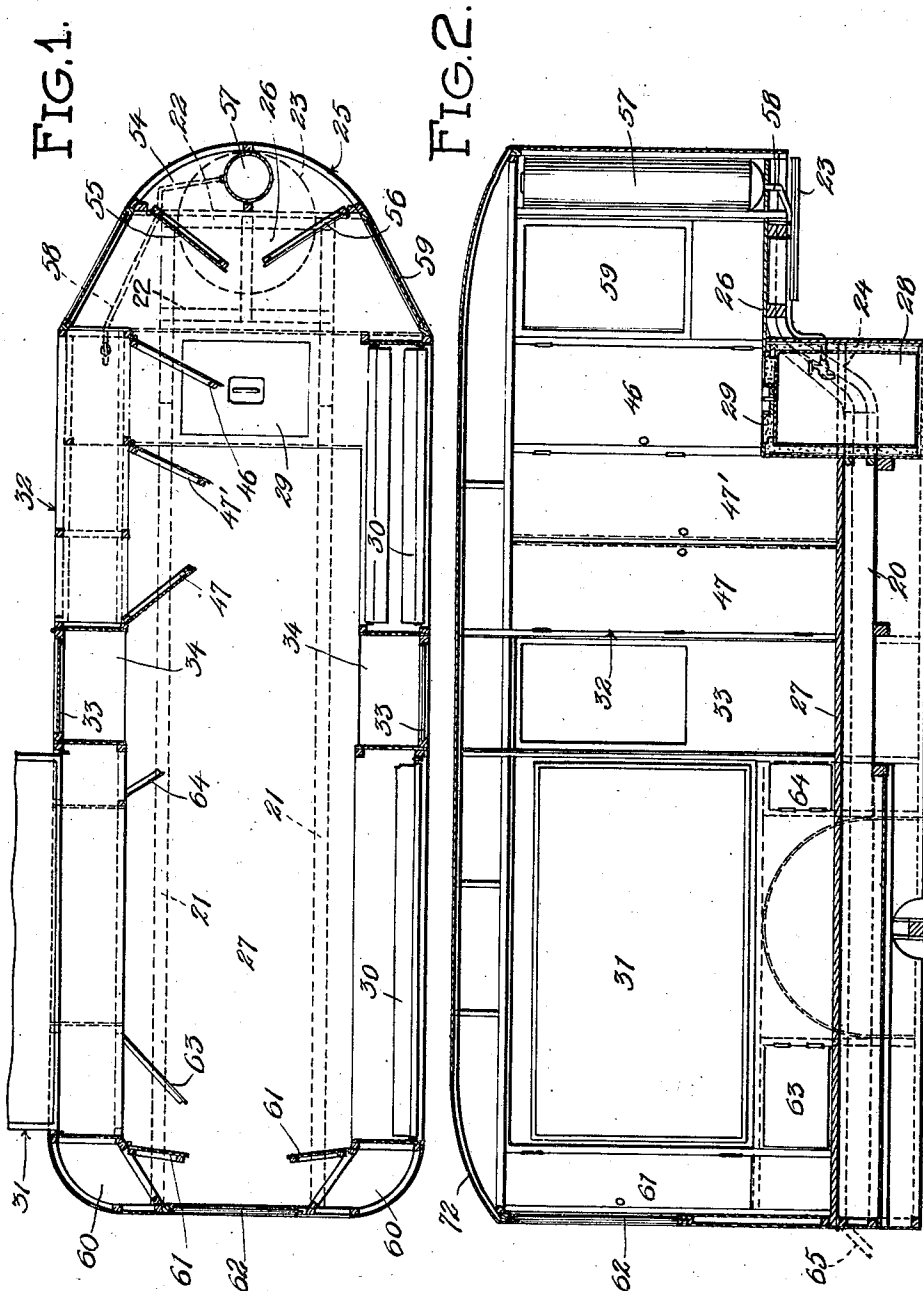


1,437,172.

Patented Nov. 28, 1922.

4 SHEETS—SHEET 1.



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4 SHEETS—SHEET 2.

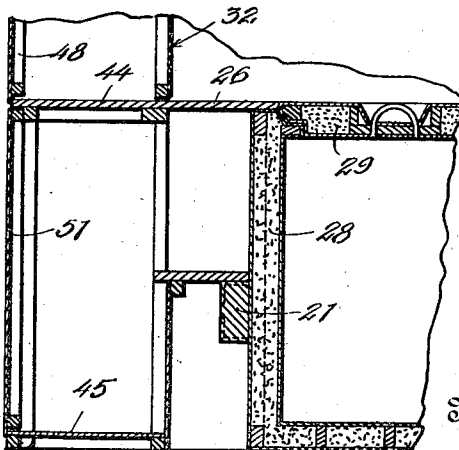
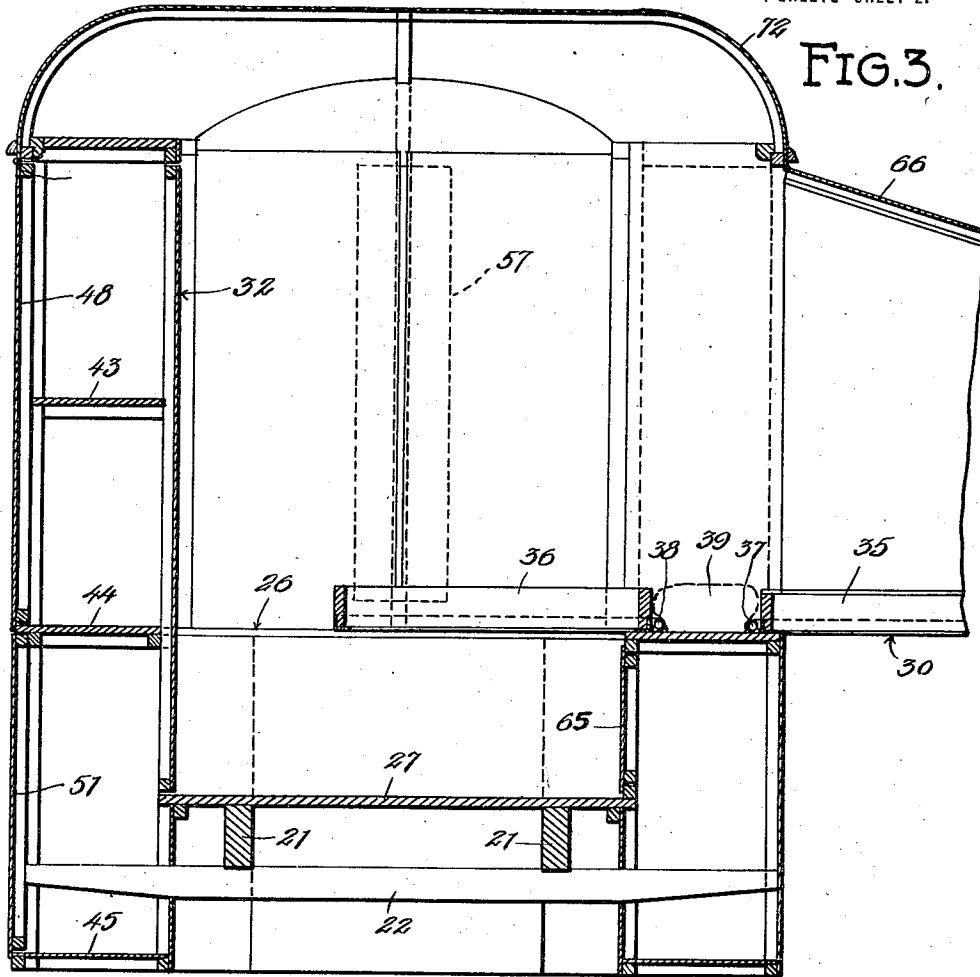


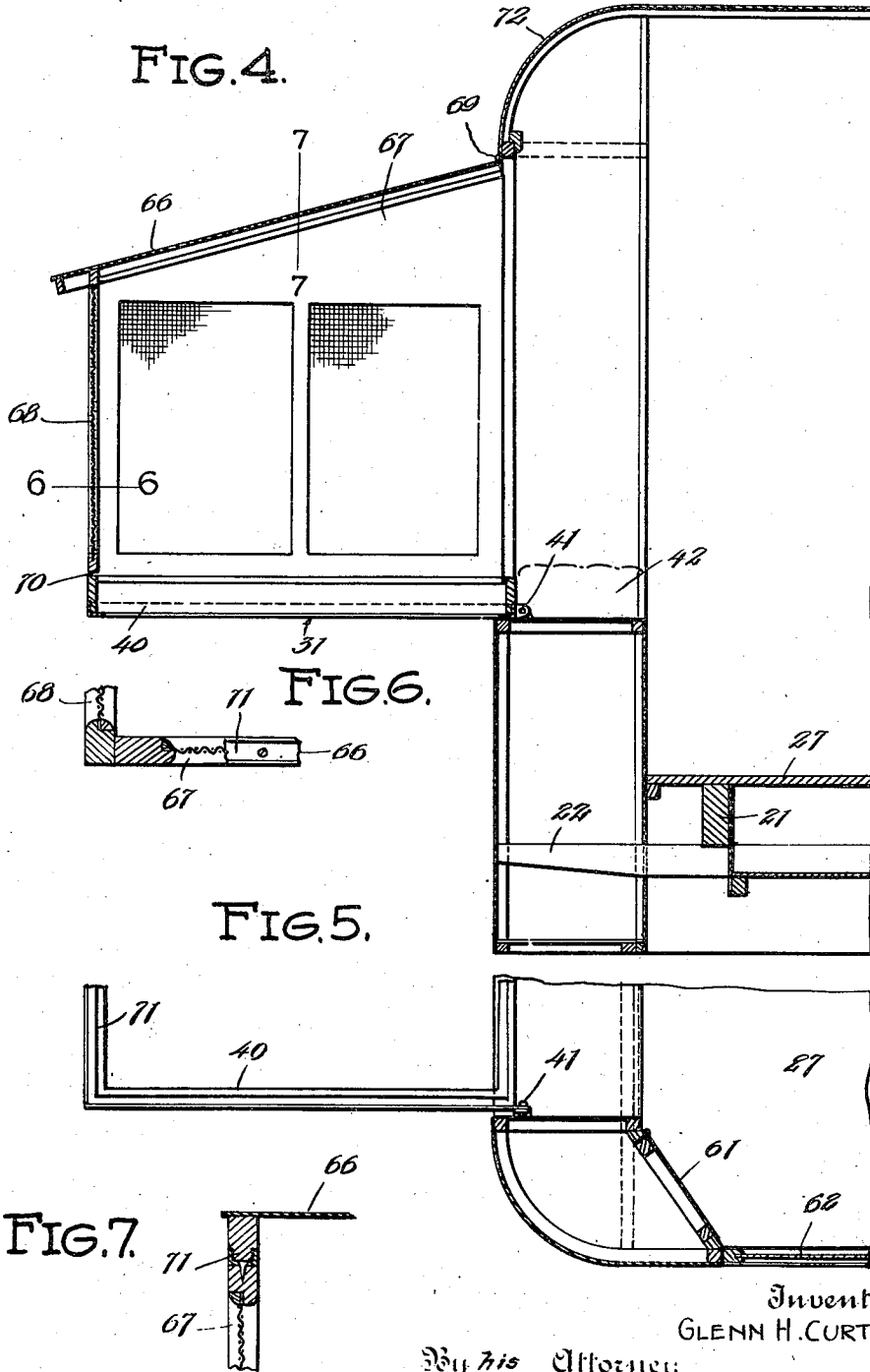
FIG. 8.

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4 SHEETS—SHEET 4.

FIG. 9.

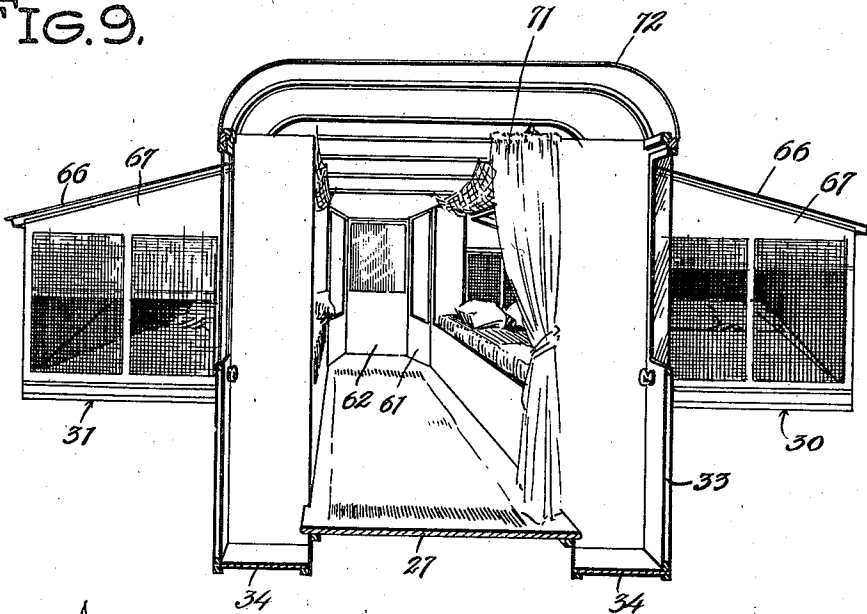
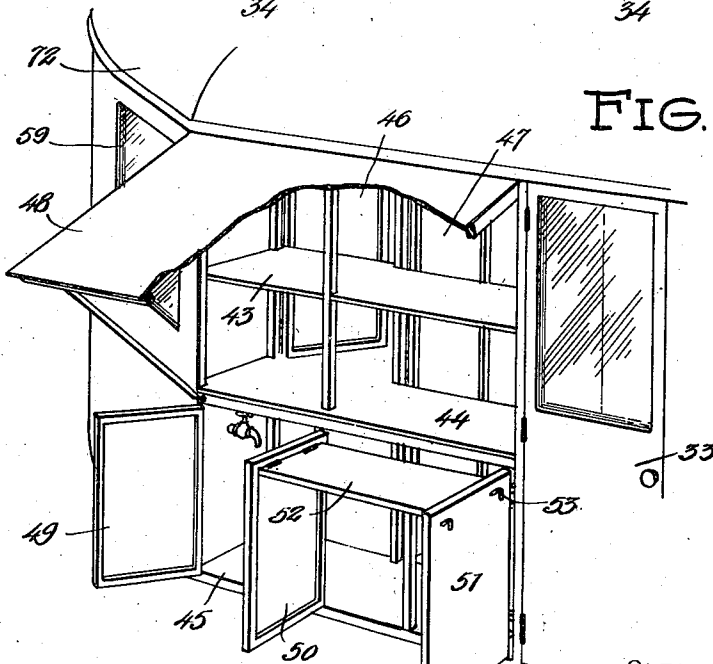


FIG. 10.



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UNITED STATES PATENT OFFICE.

GLENN H. CURTISS, OF GARDEN CITY, NEW YORK.

CAMP CAR.

Application filed April 28, 1921. Serial No. 465,094.

To all whom it may concern:

Be it known that I, GLENN H. CURTISS, a citizen of the United States, residing at Garden City, in the county of Nassau and State of New York, have invented certain new and useful Improvements in Camp Cars, of which the following is a specification.

My invention relates to road vehicles and more particularly to camp cars or trailers.

Aside from certain improvements in the details of its construction the invention is characterized in that provision is made for sleeping, cooking, etc.; the various furnishings required therefor being compactly and neatly arranged. The sleeping accommodations include two double beds and one single bed, the two double beds being arranged in tandem along one side of the body and the single bed directly opposite one of the double beds. Opposite the other double bed a cabinet (preferably a kitchen cabinet) is arranged and between the tandem beds on one side and the single bed and cabinet on the opposite side, the doors of the trailer body are located. Adjacent each door a step is provided inside the body, the level of the step being below the level of the floor. The floor, instead of being on a level with the bottom of the trailer body, is somewhat raised; its opposite longitudinal edges on one side being flush with the inside wall of the cabinet and on its opposite side flush with the inside wall of other and further cabinets or compartments built into the body beneath the tandem beds. Accordingly maximum cabinet space at opposite sides of the body is provided. Moreover, end cabinets are built into the body at its opposite ends.

A further characteristic of the invention is the construction of the forward end of the trailer body in the form of an overhang; the coupling, by means of which the trailer is fastened to its associated tractor, being secured beneath the overhang. To support the floor of the overhang without a break in the continuity of the supporting frame the longitudinal members of the frame are stepped or bent intermediately of their ends to directly support both floor levels.

A still further characteristic of the invention is the provision of a canopy for each bed, each canopy comprising a hinged top, movable ends and a hinged side, the ends and side being screened for ventilation. Each of the several canopies are separately foldable, the ends thereof being removable, the

sides foldable, and the top foldable after the sides together with the beds have been folded. The several canopy tops, when folded, depend flush with the sides of the body to close the openings formed therein thru which the beds extend when unfolded.

Other and further characteristics of the invention such as the details of certain of the cabinets, whereby certain of the doors thereof function conjointly as awnings; the details of the canopy ends; the construction of the trailer frame, etc.; will be hereinafter more fully described.

In the drawings, wherein like reference characters designate like or corresponding parts throughout the several views:

Fig. 1 is a horizontal longitudinal sectional view of the trailer body showing the relative arrangement of the beds, cabinets, etc.;

Fig. 2 is a longitudinal vertical sectional view of the trailer body;

Fig. 3 is a transverse vertical sectional view of the body showing the double bed construction;

Fig. 4 is a similar view showing the single bed construction;

Fig. 5 is a fragmentary horizontal sectional view of the rear end of the body showing the bed frame construction;

Fig. 6 is an enlarged section on the line 6-6 of Fig. 4;

Fig. 7 is an enlarged section on the line 7-7 of Fig. 4;

Fig. 8 is a fragmentary sectional view showing the refrigerator construction;

Fig. 9 is a transverse vertical sectional view of the body showing the inside arrangement of the beds as well as the inside step arrangement at the doors; and

Fig. 10 is a detail perspective view of the kitchen cabinet.

In the embodiment of the invention selected for illustration the supporting frame is designated in its entirety as 20. It comprises in addition to two main longitudinal frame members 21, a plurality of cross frame members 22. The cross frame members 22 at the forward end of the body are so related to a coupling member 23 mounted therebetween as to directly support it and consequently the forward end of the body when coupled to an automobile or other tractor vehicle. The details of the coupling 23 will be disclosed in a separate application. Intermediately of its ends the frame

20 is stepped or bent as indicated at 24, the step or bend being formed in the frame (see Fig. 2) without a break in its continuity. The longitudinal frame members 21, with the above in view, are constructed partly of wood and partly of metal, metal being used at the step or bend. The metal portion of each longitudinal frame member is preferably constructed of separate angle irons so relatively arranged as to receive the forward end of the wood portion of the frame member within the angles of the angle irons, the wood portion of each beam terminating forwardly at the bottom of the step. The flanges of the angle irons of each frame member extend respectively vertically and laterally, the lateral flanges engaging respectively with the top and bottom sides of the wood portions of the beams and the vertical flanges, the inside face thereof as indicated. Throughout the height of the step the angle irons of each frame member slightly converge to provide an upper frame level of a thickness less than the thickness of the lower level of the frame. The transverse or cross frame members 22 of the lower level of the frame project laterally beyond the longitudinal frame members throughout the full width of the body (see Fig. 3).

Viewed in plan the body of the trailer is long and narrow and at its forward end is rounded as indicated at 25, the side walls of the body, directly adjacent said forward rounded end being somewhat convergent as indicated in Fig. 1. That portion of the body forward of the step 24 formed in the frame 20 constitutes what I have designated a forward overhang in that the depth of such portion is considerably less than the remaining portion of the body. In providing the overhang a recess is formed in the body at its forward end for the coupling 23.

As a result of the stepped floor construction the floor of the body includes an upper floor level 26 and a lower floor level 27, the width of the upper floor level being the same as the width of the overhang and the width of the lower floor level considerably less than the width of the body, the difference in width being equal to the depth of certain storage compartments formed in the body at its opposite sides. The floor level 27 (see Fig. 3) is directly carried by the longitudinal frame members 21 as is also the floor level 26, although the level 26 is directly supported by that portion of the frame forwardly of the step whereas the level 27 is directly supported by that portion referred to as the wood portion of the frame. At the step, and between the longitudinal frame members, a refrigerator 28 is provided, the refrigerator top being preferably on a level with the upper floor level and its bottom on a level with the bottom of the main portion of the body. Access is

gained to the refrigerator thru a removable cover 29.

Within the body and along its opposite sides a plurality of cabinets are formed, certain of which cabinets extend from the top to the bottom of the body whereas others extend from the bottom up only to the level of the beds. The beds, of which there are three, are likewise arranged along the opposite sides of the body, two of the beds at one side of the body being double beds and the one bed at the opposite side being a single bed. The single bed is preferably directly opposite one of the double beds and the full depth cabinet (hereinafter referred to as the kitchen cabinet), of a length equal to the length of the other double bed, is directly opposite it. The double beds are each designated as an entirety as 30, the single bed as 31 and the kitchen cabinet as 32. Between the double beds at one side and between the kitchen cabinet and the single bed at the opposite side of the body, doors 33 formed in the sides thereof are located. As indicated in Fig. 1 the doors 33 are directly opposite and as indicated in Fig. 9 the height of each door is determined by the height of the body. Inside the body and directly adjacent each door a step 34 is formed, the level of the step being below the level of the floor 27, preferably on a level with the level of the bottom of the body. Thus arranged, even the steps 34, which are inside the body, are protected.

The double beds 30 which are tandemly arranged are of exactly the same construction. Each comprises separate bed frames 35 and 36, the bed frames 35 being hinged as at 37, and the bed frames 36 hinged as at 38. The bed frames 35 of the double beds swing outwardly when unfolded or extended whereas the bed frames 36 swing inwardly. When extended the frames 35 and 36 of both double beds are supported upon the same horizontal level (see Fig. 3). When folded, the frames extend vertically, the adjacent faces of the respective frames being parallel. To fill in the gap between the separate frames, when extended, a removable pad 39 is provided.

The single bed 31, unlike the double beds, includes but a single bed frame 40. In width the bed frame 40 is somewhat greater than the corresponding frames 35 of the double beds. Like the frames 35 of the double beds the frame 40 is hinged as at 41 to swing outwardly. In its extended position it is supported in the same horizontal plane as the double beds. Also, if desired, a removable pad 42 may be provided at the inner end of the bed frame 40 to increase its effective width when extended.

The kitchen cabinet 32 which lies directly opposite the forward double bed 30, corresponds in height to the height of the body

and in width to the length of the forward double bed. In addition to shelves 43 and 44 the bottom of the cabinet affords a third shelf 45. The shelf 44 is in reality but a continuation of the upper floor level 26 of the body. On the inside of the cabinet there are three doors designated respectively as 46, 47 and 47', and on the outside four, designated respectively 48, 49, 50 and 51, the inside door 46 being provided with a vertical hinge axis to swing inwardly above the floor level 26 and the inside doors 47 and 47' likewise provided with vertical hinge axes to swing inwardly above the floor level 27. The outside door 48 is provided with a horizontal hinge axis to swing upwardly and outwardly from the top of the cabinet to provide, when open, an awning of a width equal to the full width of the cabinet. The doors 49, 50 and 51 swing on vertical hinge axes, the door 50 being provided with a hinged tray 52 which is adapted to be supported horizontally by contact with suitable latch mechanism 53 carried by the door 51. Thus arranged access may be gained to the cabinet from either the inside or outside of the body and with the outside doors opened up not only is an awning over the cabinet provided, but in addition thereto a horizontal work board or tray 52.

Besides the kitchen cabinet 32 there is provided at the forward end of the body a cabinet 54 having hinged doors 55 and 56 mounted to swing inwardly upon vertical hinge axes. Within this cabinet 54 a water tank 57 is mounted, said tank being provided with an outlet pipe 58 leading to the kitchen cabinet 32. Between the cabinet 32 and the cabinet 54 on the one hand and the forward double bed and the cabinet 54 on the other hand windows 59 are formed.

At the rear end of the body, cabinets 60 are provided, each cabinet, like the cabinet 32, having a depth equal to the height of the body. These cabinets 60 are in turn provided with inwardly swinging doors 61 and between them, at the rear of the body, a window opening 62 is formed. This window 62 together with the windows 59 which are forwardly located and the windows formed in the doors 33 which are intermediately located provide for the admission of light to the trailer body on all sides. In addition to the above, other and additional storage space is provided beneath the several beds and also beneath the floor 27, doors 63, 64 and 65 therefor being so relatively arranged as to in no way interfere, one with the swinging movement of the other.

For comfort in sleeping, a screened canopy is associated with each of the several beds. Each bed canopy includes a hinged canopy top 66, removable canopy ends 67, and a hinged side 68, the former, the top 66, being hinged as at 69 to swing outwardly and up-

wardly, the ends 67 being mounted to slide bodily inwardly and the side 68 being hinged as at 70 to fold inwardly after the top 66 is raised. To support the ends 67 a tongue and groove connection 71 is provided between the ends and the top 66 on the one hand and the bed frame over which the canopy is formed on the other. This tongue and groove connection is illustrated in Fig. 7. By providing such a connection the ends are free to slide inwardly and when removed the bed frame and canopy are free to fold. With the bed folded the canopy top constitutes a closure for the opening in the side of the body thru which the bed projects.

Inside the body, if desired, curtains 71 may be provided to partition off the beds, the curtains being preferably fastened near the top 72 of the trailer. Thus constructed, ample facilities for family camp life are provided with maximum conveniences encompassed in a minimum of space. With the beds folded, if desired, the top of the cabinets formed beneath the beds afford benches or seats which can, should occasion demand, be used. Moreover, if desired, the upper floor level 26 can be used as a seat, the difference in the level of the two floors making such use entirely practical.

While I have described my invention in detail in its present preferred embodiment, it will be obvious to those skilled in the art after understanding my invention, that various changes and modifications may be made therein without departing from the spirit or scope thereof. I aim in the appended claims to cover all such modifications and changes.

What is claimed is:

1. A road vehicle including a body having a stepped frame and sides, the sides of the body being laterally removed from the longitudinal edges of the frame and dropped down below the level thereof throughout the major portion of its length.

2. The combination, in a camp car, of an enclosed body having a built-in cabinet formed in one of its side walls, the cabinet being provided with hinged doors arranged to swing, one inwardly and another outwardly, so as to admit of access to the cabinet from either the inside or the outside of the body, the size of the cabinet being such that substantially the greater portion of the depth of the body as measured from top to floor as well as a substantial portion of the length of the body as measured from front to rear is occupied thereby.

3. The combination, in a camp car, of an enclosed body having a built-in cabinet formed in one of its side walls, a door for the cabinet arranged to swing laterally, a work tray carried by said door and arranged to be supported in a substantially horizontal position when the door is open, a support for the tray, and a second door arranged to be

swung upwardly and outwardly to provide when open an awning directly over the work tray.

4. The combination, in a camp car, of an enclosed body having a built-in cabinet formed in one of its side walls, doors on opposite sides of the cabinet adapted to be opened up that access may be gained to the interior thereof from either the inside or the outside of the body, one of the doors on the outside being provided with a vertical hinge axis and another with a horizontal hinge axis, the latter, when open, affording an awning over the cabinet.

5. The combination, in a camp car, of a body having a built-in cabinet formed in one of its side walls, cabinet doors arranged to open oppositely, a folding tray carried by one of the cabinet doors, and means carried by the opposite cabinet door to support the tray, when unfolded, in a substantially horizontal position.

6. A road vehicle including a frame, a body having sides laterally removed from the longitudinal edges of the frame, storage compartments arranged along the opposite sides of the body, and a floor carried by the frame above the level of the bottom longitudinal edges of the sides, the longitudinal edges of

the floor being spaced inwardly from the sides of the body a distance equal to the width of the storage compartments.

7. A road vehicle including a body, folding beds arranged in tandem along one side of the body, a single folding bed at the opposite side of the body, a cabinet likewise arranged on the opposite side of the body, and doors formed in the sides of the body between the tandem folding beds at one side and the single folding bed and the cabinet at the opposite side.

8. A road vehicle including a body, and a folding bed comprising movable bed frame sections having juxtaposed parallel hinge axes, the bed frame sections being oppositely movable during folding and unfolding operations.

9. A road vehicle including a body and a folding bed comprising independently and oppositely movable bed frame sections so related one to the other and to the body as to provide, when unfolded, either a single bed entirely enclosed within the body or a double bed having a portion thereof projected laterally beyond one of the body sides.

In testimony whereof I hereunto affix my signature.

GLENN H. CURTISS.