

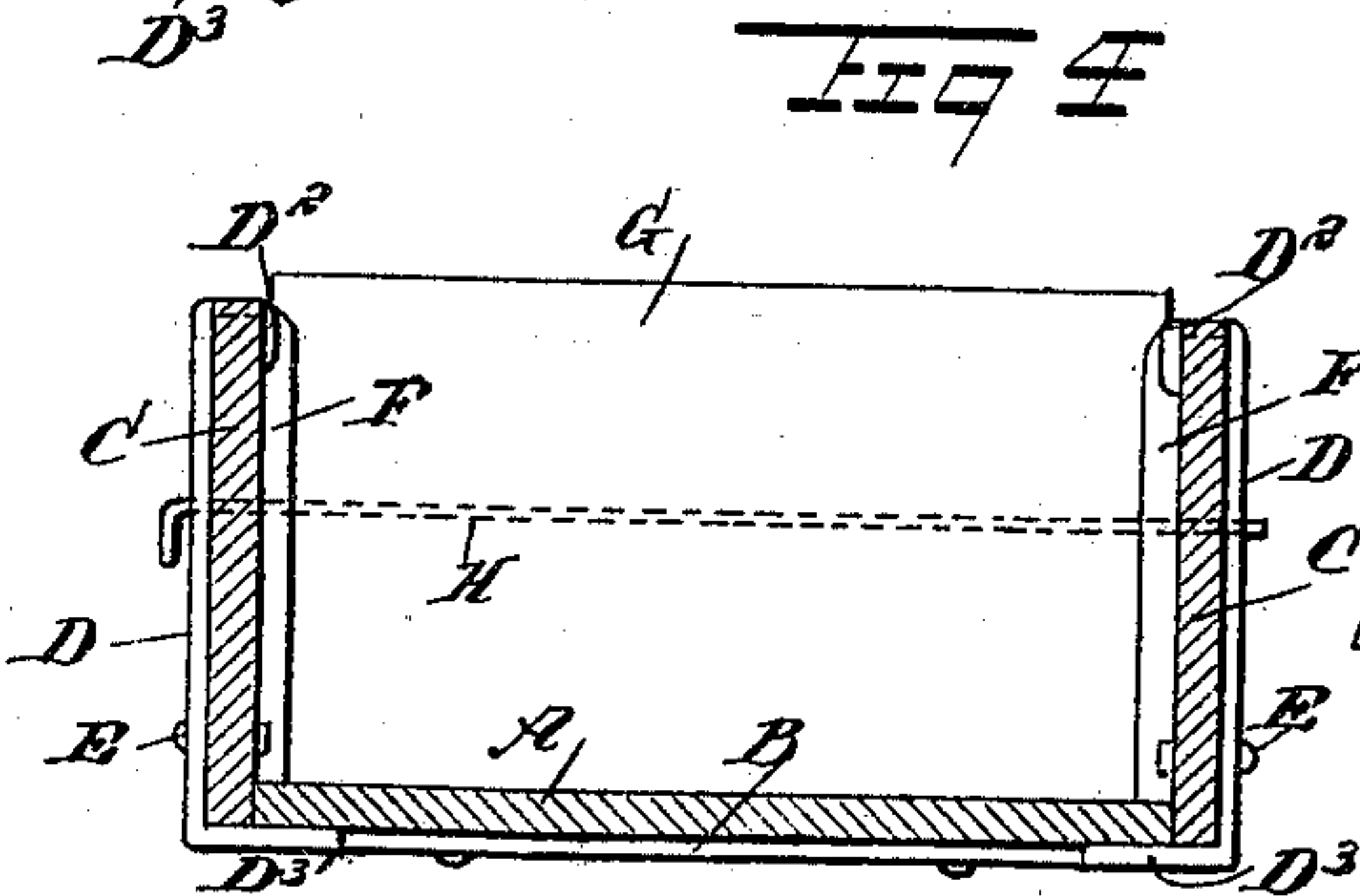
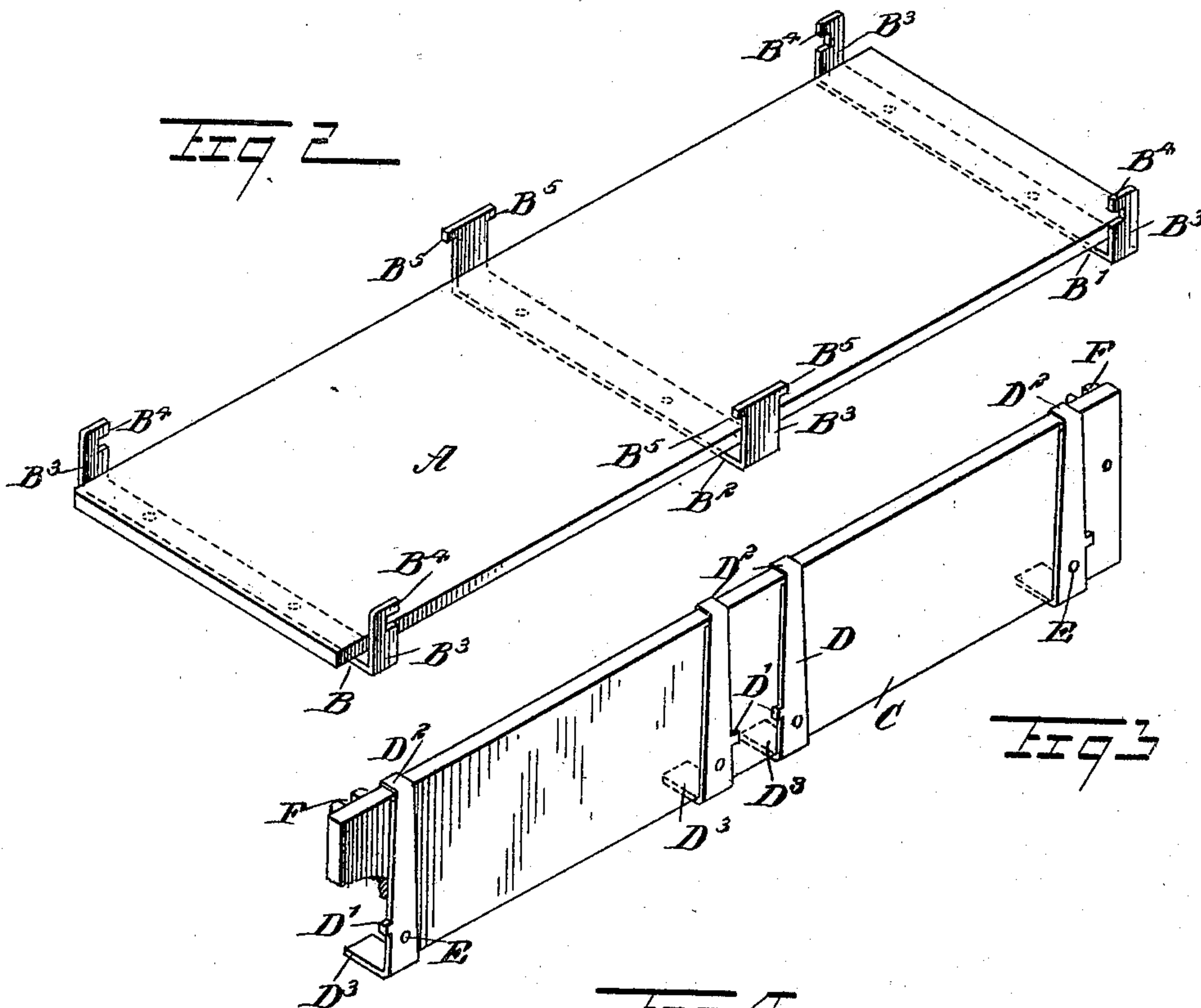
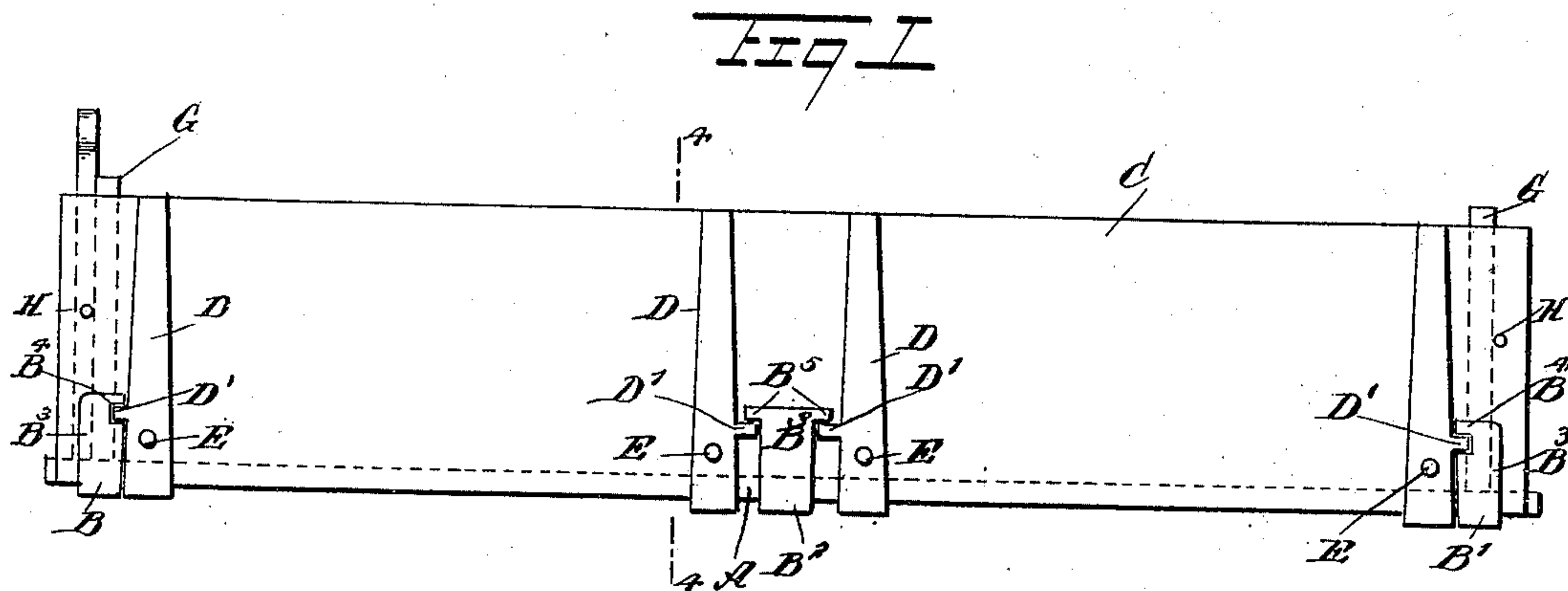
No. 628,948.

Patented July 18, 1899.

T. LOTHERINGTON.
FOLDING BED FOR VEHICLES.

(Application filed Oct. 31, 1898.)

(No Model.)



WITNESSES:

H. Walker

Geo. H. H. H.

INVENTOR

T. Lotherington

BY

ATTORNEYS.

UNITED STATES PATENT OFFICE.

THOMAS LOTHERINGTON, OF DALLAS, TEXAS, ASSIGNOR OF ONE-FOURTH
TO WILLIAM HENRY ZIEGLER, OF SAME PLACE.

FOLDING BED FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 628,948, dated July 18, 1899.

Application filed October 31, 1898. Serial No. 695,095. (No model.)

To all whom it may concern:

Be it known that I, THOMAS LOTHERINGTON, of Dallas, in the county of Dallas and State of Texas, have invented a new and Improved Folding Bed for Vehicles, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved folding bed for vehicles—such as wagons, cars, &c.—which is simple and durable in construction and arranged to permit of conveniently and quickly placing the bed in position on the running-gear of the wagon or removing it therefrom and to allow of readily changing the bed from a wagon-box to a dray or from a coal-car to a flat-car.

The invention consists of novel features and parts and combinations of the same, as will be fully described hereinafter and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improvement. Fig. 2 is a perspective view of the bottom of the box. Fig. 3 is a similar view of one side of the box with part broken out, and Fig. 4 is a transverse section of the improvement on the line 4 4 of Fig. 1.

The improved folding bed is provided with a bottom A, adapted to be set in the usual manner on the running-gear of the wagon or car, and on the under side of said bottom are secured the transversely-extending end supports B and B' and the middle support B², each made, preferably, of band-iron, the ends projecting a suitable distance beyond the side edges of the bottom A, said ends terminating in vertically-disposed locking members B³, of which the locking members B³ of the end supports B B' are formed with shoulders B⁴, and double shoulders B⁵ are formed on the locking members B³ of the middle support B². The projecting ends of the supports B B' B² are adapted to form rests for the lower ends of the sides C, the inner faces of which fit against the side edges of the bottom A, the outer faces fitting against the vertical locking members B³ of the supports. (See Fig. 4.) Thus the sides C are supported on the supports B B' B² and are held against transverse

movement by the vertical members B³ of said supports.

In order to securely lock the sides in place and to prevent the same from longitudinal movement, I provide each side with bars D, each secured by a screw or other means E to the sides C. Each bar D is provided with a projection or lug D', adapted to engage the corresponding shoulder B⁴ or B⁵ of the locking members B³, as is plainly indicated in Fig. 1, to prevent the sides C from moving longitudinally on the supports B B' B². Each bar D is formed at its upper end with a hook D² for engaging a notch cut in the top edge of the corresponding side C, and the lower end of each bar is provided with a transversely-extending arm D³, adapted to rest against the under side of the bottom A.

On the ends of the sides C and at the inside thereof are arranged the usual vertically-disposed guideways F for receiving the end-gates G, adapted to be locked in place by transverse locking-pins of H usual construction. It is evident that by the arrangement described the sides C can be readily removed from the bottom A whenever desired by removing the locking-bars D from the sides C to allow of lifting the latter out of the supports B B' B², it being understood that the end-gates G have previously been removed.

It will further be seen that the sides C can be placed in position and secured in place by the lock-bars D, which serve to securely hold the sides against longitudinal movement and at the same time assist the vertical members B³ to hold the sides in the proper and strong vertical position to withstand pressure of the load.

From the foregoing it will further be seen that a wagon provided with a wagon-box as described can be readily changed into a dray by removing the sides C and the end-gates G in the manner described and a railroad coal-car provided with a box, as mentioned, can be readily changed into a flat-car in a like manner—that is, by removing the sides and end-gates.

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

1. A folding bed for vehicles, provided with

a bottom, transverse supports for the sides and having vertical locking members at their outer ends, box sides adapted to rest on said supports and engaging the side edges of said bottom and the inner faces of said vertical locking members, and lock-bars removably secured to said sides and adapted to engage the vertical locking members and the under side of the bottom, said vertical locking members and lock-bars having engaging shoulders and lugs, substantially as shown and described.

2. A folding bed for vehicles provided with a bottom, transverse supports for the sides and having vertical locking members at their outer ends, box sides adapted to rest on said supports and engaging the side edges of said bottom and the inner faces of said vertical locking members, and lock-bars removably secured to said sides and adapted to engage the vertical locking members and the under side of the bottom, each lock-bar being formed at its upper end with a hook for engaging the

corresponding side, the lower end of the lock-bar being formed with a transverse arm for engaging the under side of said bottom, substantially as shown and described.

3. In a vehicle, the combination of a body-bottom, vertically-extending locking members arranged at the sides of said bottom and projecting upwardly therefrom, the said locking members being provided with transverse shoulders, sides for the body, and bars secured to the outer surfaces of the sides and provided with shoulders or lugs adapted to engage with the shoulders of the locking members when the sides are in perpendicular position, whereby to prevent the vertical displacement of the sides, and the locking members engaging with the bars to prevent the longitudinal displacement of the sides.

THOMAS LOTHERINGTON.

Witnesses:

A. L. ELLIOTT,
H. W. KELLY.