M. WIZA.

CONVERTIBLE CAR.

APPLICATION FILED JULY 23, 1910.

987,527.

Patented Mar. 21, 1911.

2 SHEETS—SHEET 2.

Fig. 3.

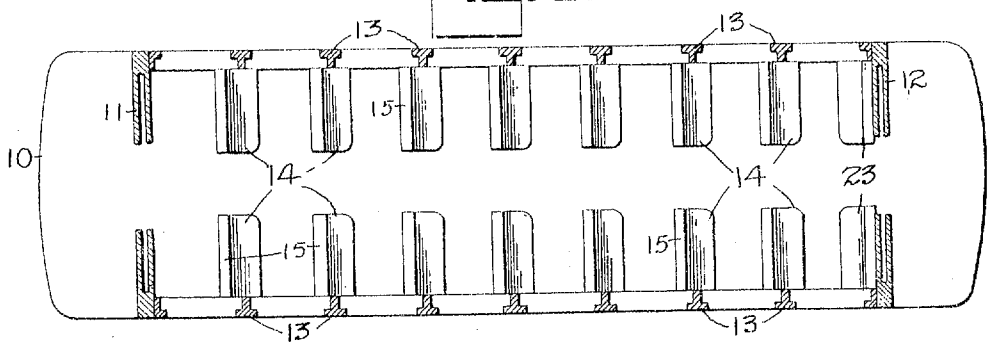


Fig. 4.

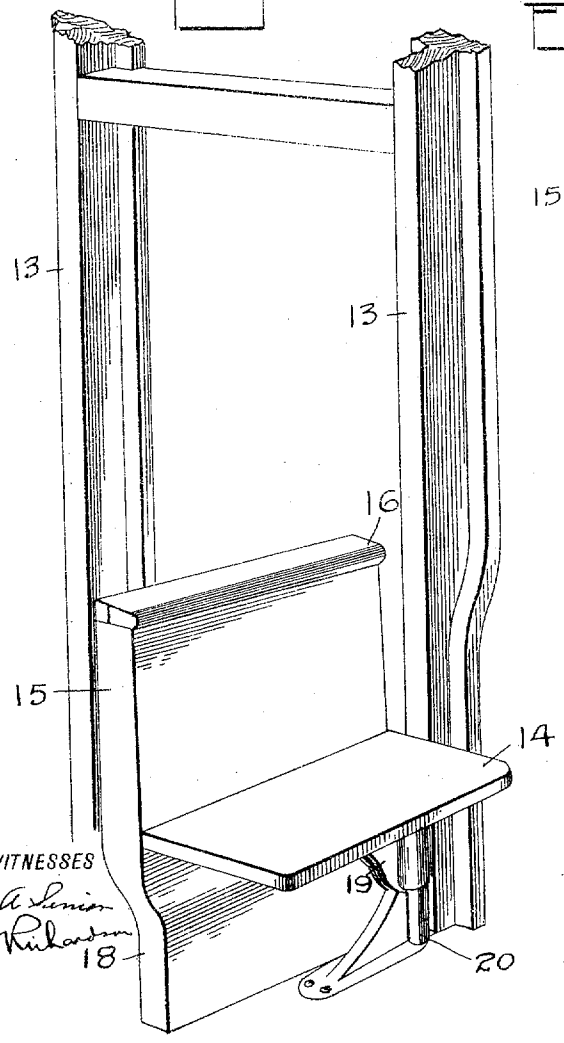
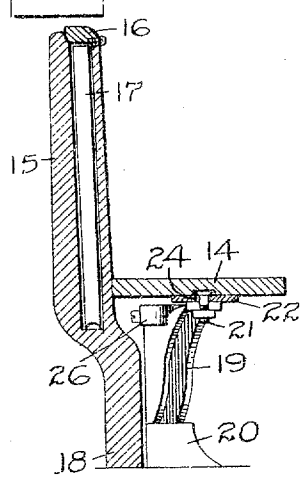


Fig. 6.



WITNESSES

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2 SHEETS—SHEET 1.

Fig. 1.

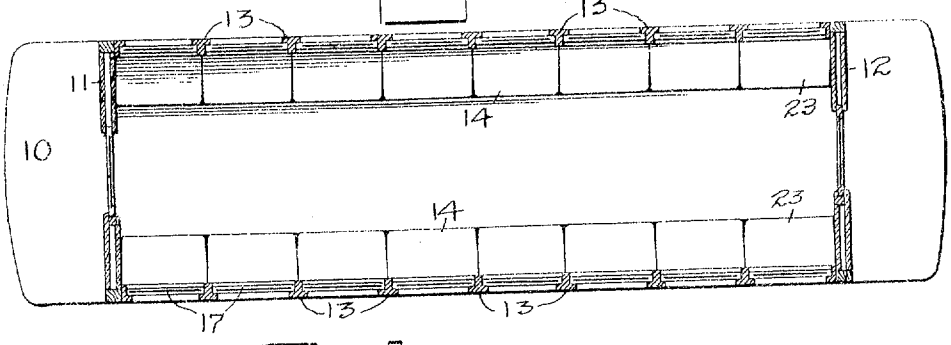


Fig. 2.

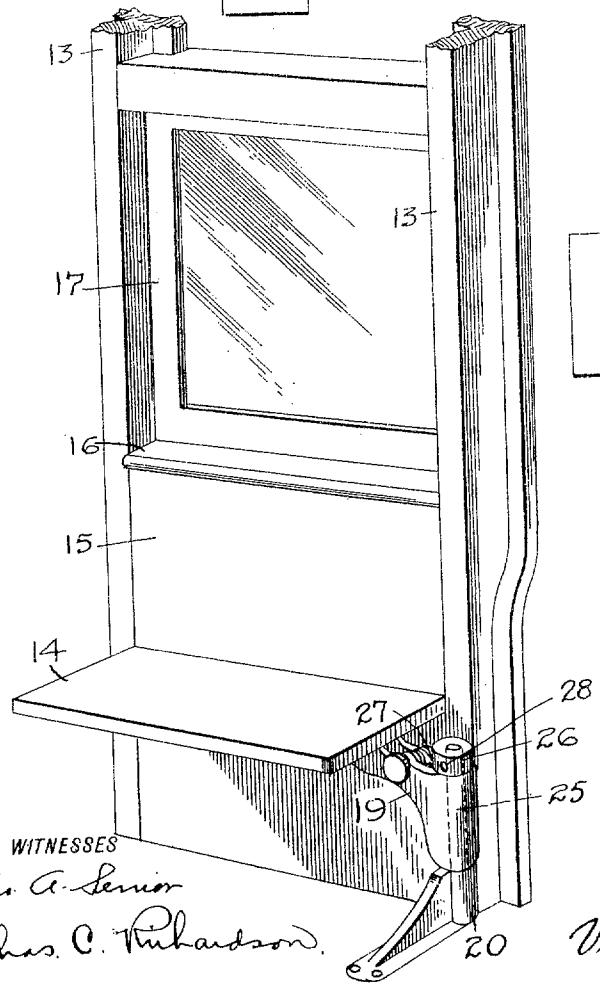
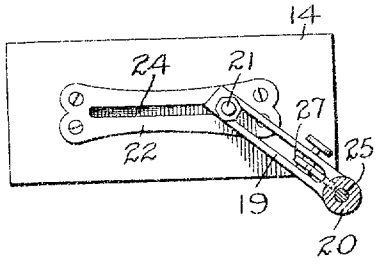


Fig. 5.



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CONVERTIBLE CAR.

987,527. Specification of Letters Patent. Patented Mar. 21, 1911.

Application filed July 23, 1910. Serial No. 573,378.

To all whom it may concern:

Be it known that I, MICHAEL WIZA, a subject of the Emperor of Germany, residing at Brooklyn, in the county of Kings and State of New York, have invented new and useful Improvements in Convertible Cars, of which the following is a specification.

This invention relates to cars and more especially to convertible cars which are adapted to be changed so as to render them useful for summer and winter traffic and the invention consists of hinged seats which may be turned to fill the spaces between uprights and in conjunction with glass panes constitute panels to complete a closed car but these seats may be swung around to open the space between the uprights to permit of the entrance of passengers, as will be more fully described in the following specification, set forth in the claims and illustrated in the drawings, where:

Figure 1 shows a longitudinal sectional view of a car inclosed for winter use. Fig. 2 is a detail view of one of the panels constituting the side of the car. Fig. 3 shows the car adapted for summer use with the panels open. Fig. 4 is a detail view of one of the seats. Fig. 5 is a bottom plan view of one of the seats. Fig. 6 is a side view of same partly in section.

In carrying out this invention, the car 10 is of ordinary appearance and is provided with the usual top, platform and trucks. The top is supported by front and rear walls 11 and 12 and by the T-shaped uprights 13.

When the car is used in the winter, the space between the uprights 13 is filled with the pivoted seat 14 having the hollow back 15 with the hinged lid 16 and within this back is carried the sash and pane 17 and for winter use the sash and pane are located as shown in Fig. 2, but when this sash is removed, it is slid down into the open space within the back 15 and the lid 16 closed down upon it.

The lower end of the back of the seat 18 rests upon the floor of the car while a pivoted support 19 is adapted to swing in a base 20 and carries at its upper and outer end, a bolt 21 which slides in a perforated plate 22 which is secured to the lower side of the seat 14.

When the cars are to be converted for summer use, the seats are swung around at an angle of about 90° as shown in Fig. 3, the end seats 23 being swung so as to have their backs against the front of the car while the rest of the seats are arranged uniformly in one direction; they may then be bolted or otherwise secured to the floor of the car so as to form an aisle through the car and the passengers are able to enter the car and take their seats through the openings between the uprights 13. The slot 24 in the plate 22 permits of sufficient play of the bolt 21 to allow the seats to be swung in the desired direction and they may be faced either as shown in Fig. 3 or turned in the opposite direction, the slot permitting the travel of the bolt to allow this difference in the arrangement of the seats. The support 19 is carried by a stem 25 and secured thereon by the nut 26.

It is obvious that the parts may be otherwise arranged and modified without departing from the essential features above described.

In order to retain the seat in its position when properly placed, a bolt 27 is carried by the support 19 and is adapted to play in one of the holes 28 of the nut 26 and will prevent any movement in case of jolting or rapid starting or stopping of the car.

As will be seen in Fig. 6, the upper part of the back 15 is rounded while the lower end of the sash 17 is grooved. When the windows are permanently located for winter use, the sash is withdrawn from the back and located on the rounded portion, the groove fitting thereon while the hinged portion 16 serves to lock the sash in that position and prevents its displacement.

What I claim as new and desire to secure by Letters Patent is:

1. In a convertible car, the combination with a car body having uprights, of seats with window sashes forming panels between the uprights, brackets secured to the floor of the car, and pivots beneath the seats and supported by the brackets so that the seats may be swung away from the uprights and across the car.

2. In a convertible car, the combination with uprights along the side of the car, of seats with hollow backs, a lid to the hollow backs, window sashes adapted to be supported by the lids or carried in the hollow backs, and a pivoted support connected with the seat.

3. In a convertible car, the combination

with the uprights of the car, of seats having hollow backs, a lid to the backs, window sashes adapted to be supported by the lids or carried in the backs, a pivoted support for each seat, a slotted plate beneath the seat, and a bolt working in the slot and carried by the support.

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

MICHAEL WIZA.

Witnesses:
THEODORE E. GREEN,
CLARENCE S. GREEN.

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