Aug. 4, 1925. 1,548,527

J. J. HILLGREN

PORTABLE CAMPING HOUSE

Filed March 31, 1924 2 Sheets-Sheet 1

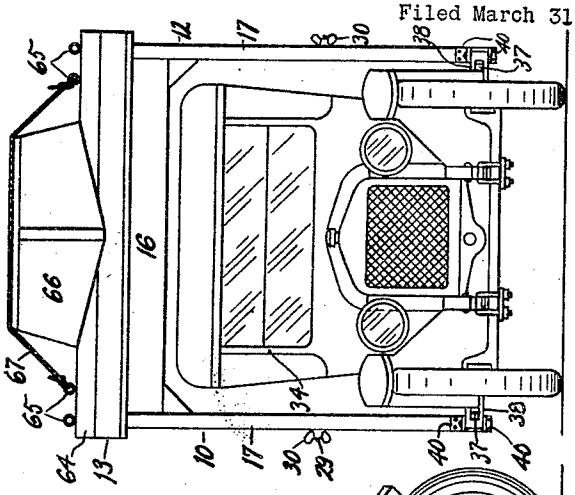


FIG. 2.

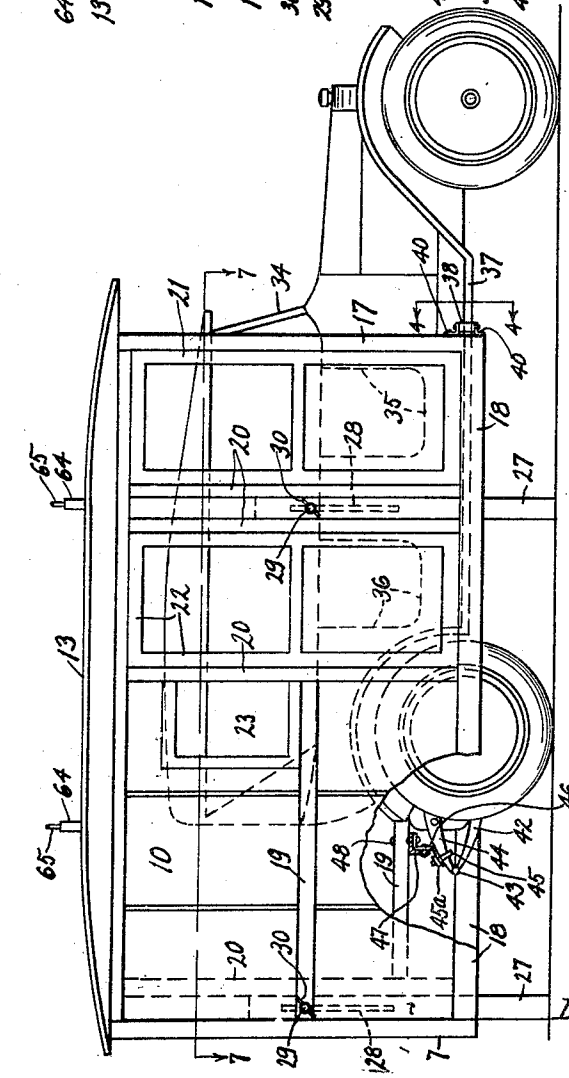


FIG. 1.

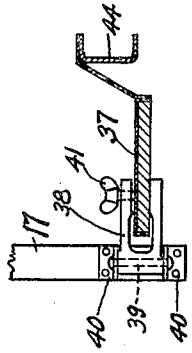


FIG. 4.

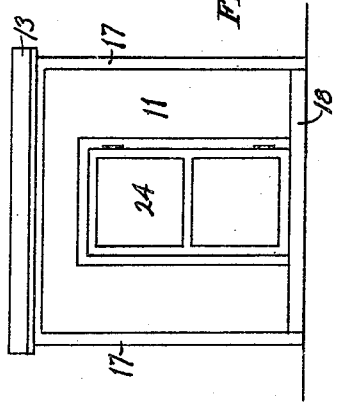


FIG. 3.

INVENTOR:
James J. Hillgren
BY A. M. Carlsen
ATTORNEY.

Aug. 4, 1925. 1,548,527

J. J. HILLGREN

PORTABLE CAMPING HOUSE

Filed March 31, 1924 2 Sheets-Sheet 2

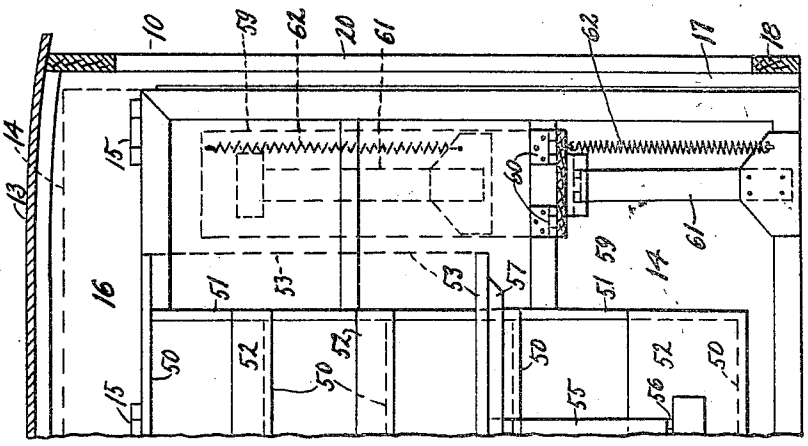


FIG. 6.

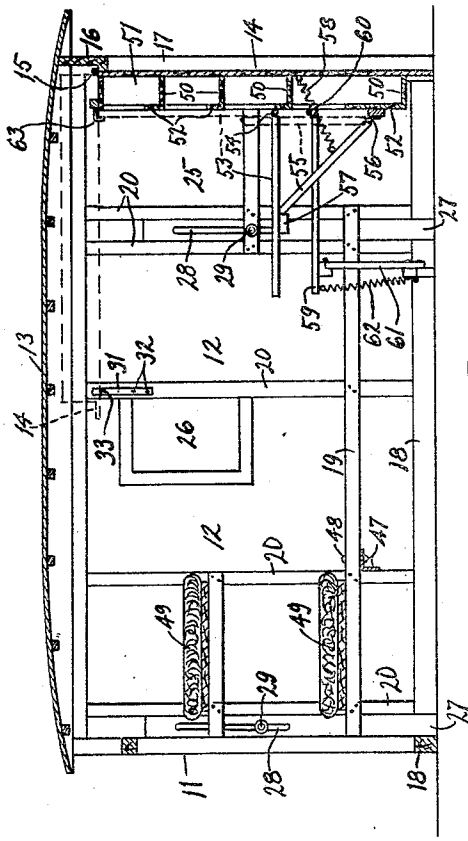


FIG. 5.

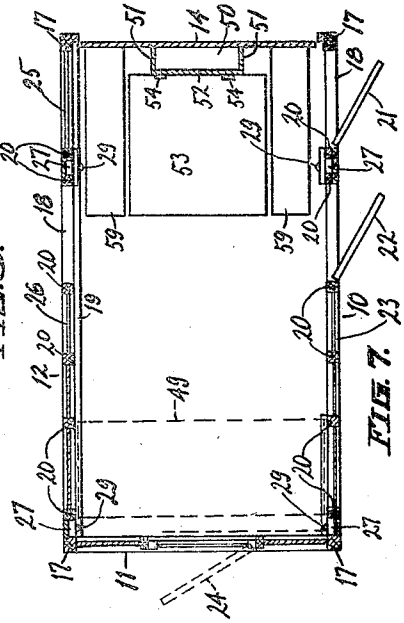


FIG. 7.

INVENTOR

James J. Hillgren

BY A. M. Carlsen

ATTORNEY.

Patented Aug. 4, 1925. 1,548,527

UNITED STATES PATENT OFFICE.

JAMES J. HILLGREN, OF ST. PAUL, MINNESOTA.

PORTABLE CAMPING HOUSE.

Application filed March 31, 1924. Serial No. 703,063.

To all whom it may concern:

Be it known that I, JAMES J. HILLGREN, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Portable Camping Houses, of which the following is a specification.

My invention relates to portable camping cottages or shelters for tourists and others said cottages being constructed in such a manner that they can be transported on a motor vehicle wherever desired, detached from the motor vehicle and arranged to be set upon the ground and used as sleeping quarters, dining room and living room.

The object of the invention is to provide a simple, inexpensive and practical housing for the purpose stated.

In the accompanying drawings:

Fig. 1 is a side elevation of my improved portable house attached to an automobile, the props of the house being in contact with the ground to permit the automobile to be driven out from under the house.

Fig. 2 is a front elevation of Fig. 1 with the props omitted, a boat secured on the roof of the house and the whole device in position on the automobile, to be transported.

Fig. 3 is a rear elevation, in reduced scale, of the house resting on the ground.

Fig. 4 is an enlarged sectional detail as on line 4—4 in Fig. 1 showing the preferred form of clamping means for securing the front part of the house on the running board of an automobile.

Fig. 5 is a longitudinal sectional elevation of the house alone showing the left side wall and interior arrangement of beds, tables, etc.

Fig. 6 is an enlarged sectional, interior view of the right hand front portion of the house with the hinged front wall and attached parts in operative position.

Fig. 7 is a plan view of my portable house, in reduced scale, about as on line 7—7 in Fig. 1, some details being omitted.

Referring to the drawing by reference numerals, my portable house is an elongated rectangular shelter with four walls and a roof of which the right hand wall 10, the rear wall 11 and the left side wall 12 are built integral with each other and support a roof 13 suitably sloped and overhanging the walls for drainage purposes. 14 is the front wall hinged at its upper edge, as at 15, to a suitable front cross member 16 under the roof. The three fixed walls may be made of any suitable material such as sheet metal, canvas, wall board or other material of light weight, secured on wall frame members such as the corner posts 17, sills 18, horizontal bars 19 and vertical bars or posts 20. There is no floor.

When the house is used for sleeping quarters or a living room it rests upon the ground on its sills 18. The front wall 14 hangs vertically from its hinges 15 making four complete walls. The number of doors and windows provided is optional and to suit various conditions but I have illustrated the preferred arrangement, namely two side doors in the right side wall and in the front part thereof, said doors being designated as 21 for the front door adjacent the corner post 17 and spaced rearwardly thereof the other door 22 next to which is a window 23. 24 is a rear door in the rear wall 11. In the left side wall and opposite door 21 is a window 25 and opposite window 23 another window 26 (see Figs. 5 and 7). The doors and windows may have vertically slidable sash (not shown) with glass, screen or other suitable panels as the builder may see fit to provide.

27 are vertically slidable bars each movable between properly spaced vertical frame bars 20 or between one of said bars 20 and a corner post 17 as shown at the rear corners. The upper part of each bar 27 is provided with a slot 28 through which is passed a bolt 29 passing through any fixed part of the wall frame (as bar 19 in the rear part of Fig. 1) and carrying a thumb-screw 30 on its threaded end. Thus the entire house may be elevated with any suitable means and by tightening the thumb-screws may be held in elevated position above the ground. This is necessary when the house is to be transported on an automobile as will presently be described.

The front wall, as mentioned, is hinged at its upper edge, allowing it to be swung upwardly under the roof where it can be held in place by flat springs 31 secured as at 32 one on each side wall, the upper end of each spring being normally sprung inwardly and having a shoulder 33 adapted to engage and hold the front wall in its upper position (see Fig. 5). The side walls are spaced apart slightly more than the extreme width of an automobile and therefore it will be

readily understood that when the front wall is swung up under the roof and the house has been elevated on its posts, an automobile can be backed into the house preferably so far that the windshield of the auto, as 34 in Fig. 1, projects slightly forward of the front corner posts 17. This position of the auto brings its front right hand door 35 to a position just inside of door 21 and the adjacent house door 22 is so located that it will be just outside of the rear auto door 36, and the house windows 23 and 26 are respectively opposite the right and left sides of the rear auto seat. Now the front corners of the house are secured each to the adjacent running board 37 of the auto by a forked member 38 pivoted to swing horizontally on a vertical pin 39 secured in brackets 40 secured on the lower part of the front post 17 and said member straddles the running board 37 as in Fig. 4. It is then firmly secured on the running board by a suitable set screw 41. In this manner the front end of the house is secured to the automobile. The rear part of the house is secured by different means which must be varied according to the construction of the rear part of the auto used. I have illustrated the type of car having the rearwardly projecting body springs 42, one at each side, the rear end of each pivotally connected at 43 to the downwardly arched rear end 44 of the auto frame. 45 is a U-bolt straddling member 44 and extending upwardly through a Z-bar 46 having apertures for receiving said U-bolt which is clamped to the frame member by nuts 45ª. The upper portion of the two Z-bars thus provided are secured permanently to an angle iron bar 47 extending across the house from one side wall to the other and its outer ends secured as at 48 to wall members 19. It will be understood that before the auto is backed into place the U-bolts are removed and when the auto is being backed up its frame members 44 will stop against the Z-bars which can then be clamped in place as described. Thus the house is securely fastened to the automobile and is ready to be transported after the supports 27 have been released and moved upwardly to a position free from contact with the ground.

The length of the house is a matter of choice. I have shown the length to be such that when the automobile is in position there is room between the back of it and the rear wall of the house for two vertically spaced cots or beds 49 adapted to be placed crossways within the house and adjacent its rear wall. These beds are accessible through the rear door at all times. If the house is made short so that its rear wall will be close to the rear of the auto the beds are omitted or can be carried on the roof of the house.

On the inner side of the front wall I provide a vertically disposed cabinet having a vertical row of shelves 50 secured to and between two side walls 51 of the cabinet and in front of each shelf is a guard 52 to prevent articles from falling off of the shelves. (See Figs. 5, 6 and 7.) On the front of this cabinet I hinge a table board 53 as at 54 at a suitable height to serve as a table when it is extended horizontally and supported thus by an angular brace bar 55 the lower end of which is hinged as at 56 to the lower part of the cabinet. The free end of this brace engages a cleat 57 on the under side of board 53. 58 is a tension coil spring connecting the brace and the cabinet and tending to pull the bar 52 up against the table board 53 when the latter is swung up to vertical position and covering all the shelves (see dotted line positions in Figs. 5 and 6). 59 are seat boards hinged as at 60 to the front wall, one at each side of the table and adapted to be used as table seats when extended horizontally in which position they are supported each by a hinged prop 61 held in vertical position by a coil spring 62 connected to the end of the seat board and to the foot of the prop. The same spring tends to hold the prop against the seat board when the latter is raised to a vertical position against the wall (see Fig. 6). 63 in Fig. 5 is a pawl or other suitable catch secured on upper part of cabinet to engage the edge of the table board when the latter is in closed position. Like means (not shown) may be used to hold the seats in vertical position. When the front wall is swung up under the roof, during transportation, the cabinet, seats, etc., are of course swung up with it and are out of the way while the occupants of the auto are traveling.

The automobile illustrated is of the touring car type although it is readily understood that my portable house is equally well attached to other types of automobiles. While traveling, the occupants of the car and particularly the driver have an unobstructed view because the openings in the doors and the windows are spaced to correspond with the side openings or windows of the automobile.

64 are cross cleats on the roof of the house and which may have eye screws 65 or other means through which ropes etc., may be passed for securing luggage on the roof. In Fig. 2 a boat 66 is shown roped on said cleats with ropes 67.

The usefulness and advantages of my portable house have been quite fully disclosed in the foregoing description, but it may be further noted that the house can be placed on the ground in a very short time and when thus set down is ready for use as sleeping quarters, living room and dining room. Being absolutely independent

of the transporting means the further advantage is apparent, namely that the automobile used for transporting may be used for making side trips as desired while the house remains in its place.

When the party desires to move to a new location the house is simple placed on the auto as described.

What I claim is:

1. A portable house comprising a roof, three adjoining walls built integral with said roof and a fourth wall hingedly suspended on a horizontal line under the roof.

2. A floorless portable house comprising two rigid parallel side walls, a rigid end wall and a roof, all integral, a pivotally suspended end wall, opposite the rigid end wall, means in the rigid walls for supporting the house in elevated position and means for securing the house to an auto vehicle while in said elevated position, said means for holding the house in elevated position adapted to be brought into inoperative position when the house is secured to a vehicle.

3. The structure specified in claim 2 in which said means for holding the house elevated comprises a plurality of vertically adjustable ground engaging props slidably mounted in the rigid walls.

4. A portable house comprising a roof, two side and one end walls integrally built, an end wall hingedly suspended between the two side walls and opposite the first mentioned end wall, means for holding said hinged wall suspended under the roof in horizontal position during transportation of the house, means for holding said hinged wall in vertically suspended position and rigidly connected with adjacent ends of the side walls when the house is set on the ground.

In testimony whereof I affix my signature.

JAMES J. HILLGREN.