

Patented Feb. 2, 1909.

911,316.

Fig. II.

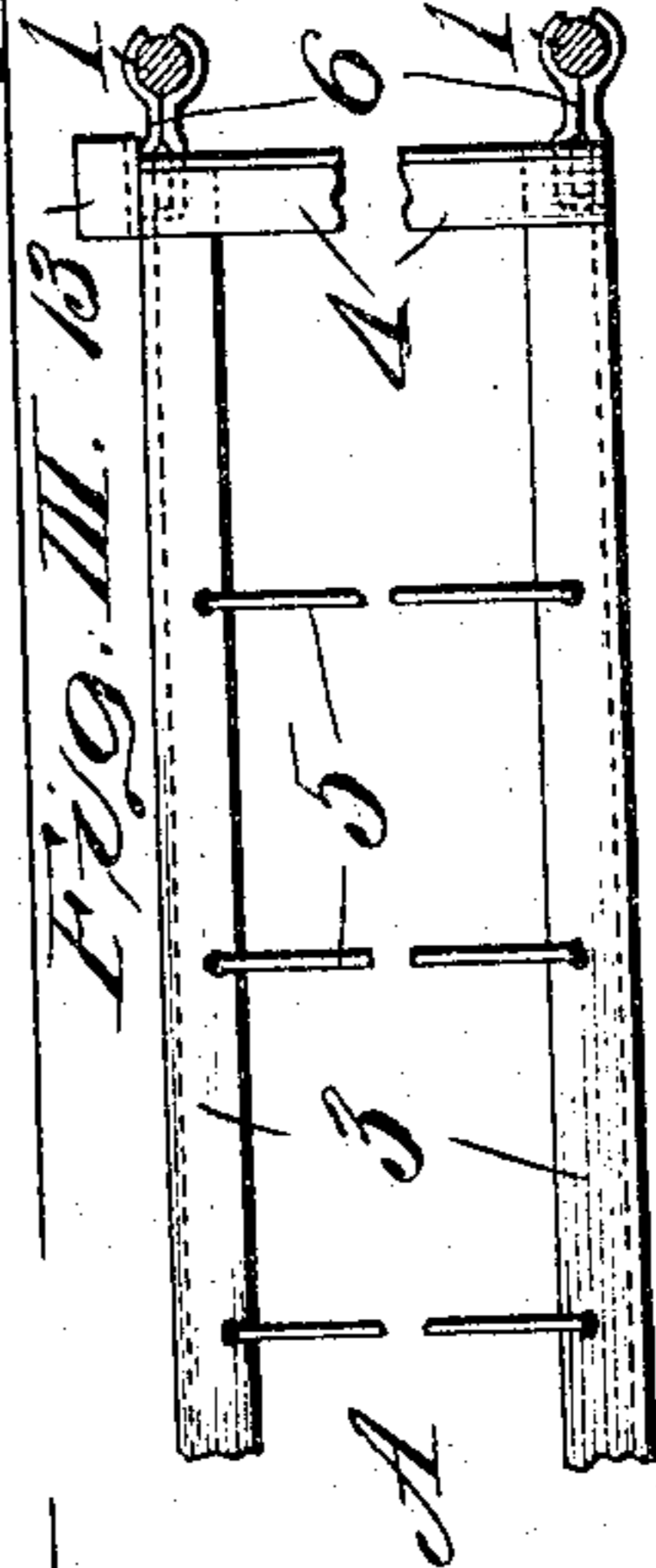
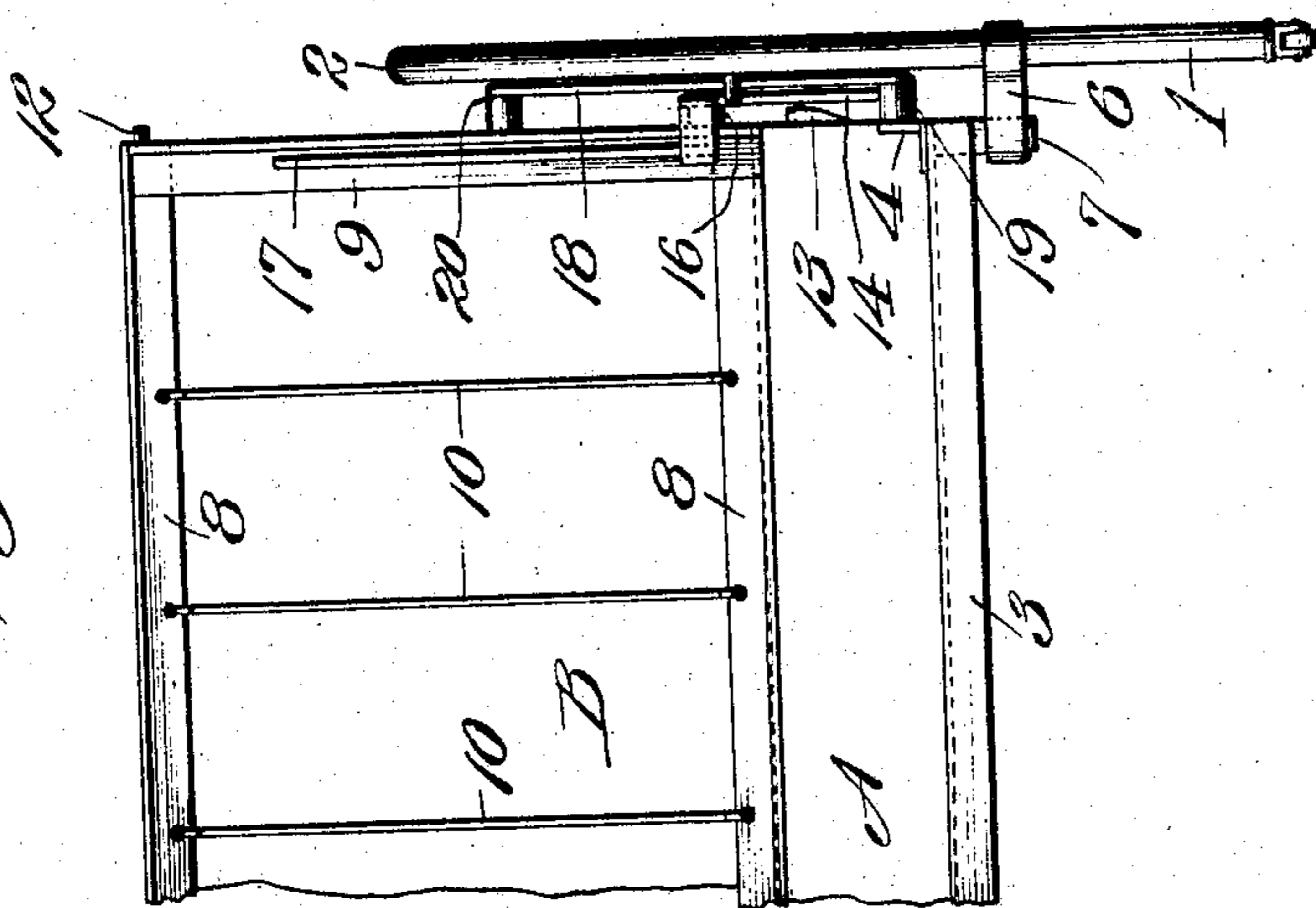
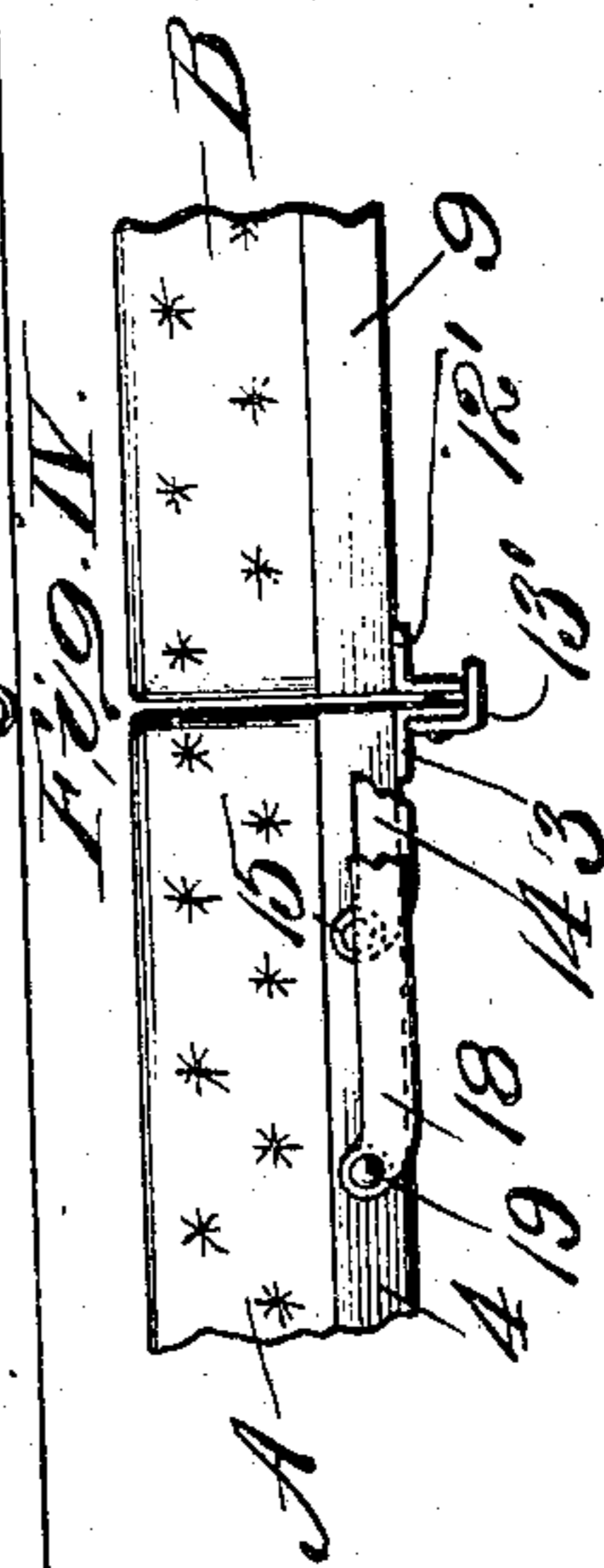
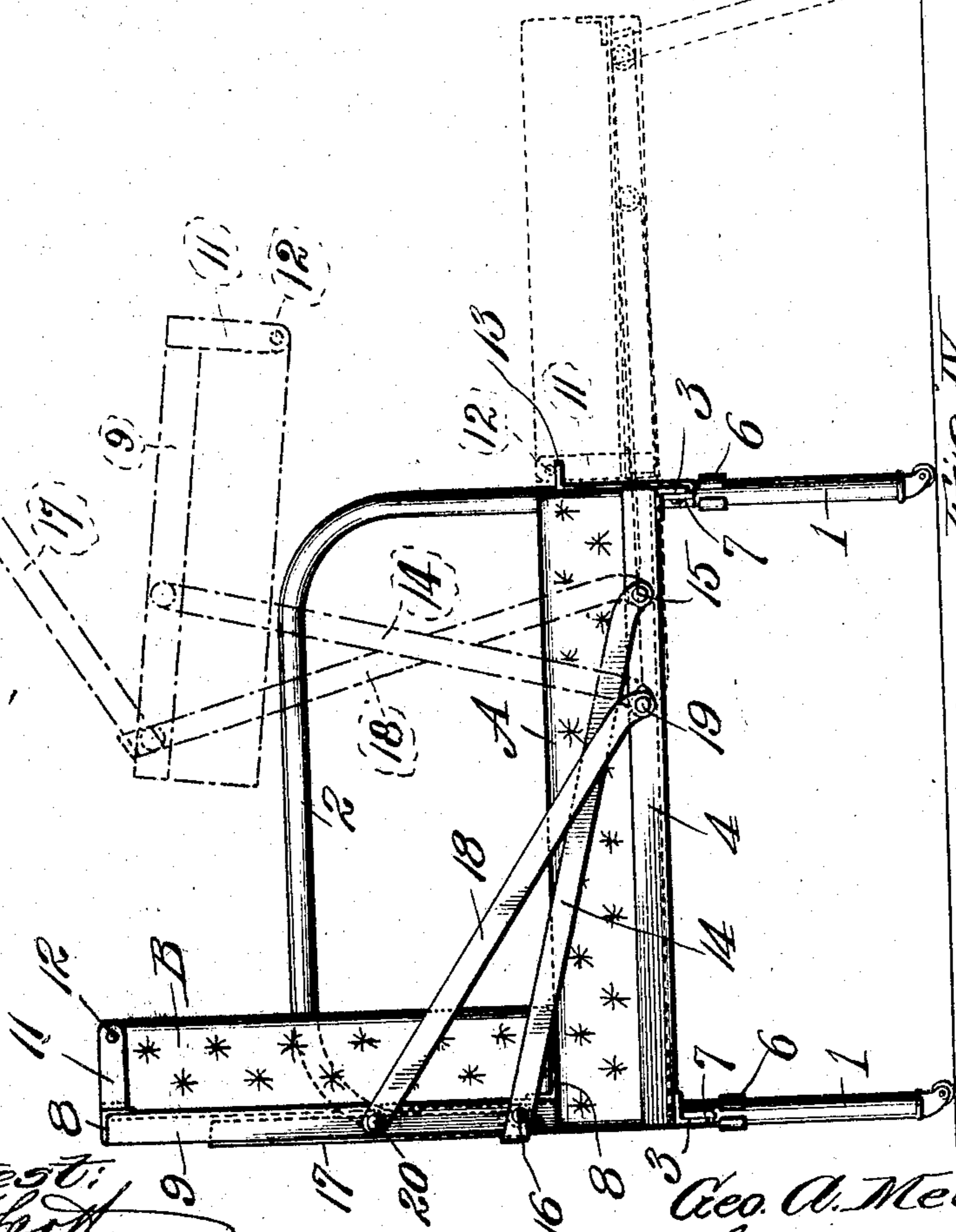


Fig. I.



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UNITED STATES PATENT OFFICE.

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DAVENPORT-BED.

No. 911,316.

Specification of Letters Patent.

Patented Feb. 2, 1909.

Application filed June 28, 1907. Serial No. 381,365.

To all whom it may concern:

Be it known that I, GEORGE A. MELLON, a citizen of the United States of America, residing at the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Davenport-Beds, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to an improvement upon the davenport bed shown and described in Letters Patent of the United States No. 820,808, issued to me May 15, 1906.

In the davenport bed set forth in the patent mentioned only a single swinging arm or link is utilized at each end of the piece of furniture to pivotally connect the movable or back section to the stationary or seat section and it has been found that this construction is unsatisfactory for reasons I will specify. In the use of a single link at each end of the davenport bed it is necessary, in accomplishing the movement of the back section from a folded position to an unfolded position, to lower the back section onto the seat section and cause engagement of pivot members carried by the back section with pivot members supported by the stationary section after which the back section is swung upwardly and forwardly and finally into horizontal alinement with the seat section during which operation pivotal engagement should be maintained between the sections.

The cushions which are utilized in the seat and back sections of the davenport bed and constitute members of said sections are frequently ununiform in thickness and are moreover liable to become disarranged or diminished in thickness by usage.

As a consequence of the facts mentioned respecting the cushions it is frequently difficult to accomplish engagement of the pivot members carried by the back section with the pivot members at the front of the seat section, due to these parts not moving into proper registration with each other and it is the object of my present improvement to provide a construction whereby the faulty operation of the back seat relative to the seat section is overcome.

Another object of my present improve-

ment is to provide for an easier operation of the back section by sustaining it upon swinging supports which prevent contact thereof with the seat section while the first mentioned section is being moved relative to the last mentioned section.

Another object is to provide for a construction that permits of the use of simpler and more slightly pivotal members in connection with the seat section and back section of the davenport bed.

Figure I is an end elevation of my davenport bed with the arm at the nearest end thereof broken away; the intermediate and horizontal positions of the movable or back section being shown in dotted lines. Fig. II is a rear elevation of one end of the davenport bed. Fig. III is a plan view partly broken out of the seat frame. Fig. IV is an end elevation of fragments of the seat and back sections of the bed in unfolded positions and illustrating a modification of the pivot members associated with these sections.

In the accompanying drawings: A designates the stationary or seat section of my davenport bed and B the movable or back section thereof. The seat section is supported by legs 1 that terminate at their upper ends in end arms 2.

The seat section comprises a cushion or pad of any common construction and a seat frame which is composed of side rails 3, superposed end rails 4 and cross rods 5 uniting said side rails, the seat frame being attached for its support to the legs 1 by clips 6 secured to the legs and containing sockets that receive depending fastener members 7 which depend from the side rails of the seat frame.

The seat frame just described serves to connect the legs of the bed and the cross rods 5 therein serve as supporting members for the springs of the seat section cushion. The back section of the bed comprises a cushion similar to the cushion at the seat section and a back frame which is composed of top and bottom rails 8, back end rails 9 and cross rods 10 attached to the top and bottom rails, the said rods providing resistance members for the springs of the back section cushion. The frame of the back section includes transverse end bars 11 which

are located adjacent to the edge of the back section that is uppermost when the back section is in vertical or folded position above the seat section and which, when the back section is moved into a horizontal position and in front of and in alinement with the seat section, are located adjacent to the front edge of the seat section. Each of the end bars 11 is provided at its forward end with a laterally projecting stud 12.

13 are lugs or pivot members located in front of and near the upper surface of the seat section A and which are adapted to receive the studs 12 carried by the back section in order that said studs may pivot upon the members 13 when the back section is moved from an upright position to a horizontal position.

14 designates an inner main carrier link that is pivoted at 15 to the superposed end rail 4 of the seat frame at a point in front of the center of said seat frame and at 16 to the back end rail of the back frame B at a point near what is the lower edge of said back frame when the back frame is in folded position. A corresponding main carrier link is connected to the seat and back frames at the opposite end of the bed. Each inner main carrier link is provided with a leg 17 extending approximately transversely therefrom and on the inner side thereof and adapted to move with the link and serve as a support for the back section B when the back section is moved into horizontal alinement with the seat section. The legs 17 also assume positions at the rear of the back section when it is in upright position to serve as braces for said section, and the legs being located back of the back section are prevented from coming into contact with the upholstery at the ends of the davenport sections to injure said upholstery. The legs 17 in this position are located within the back frame and alongside the back end rails 9.

18 designates an outer auxiliary carrier link that is pivoted at 19 to the superposed end rail 4 of the seat frame at a point rearward from the point of pivotal connection of the main carrier link to said seat frame but also forward of the center of the seat frame. The outer auxiliary carrier link crosses the main carrier link and is pivoted at 20 to the back end rail of the back frame at a point nearer the center of said back frame than that at which the inner main carrier link is pivoted to said back frame. A corresponding link is utilized at the end of the bed opposite that illustrated.

When the movable or back section of my davenport bed is to be moved from the folded position, illustrated in full lines Figs. I and II, in order that the article of furniture may be used as a bed instead of as a seat the

back section is readily swung forward and upward and as it is so swung its weight is sustained entirely by the inner main and outer auxiliary carrier links 14 and 18 with the result that the back section travels in a course entirely removed from the seat section so that it is out of contact therewith. The inner main and outer auxiliary carrier links being pivotally connected at different points to the seat and back frames and crossing each other, provide for a turning movement of the back section as it is swung forwardly and this turning movement is continued throughout the entire movement of the back section, whereby the pivot studs 12 are caused to first move forwardly and then downwardly and then, as the back section is lowered from the intermediate position illustrated in dotted lines, Fig. I and the links move again toward a horizontal position, the top edge of the back section is carried inwardly toward the front edge of the seat section and finally in such juxtaposition with the front edge of the seat section that bearing is created between the pivot studs and the pivot members 13 at the front of the seat section. The further downward movement of the back section is then directed by the engagement of the pivot members 12 and 13 until the back section has assumed a horizontal position in front of the seat section and the legs carried by the main carrier links are brought to rest upon the floor as also illustrated in dotted lines in Fig. I. Due to the manner of connecting the carrier links to the bed sections, I avoid any scissoring action by the links upon the upholstery of said sections.

In Fig. IV I have shown a modification in which the seat and back sections of the bed and the carrier links correspond to those herein previously described but in which a pivot member 13' is located at the bottom of the seat section instead of near the top thereof and a pivot member 12' is located at the back of the back section instead of adjacent to the front of said section and at the end thereof. These pivot members are designed for engagement in the same manner as those previously described when the back section is moved into a horizontal position.

I claim:

A folding bed comprising supporting legs, a seat-section having a seat-frame supported on the legs, a back-section having a back-frame, inner main carrier links pivoted to the seat-frame at a point in front of the center of the seat-frame, and pivoted to the back-frame at a point near one side of the back-frame, and having rigidly attached thereto and extending laterally therefrom legs adapted to assume concealed positions within the back of the back-frame when it is

in an upright position, and outer auxiliary
carrier links pivoted to the seat-frame at a
point in rear of the pivot point of the in-
ner main carrier links and also in front of
5 the center of the seat-frame, crossing the in-
ner main carrier links, and pivoted to the
back-frame at a point nearer to the center of

the back-frame than the inner main carrier
links.

GEO. A. MELLON.

In the presence of—

LILY ROST,

BLANCHE HOGAN.