E. T. ZIMMERMAN.

COMBINED TOURING AND SLEEPING CAR.

APPLICATION FILED MAR. 12, 1915.

1,163,056.

Patented Dec. 7, 1915.

3 SHEETS—SHEET 1.

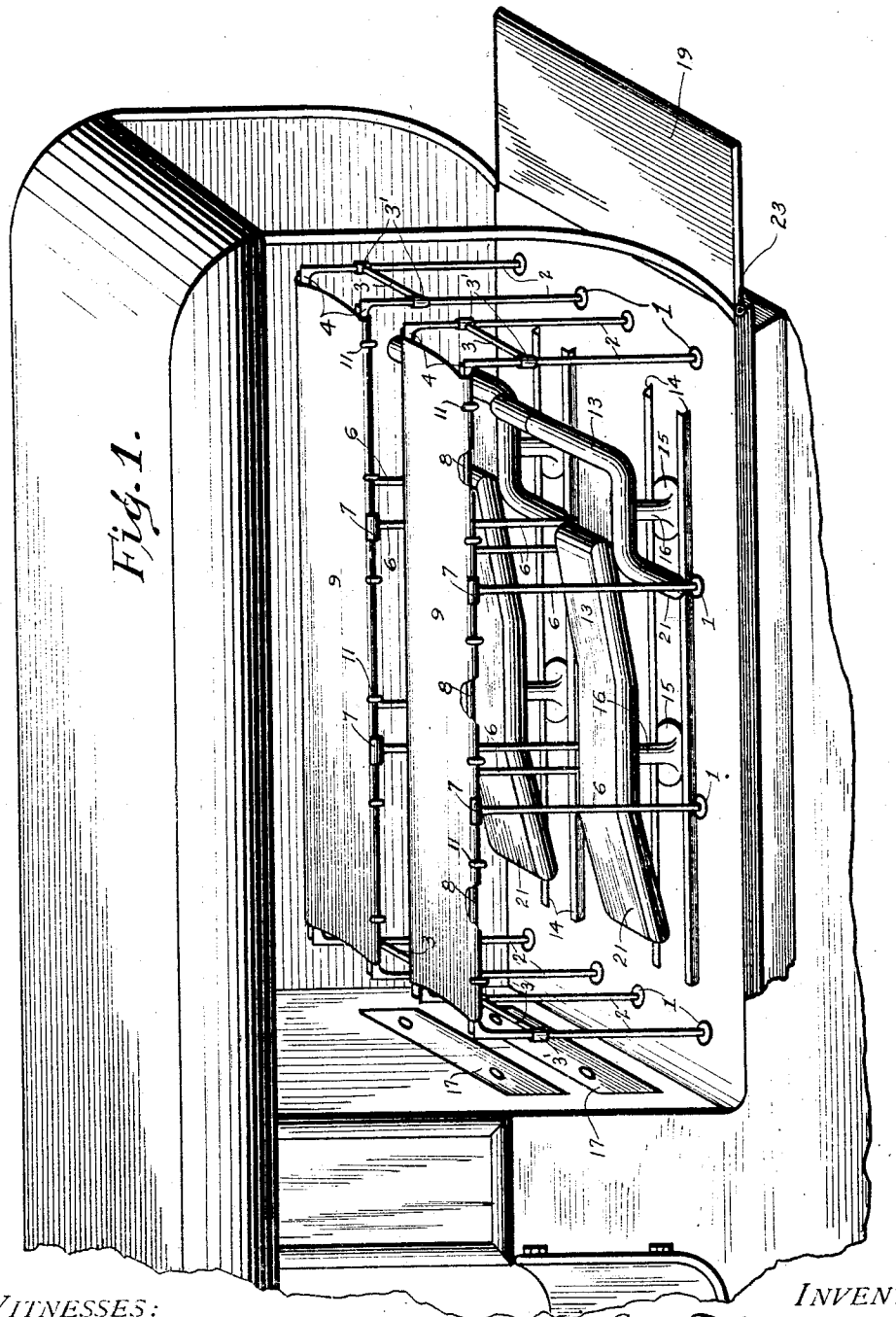


Fig. 1.

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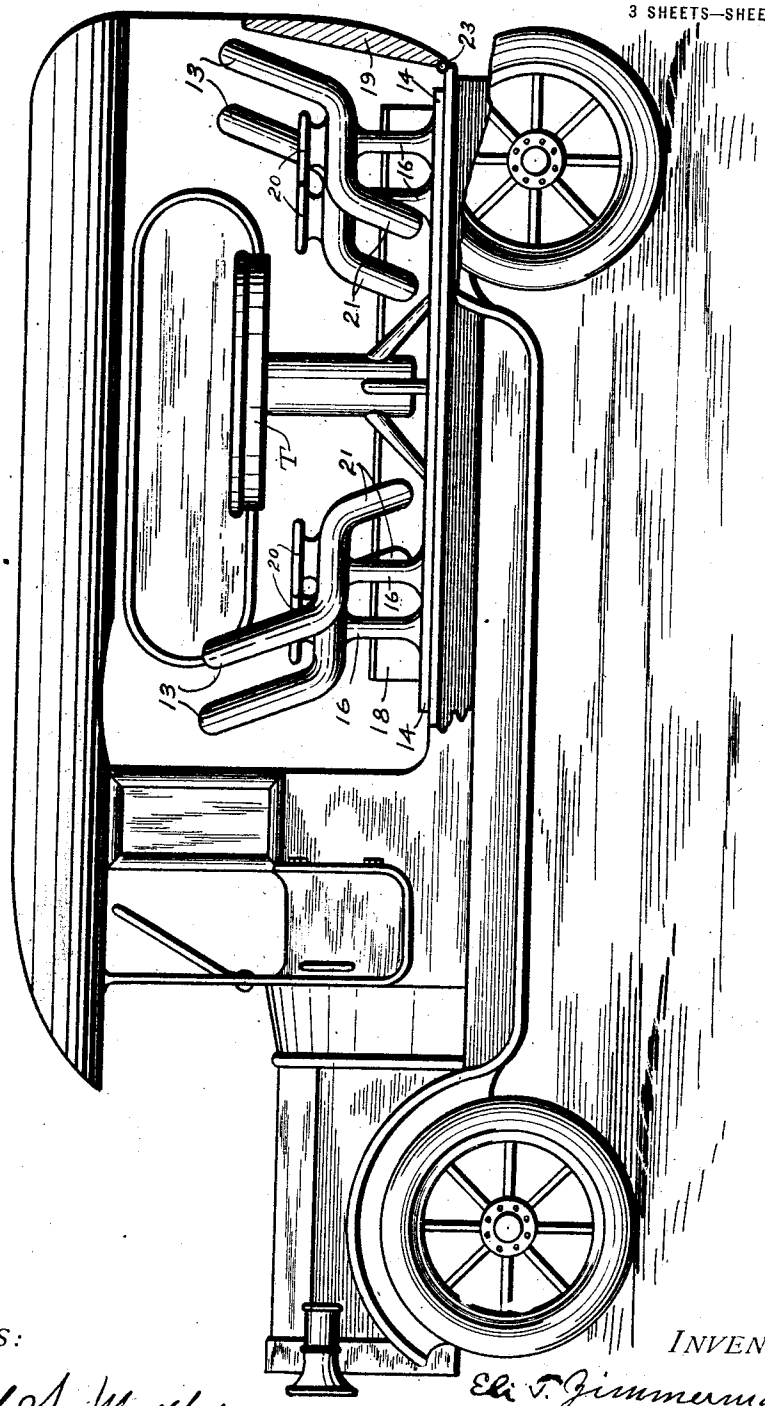


Fig. 2.

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3 SHEETS--SHEET 3.

Fig. 3.

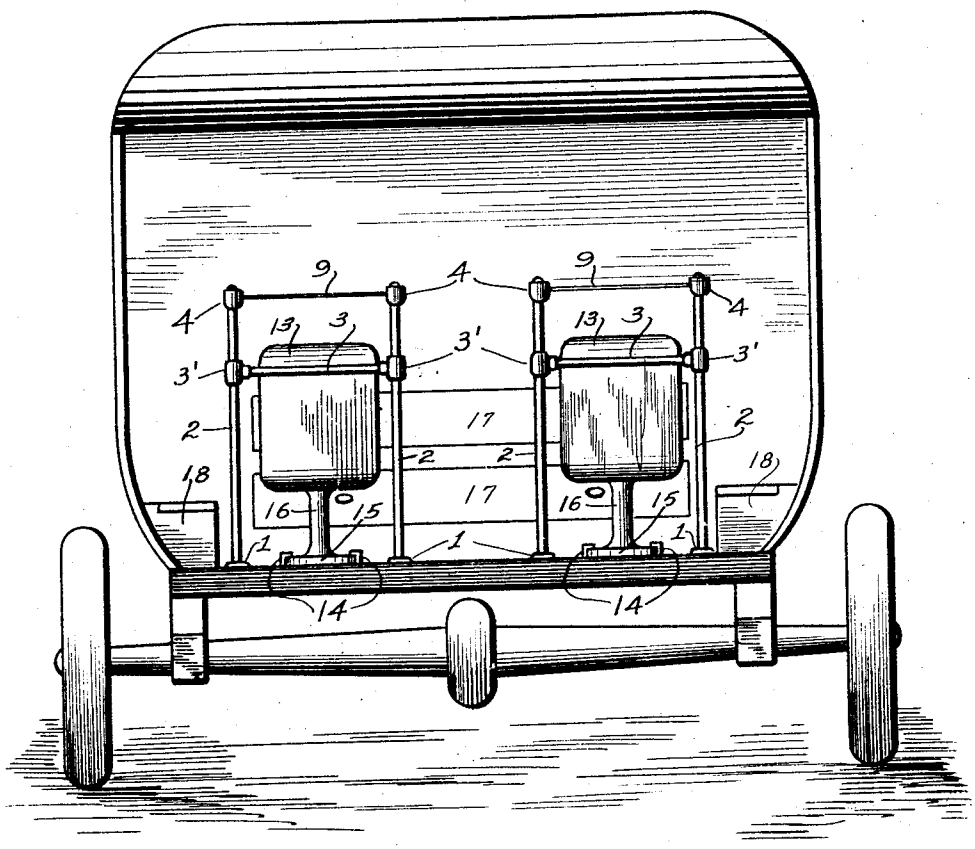


Fig. 4.

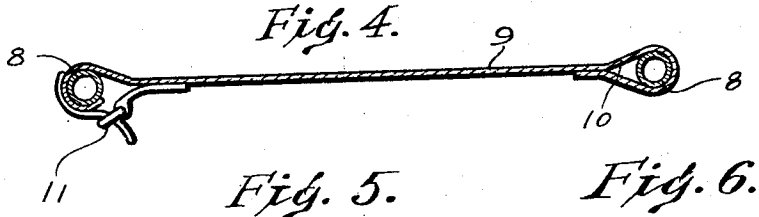


Fig. 5.

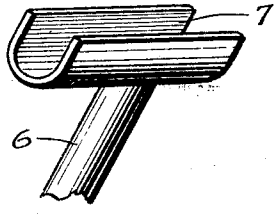
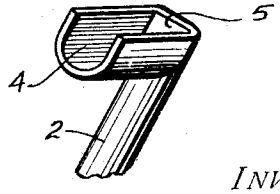


Fig. 6.



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UNITED STATES PATENT OFFICE.

ELI T. ZIMMERMAN, OF MANSFIELD, OHIO.

COMBINED TOURING AND SLEEPING CAR.

1,163,056. Specification of Letters Patent. Patented Dec. 7, 1915.

Application filed March 12, 1915. Serial No. 13,842.

To all whom it may concern:

Be it known that I, ELI T. ZIMMERMAN, a citizen of the United States of America, residing at Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Combined Touring and Sleeping Cars, of which the following is a specification.

This invention relates to certain new and useful improvements in combined touring and sleeping cars, and relates more particularly to automobiles.

The objects of the invention are to provide a car with reclining swiveled or rotary chairs movable longitudinally of the car either toward the front or rear thereof upon tracks provided to prescribe certain paths of travel for the chairs and to utilize the tracks as a means of support for the chair bases or pedestals to prevent the latter from upsetting or tilting during the car movements.

A further object of the invention is to provide an arrangement of chairs so that same may be positioned about a table that is common to all of the chairs, and to mount and relate the chairs so that adjacent chairs can be combined to form a sleeping bed or reclining couch.

A still further object of the invention is to provide collapsible means for forming upper berths or sleeping beds above the lower beds formed by the chairs; to provide means for storing the collapsible means when the latter is not in use.

Still further the invention aims to provide a collapsible bed structure in which the parts can be folded into minimum space.

Other and further objects of the invention will be later set forth and manifested in the course of the following description.

In the drawings: Figure 1 is a side view of the touring car body with parts broken away to show the interior thereof with the cots or beds and chairs arranged for sleeping purposes; Fig. 2 is a side view showing the interior of the touring car with the reclining chairs arranged in close proximity to a conventional table to be used by the passengers if they so desire, the rear end of the body being shown in section; Fig. 3 is a rear end elevation of Fig. 1; Fig. 4 is a detail sectional view showing the method of fastening a piece of canvas or other suitable fabric to the frame-work for providing a cot or support for the sleeper; Fig. 5 is a perspective view of one of the T-shaped fittings which is used with the frame-work; and Fig. 6 is a similar view of an L-shaped fitting which is used on the ends of the frame-work.

In proceeding in accordance with the present invention foot plates 1 are rigidly secured to the floor of the automobile and are provided with interiorly threaded sockets in which are threadedly engaged the lower ends of standards 2. The standards are arranged in pairs, each pair being connected by cross braces 3 that are threadedly engaged at their ends in fittings 3′ secured adjacent the upper ends of the standards 2.

The end standards 2 have L-shaped upper ends as shown in Fig. 6, and are possessed of U-shaped seats 4 closed at their outer ends by walls 5 while the intermediate standards 6 are provided with T-shaped heads 7 formed with U-shaped seats. Sections of pipe 8 are arranged in the seats with their adjacent ends in abutment; canvas 9 being wrapped about the pipe sections and being drawn taut or stretched by means of a strap and buckle 11 so as to form a bed.

In operation when it is desired to knock-down the berths which the canvas members 9 form, the latter are lifted out of the seats 4 and 7 then rolled up and placed in boxes 18 provided for their reception along the sides of the car. The cross braces 3 are then unthreaded from the fittings 3′ and the standards 2 and 6 are unthreaded from the foot plates 1 whereupon the standards and cross braces may be placed in the side boxes 18 or in drawers 17 that are provided at the front end of the car as shown in Figs. 1 and 3. Bedding may be kept in the drawers 17 and the latter also used for other storage purposes.

Arranged longitudinally of the car are two pairs of spaced angle iron tracks 14 which slidably receive therein the bases 15 of chair pedestals 16. These chairs are preferably of the rotary or swivel type and have

adjustable backs 13 and adjustable foot or leg rests 21 and may have arms 20, as shown in Fig. 2.

By slidably mounting the chairs same may be moved to a position whereby the back 13 of a front chair when lowered will rest upon the seat of the adjacent rear chair and thus provide a cot or lower berth. The two pairs of tracks 14 are spaced so as to receive a table T in said space whereby the latter may be used as shown in Fig. 2 by arranging the chairs thereabout.

The rear end 19 of the automobile may be hinged as indicated at 23 so that the latter may be lowered to the position shown in Fig. 1 to serve as a table, shelf, or the like. As illustrated in Fig. 3 the upper berths which the canvas members 9 provide are located above the chairs 3, an arrangement which thus uses the space in the automobile to the best advantage.

What is claimed is:

1. In a car, angle iron tracks, and adjustable chairs having bases slidably engaged with the tracks and movable to a position so that the head portion of a front chair can be moved down to a position to be supported upon the seat portion of a rear chair.

2. In a car, foot plates having threaded sockets, standards threaded into said sockets, cross braces removably connected to the standards, the end standards having seats which open upwardly and are closed at their outer ends, the intermediate standards having T-shaped heads with seats that open upwardly and are open at both ends, bars having their ends abutting and their outer ends engaged with the closed ends of the seats of the end standards, and canvas or the like wrapped about the bars.

3. In a car, tracks arranged longitudinally of the car, chairs having adjustable backs and having bases slidably engaged with the tracks whereby a front chair can be moved close to a rear chair and the back of the front chair lowered to rest on the seat of the rear chair, and means for forming upper berths above the chairs, including elements removably fixed to the floor of the car outside of the tracks.

4. In a car, chairs having adjustable backs so that the back of a front chair can be moved down and rested upon the seat of a rear chair, means to slidably connect the chairs to the car floor, and means removably connected to the car floor for forming berths above the chairs.

5. In a car, a separable and removable framework for forming upper berths, means to removably connect same to the car floor, tracks, chairs adjustable thereon to form lower berths, and means to movably connect the chairs to the car floor so that same may be rotated and related to form the lower berths.

6. In a car, standards removably connected to the car floor and having upper seats, the seats of end standards having outer end walls and the seats of intermediate standards having both of their ends open, bars in the seats having their outer ends engaged with said walls, and a fabric member connecting the bars to form a bed.

7. In a car, tracks, rotatable chairs movable and adjustable thereon to conjointly form a lower berth, and an open separable frame work which engages on opposite sides of the chairs and which is removably connected to the car to form an upper berth.

8. In a car, a pair of tracks, and rotatable and adjustable inclining chairs having bases slidable in the tracks whereby to allow of sliding of the chairs but to prevent same from tipping, a separable frame-work adapted to inclose said chairs, and a resilient fabric fastened to said frame-work.

9. In a car, two pairs of tracks with a space between the two pairs adapted to receive a table in said space, and chairs slidable in the pairs of tracks.

10. In a car, tracks, a lower berth formed by adjustable inclining and rotatable chairs which are mounted on said tracks, and an upper berth formed by open framework removably connected to the car.

11. In a car, the combination of an automobile body with means of providing upper and lower berths which comprise a plurality of lower berths consisting of inclining, rotatable and slidable chairs and tracks for said chairs and a separable frame work adapted for use as upper berths.

12. In a car, the combination of an automobile body with means of providing upper and lower berths which comprise a plurality of lower berths consisting of inclining, rotatable and slidable chairs, tracks for said chairs, and a separable and removable open frame-work to inclose said chairs and provide a frame-work for upper berths directly over the top of the lower berths.

13. In a combined touring and sleeping car, tracks secured to the floor thereof, a plurality of inclining, rotatable and slidable chairs secured to said tracks and adapted to form lower berths, open and separable frames surrounding said chairs, a resilient fabric attached to said frame-work directly over the top thereof to provide upper berths.

14. In a combined touring and sleeping car, comprising the following instrumentalities: flanged tracks, a chair slidably secured to said tracks which is arranged and adapted to provide a lower berth, an open and separable frame-work adapted to surround and extend above the top of said chair, and a

supporting fabric connected to the framework above the lower chair berths, as described and set forth.

15. In a combined sleeping and touring car, tracks, chairs slidably secured to said tracks which are adapted to be used for lower berths, open, separable and removable frames surrounding said chairs and a supporting means connected to said frame to provide upper berths, as described and set forth.

In testimony whereof I affix my signature.

ELI T. ZIMMERMAN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."