom or its equivalent, substantially as and for the purpose above set forth.

JOHN HENFREY.

Witnesses:

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