

6 BEDS.

47

No. 813,233.

PATENTED FEB. 20, 1906.

A. M. PADMORE.
COMBINED DAVENPORT AND BED.

APPLICATION FILED JULY 25, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

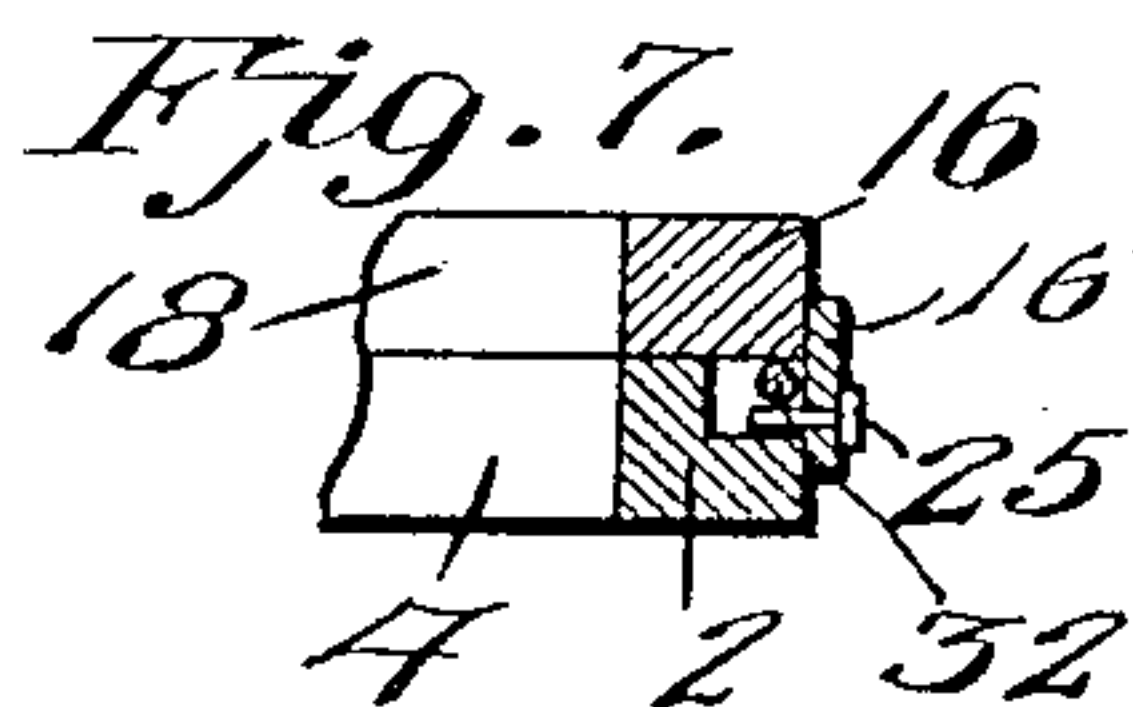
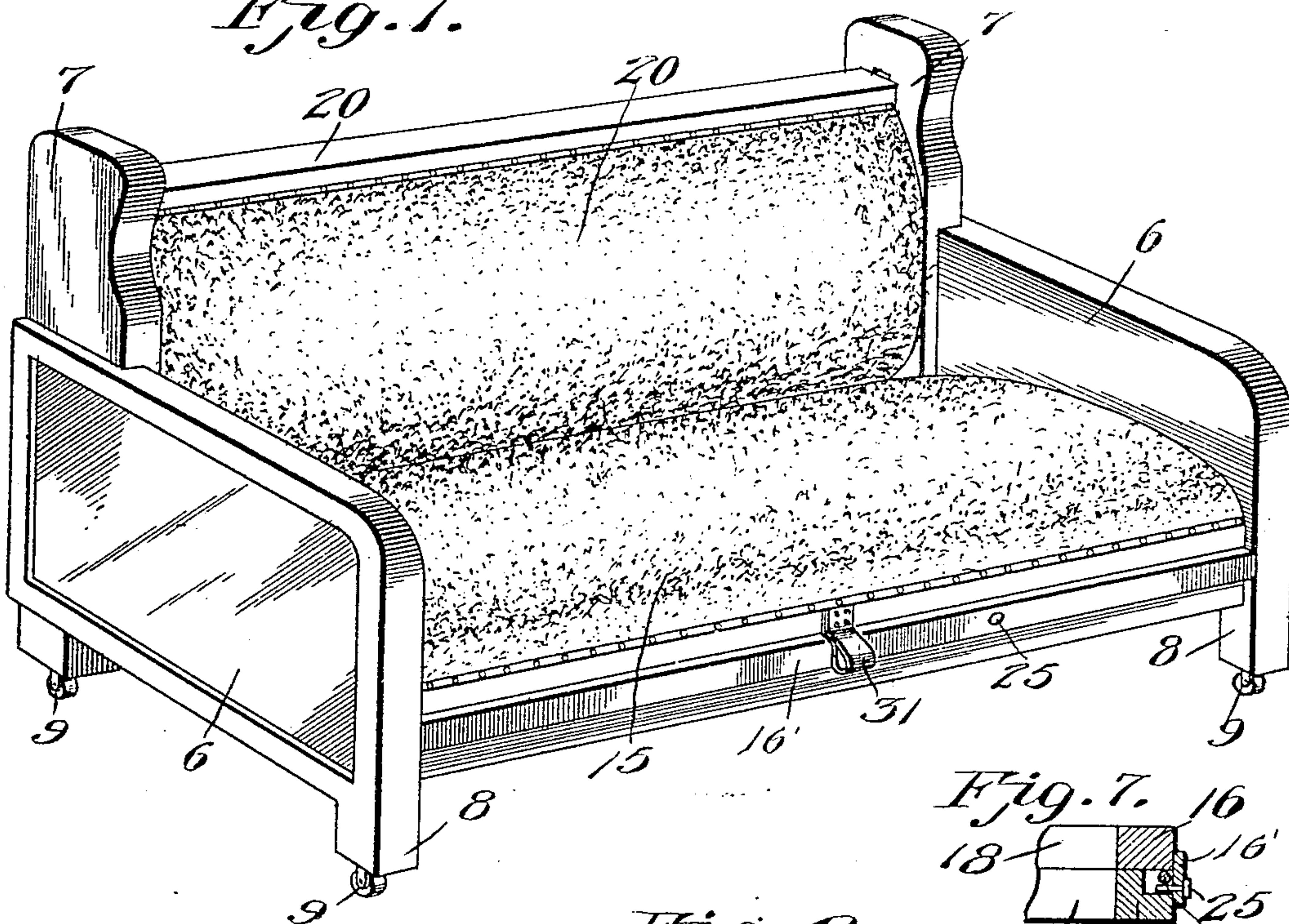
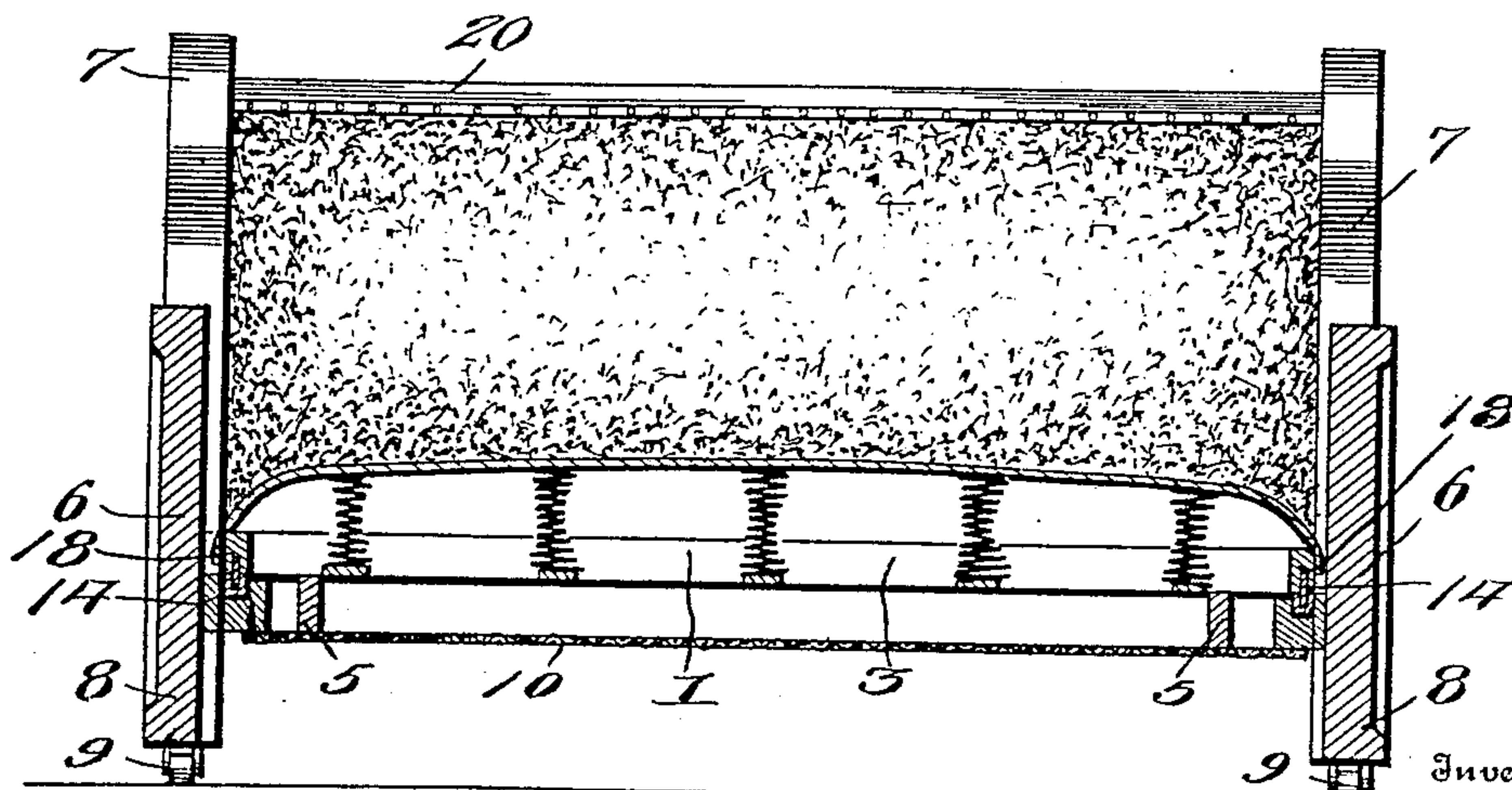


Fig. 2.



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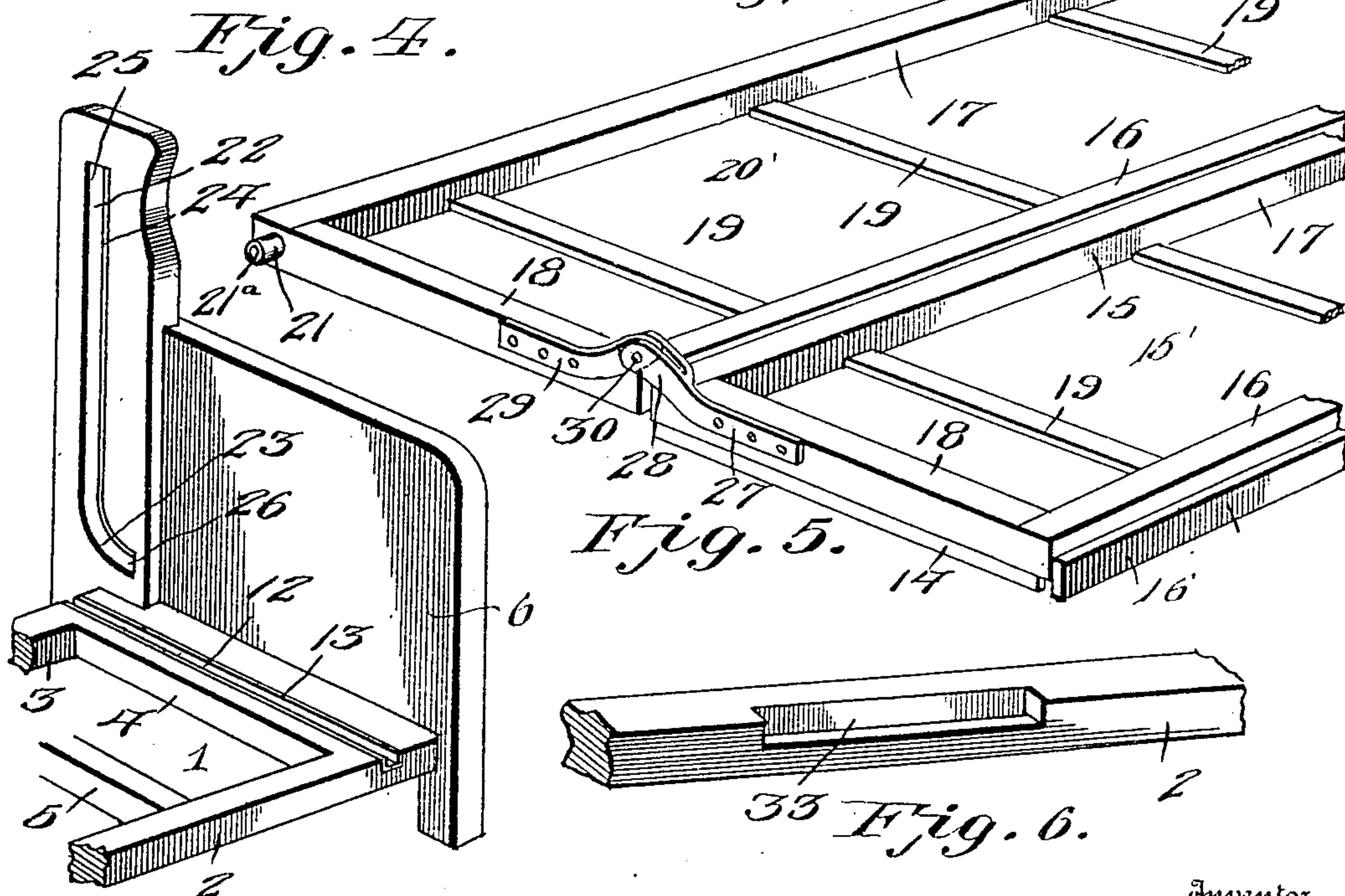
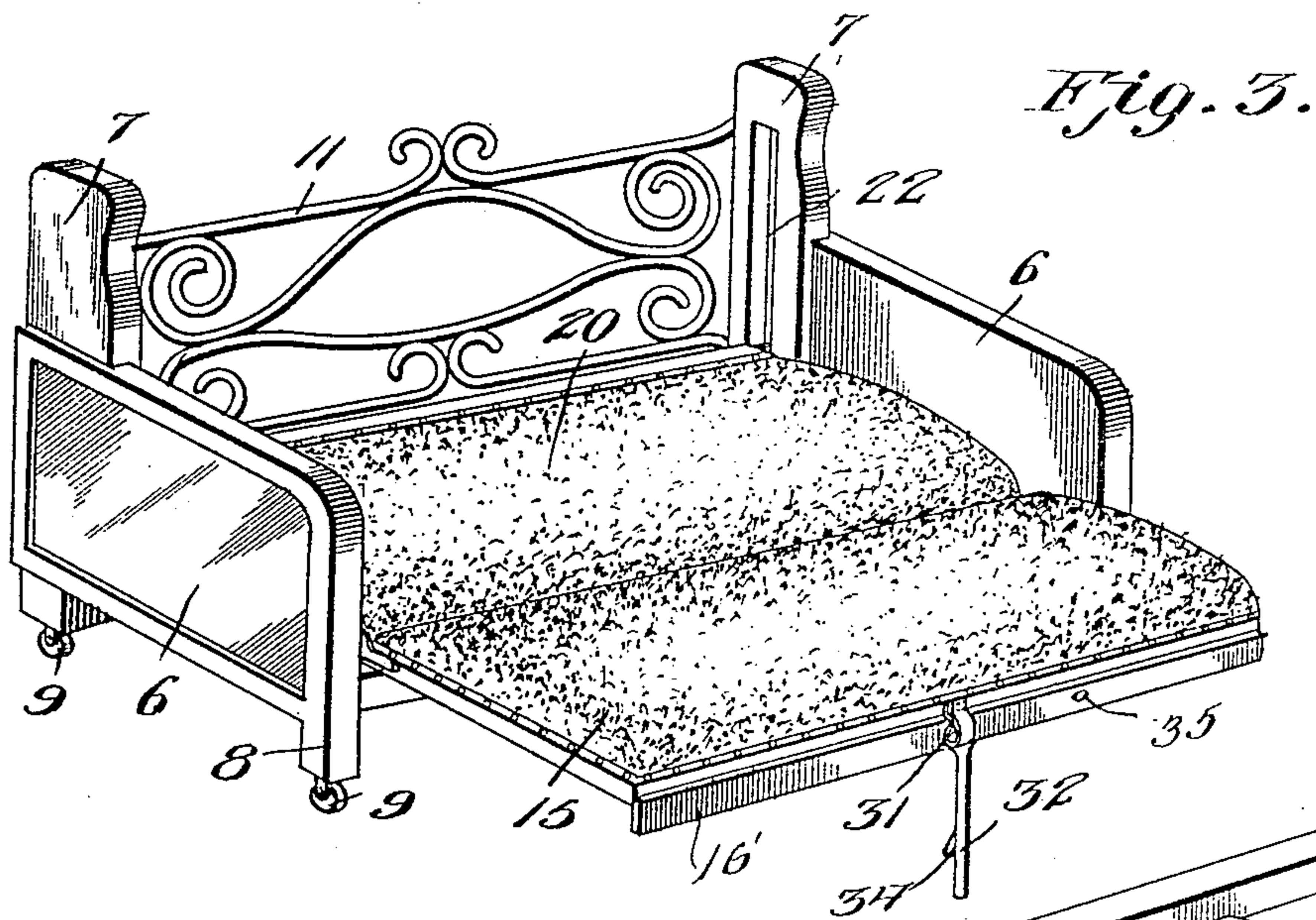
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UNITED STATES PATENT OFFICE.

ARTHUR M. PADMORE, OF LEAD, SOUTH DAKOTA.

COMBINED DAVENPORT AND BED.

No. 813,233.

Specification of Letters Patent.

Patented Feb. 20, 1906.

Application filed July 25, 1905. Serial No. 271,224.

To all whom it may concern:

Be it known that I, ARTHUR M. PADMORE, a citizen of the United States of America, residing at Lead city, in the county of Lawrence and State of South Dakota, have invented new and useful Improvements in a Combined Davenport and Bed, of which the following is a specification.

This invention relates to improvements in sofas of the davenport type, and particularly to a convertible bed and sofa, the object of the invention being to provide a construction wherein the back and seat portions of the davenport may be drawn out and adjusted to lie in the same plane to transform the davenport into a bed.

Another object is to provide means for slidably mounting the back and seat portions in such manner as to adapt them to be easily and conveniently adjusted and for retaining them in their adjusted positions without the use of locks or latches.

The preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view showing the parts of the davenport in their normal position. Fig. 2 is a vertical longitudinal section through the seat portion and sides thereof. Fig. 3 is a perspective view showing the back and seat adjusted to transform the davenport into a bed. Fig. 4 is a fragmentary perspective view of the back and seat frames. Fig. 5 is a perspective view of one of the end portions of the main frame, showing the guideways in the standard and bottom thereof. Fig. 6 is a perspective view of a portion of the front rail of the frame bottom, showing the brace-receiving recess therein; and Fig. 7 is a detail section through said front rail and the seat, showing the folding leg disposed within the recess.

Referring now more particularly to the drawings, the numeral 1 represents the main or bottom frame of the davenport, which is of oblong rectangular form and comprises front and rear rails 2 and 3 and end rails 4, the said front and rear rails being connected and braced by transverse bars 5. To the rails 4 are secured the arms or sides 6, which may be of any preferred form and construction. Rear posts or standards 7 are secured to the rear ends of the sides 6 in any suitable manner, but may be integral therewith, if desired, as I do not restrict myself to the specific form of the sofa or davenport shown or

to the specific shape or mode of constructing and connecting any of the aforesaid parts thereof. The front ends of the sides 6 terminate in short depending legs 8, and these legs and the lower ends of the standards carry casters 9. Secured to the under side of the frame 1 is a guard-screen 10 to prevent the entrance of dust and vermin to the upholstered portions of the davenport. The rear posts or standards 7 carry a back-frame 11, which may be of ornamental construction and serves to form a head portion when the adjustable seat and back are drawn out to convert the davenport into a bed. The davenport may be provided at the back or beneath the bottom frame 1 with a wardrobe box or compartment to receive the bedding. I have not shown this box or compartment, as the same does not form part of the present invention and may be constructed in any of the forms employed in convertible sofas of this type.

The end rails 4 of the bottom frame 1 are formed with longitudinal grooved guideways 12, which may be reinforced and protected by a suitable channeled metallic lining 13. These grooved guideways receive guide rails or runners 14, carried by the end rails of the frame 15' of the seat 15, which frame corresponds in form and dimensions with the main frame 1 and comprises front and rear rails 16 and 17 and end rails 18, the said front and rear rails being reinforced between the end rails by transverse bottom slats 19. A joint-concealing strip 16' is provided upon the front rail 16 to lap over the front rail 2 of the frame 1 and conceal the joints between them when the seat is in its normal position.

The frame 20' of the back 20 corresponds in construction to the seat-frame 15', and its parts are correspondingly numbered. Upon the ends of said back-frame, in line with the upper rail 17 thereof, are friction-rollers 21, which fit and travel in grooved guideways 22, formed in the inner sides of the posts or standards. These guideways 22 extend vertically except at their lower ends, where they are curved downwardly and forwardly, as shown at 23, in order to guide the rollers to permit the upper portion of the back when drawn downwardly to assume a horizontal position, so that the back will lie in the plane of the seat 15. The guideways 22 may be reinforced by a suitable metallic lining 24 and are formed at their upper and lower ends with stop-shoulders 25 and 26 to limit the

movement of the friction rollers 21, which latter are journaled upon stub-shafts or pintles 21^a to permit the back 20 to swing from a vertical to a horizontal position, and vice versa.

The seat and back frames 15' and 20' are hingedly connected to move in unison, the end rails 18 of the seat-frame being provided with hinge members 27, having bifurcated portions 28 to receive the ends of hinge members 29, secured to the end rails of the back-frame 20', the pairs of hinge members being pivotally united by pintles 30. The pivoted ends of the hinge members 27 and 29 project upwardly beyond the contiguous rear and bottom rails 17 and 16 of the seat-frame and back-frame at an oblique angle in order to permit the back to freely assume a horizontal position when drawn outward and a vertical position when forced back, thus adapting the seat and back to be adjusted with a minimum of resistance.

Figs. 1 and 2 of the drawings show the parts in their normal positions to form a davenport-sofa, while Fig. 3 shows the seat and back drawn out to convert the sofa into a bed. The seat is provided at its forward edge with a pull-strap or handle 31. When an outward pull is exerted upon this strap, the seat will be slid outward upon its runners 14, which travel in the grooved guideways 12, and motion will at the same time be communicated to the back, whose friction-rollers 21 will travel downward in the grooved guideways 22, thus permitting said back to swing outwardly and forwardly and assume the position over the main frame 1 ordinarily occupied by the seat 15, which latter will project forwardly nearly its full width beyond said frame. The rollers 21 contact with the lower stops 26 before the runners 14 pass out of the forward ends of the guideways 12, so that the rear ends of the runners will remain seated in the forward ends of the guideways 12 and support the seat in extended position. In order to support the outer or front portion of the seat, the latter is provided with one or more folding legs or braces 32, hinged or pivoted to the front rail 16 to swing downward to a vertical position and rest upon the floor, as shown in Fig. 3, and to swing up to a horizontal position in rear of the strip 16', so as to be received within a recess 33, formed in the front rail 2 of the main frame 1 when the seat is slid back to normal position. The leg or brace is loosely mounted upon its pivot, so as to bring a lug 34 thereon into engagement with a holding-pin 35, carried by the strip 16', whereby it may be normally retained in retracted position.

The seat and back may be upholstered in any approved style and the frame constructed and ornamented to suit the taste or fancy of the manufacturer or user.

The advantages and convenience of my im-

proved construction will be readily understood without further description.

Having thus described the invention, what is claimed as new is—

1. A combined davenport or bed comprising a main frame provided with side pieces and rear standards, said frame being provided adjacent to said side pieces with guide-grooves and the standard with guide-grooves having forwardly-curved lower ends, a head-piece extending between and secured to the standards, seat and back sections comprising upholstered frames hingedly connected, the seat-frame being provided with runners movable in the guideways in the seat-frame and the back-frame, rollers to traverse the guides in the standards whereby the seat and back portions may be adjusted in unison to extend the seat portion beyond the main frame and to bring the back portion to the position normally occupied by said seat portion, and a strip upon the front edge of the seat portion to conceal the joint between the same and the main frame when the parts are in normal position.

2. A combined davenport and bed comprising a main frame composed of a bottom, side pieces, rear standards, and a head-piece extending between the standards, the bottom portion of the frame being provided adjacent to the side pieces and standards with guide-grooves having channeled wear-strips inserted therein, and the standards with vertical grooves having forwardly-projecting lower terminals, the top and bottom walls of said grooves forming stops, seat and back frames hingedly connected at their meeting edges, the seat-frame being provided at its ends with runners movable in the channeled guide-pieces and the back-frame upon the normally upper portions of its ends with rollers to travel in the guide-grooves in the standards and engage said stops, a strip secured to the front portion of the seat-frame to cover the joint between the same and main frame when the parts are in normal position, and a leg pivoted to the forward portion of the main frame and adapted to fold behind said strip.

3. A sofa of the character described comprising a main frame provided at the front thereof with a receiving-recess and horizontal and vertical guideways, hingedly connected seat and back portions provided with guide members to respectively travel in said horizontal and vertical guideways, the said seat portions being extendible beyond the frame and the back portion adjustable to the position normally occupied by the seat portion, a hinged supporting-leg upon the front rail of the seat portion adapted to be turned to an inactive position and to occupy said receiving-recess when the seat and back portions are restored to their normal positions, said leg having a lug, a strip upon the front

5 rail of the seat portion to conceal the joint between the same and main frame and conceal the leg when the seat portion occupies its normal position, and a keeper-pin upon the rear side of said strip adapted to be engaged by the lug to hold the leg in folded position.

In testimony whereof I affix my signature in presence of two witnesses.

ARTHUR M. PADMORE.

Witnesses:

J. H. SHOEMAKER,
ALBERT FITCH.