G. C. JACKMAN.

CONVERTIBLE AUTO BODY.

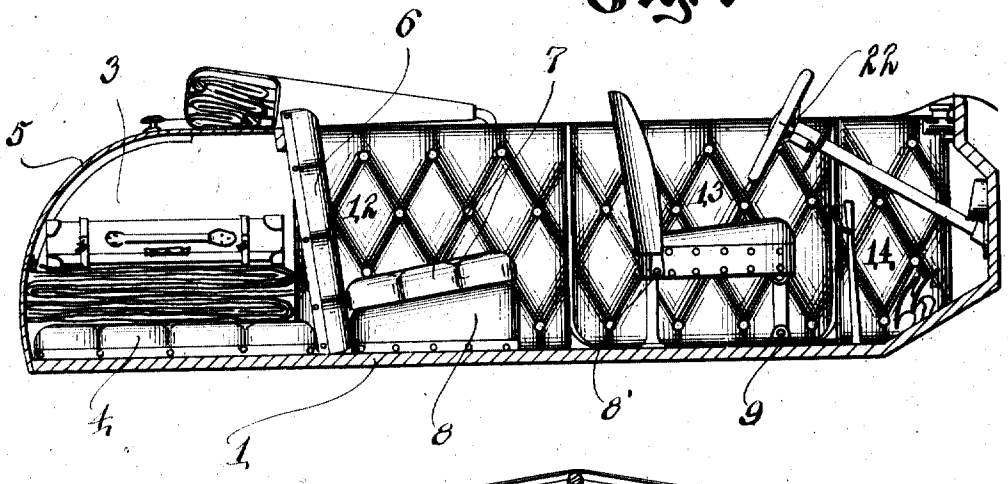
APPLICATION FILED AUG. 9, 1916.

1,247,840.

Patented Nov. 27, 1917.

2 SHEETS—SHEET 1.

Fig. 1



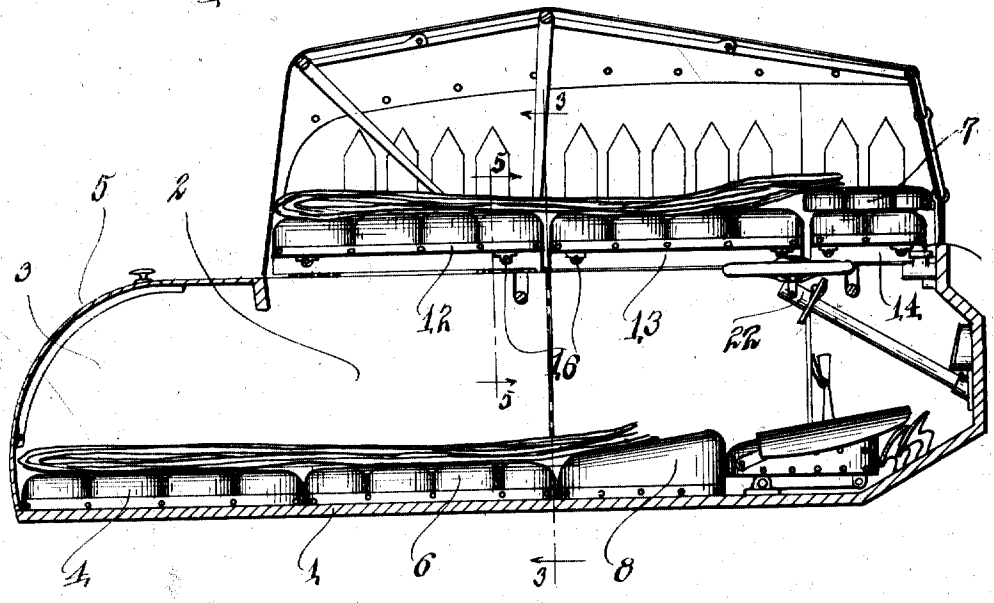


Fig. 2.

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2 SHEETS—SHEET 2.

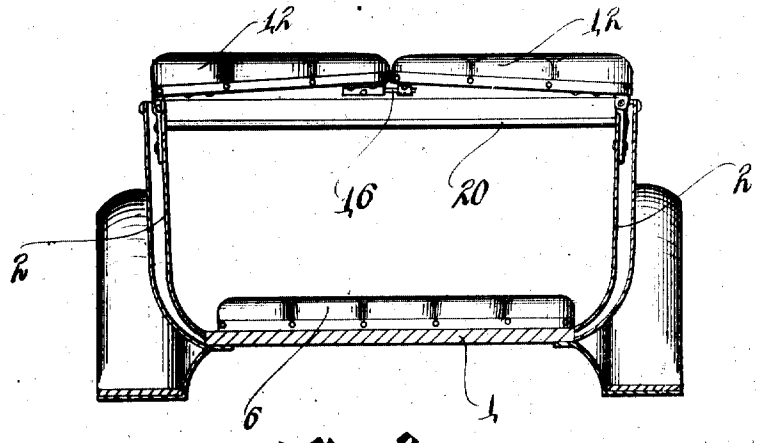


Fig. 3

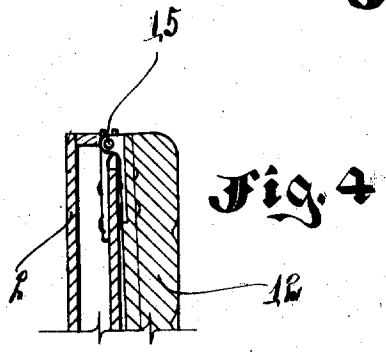


Fig. 4

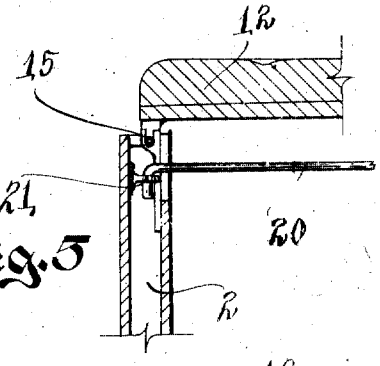


Fig. 5

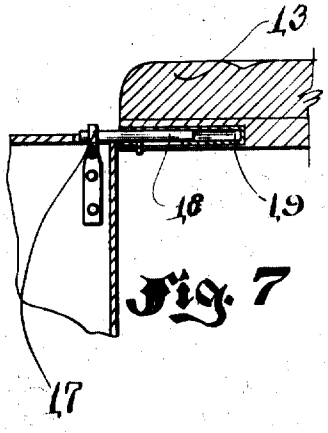


Fig. 7

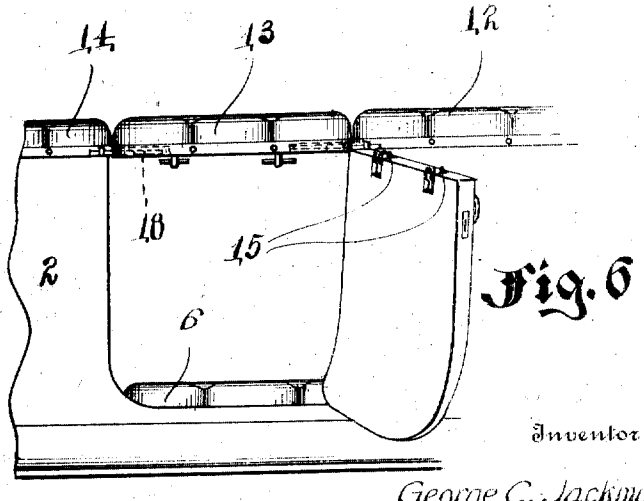


Fig. 6

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UNITED STATES PATENT OFFICE.

GEORGE C. JACKMAN, OF SPOKANE, WASHINGTON.

CONVERTIBLE AUTO-BODY.

1,247,840. Specification of Letters Patent. Patented Nov. 27, 1917.

Application filed August 9, 1916. Serial No. 113,917.

To all whom it may concern:

Be it known that I, GEORGE C. JACKMAN, a citizen of the United States, residing at Spokane, in the county of Spokane and State of Washington, have invented certain new and useful Improvements in Convertible Auto-Bodies, of which the following is a specification.

My invention relates to improvements in convertible auto bodies, especially of the touring type designed to carry four or more passengers.

One of the principal objects of my invention is the provision of an arrangement and construction whereby the seats and the baggage compartment may be utilized in conjunction with certain additional conveniently adjustable members, supports, and fastenings to convert the body into sleeping quarters.

A further object of my invention is the provision of an auto body in which the upholstery and the seats—except the driver's seat—may be entirely removed in order that the car may be used for delivery or other commercial purposes.

A further object is to provide an arrangement and construction whereby comfortable accommodations for four people adequately protected against the weather, are formed when the body is converted.

A further object resides in providing improvements of the foregoing character which will be of simple construction, convenient to manipulate, and which will in no wise detract from the appearance of the car.

Generally speaking, my invention comprises, in combination with an auto body of more or less conventional type, a baggage compartment located at the rear, knock-down and removable rear seats, and adjustable forward seats, adjustable and removable hinged side upper berth sections, and means for supporting and securing the latter sections.

In the drawings which are a part of this application:

Figure 1 is a longitudinal sectional elevation of an auto body built in accordance with my specification, the section being through the center of the body, and showing the interior thereof as it is arranged for passenger service.

Fig. 2 is a like sectional view showing the body converted into sleeping quarters consisting of an upper and a lower berth.

Fig. 3 is a transverse sectional view on line 3—3 of Fig. 2.

Fig. 4 is an enlarged section through one of the sides of the car body showing the manner of hinging one of the upper berth sections.

Fig. 5 is an enlarged part sectional view on line 5—5 of Fig. 2, showing one of the side brace-rods and one of the upper berth sections in position for use.

Fig. 6 is a view from the outside of the car body with one of the side doors swung open and disclosing one of the upper berth sections in position, and the means for hingedly securing the said berth section to the car door when not in use.

Fig. 7 is an enlarged detail view showing the method of supporting and securing one of the upper berth sections to the side of the body when the berth is made up, to allow for opening and closing of the door.

Referring more specifically to the drawings in which like reference characters indicate like parts in the several views just described, the numeral 1 designates the floor of the car body and 2 the sides thereof, while 3 indicates the compartment in which is carried one of the upholstered sections 4 for the lower sleeping berth, baggage, bedding, pillows, etc. The compartment is provided with a suitable closure 5.

In Fig. 1, which shows one-half of the body lengthwise thereof, it will be observed that one of the rear seats is composed of a cushion 6 for the back, the said cushion being supported just forward of and by the top of the compartment 3 and resting upon the floor of the car, the removable cushion 7, and a box cushion 8 preferably made with the usual springs. It will be understood that a like seat is provided for each side of the car, the two seats adjoining one another. Front seats such as shown in Figs. 1 and 2 are constructed with their backs and legs pivotally hinged at 8′ and 9 respectively, so that when the body is converted for sleeping purposes they may be folded up and moved out of the way as indicated in Fig. 2.

Mounted within the body and on each side thereof by the hinging means 10 in such a manner that they may be entirely removed or detached, are the upholstered upper berth sections, 12, 13, and 14, each of said sections being disposed oppositely to its corresponding section on the other side of the body, the centrally located section 13 being secured

to the car door when not in use, as in Fig. 1, by means of the hinged fastenings 15 as shown on the top edge of the open door in Fig. 6. These sections are adapted to be swung upward on their hinges to horizontal position as in Figs. 2 and 3 when it is desired to convert the body into sleeping quarters, the sections opposite to one another on each side of the body then meeting centrally thereof, being secured together in such a way as to prevent their dropping down, by means of suitable bolts 16.

In Fig. 7 is shown an enlarged detail of the method of supporting the central upholstered upper berth section 13 upon the side of the car body when the upper berth is made up. This arrangement comprises an eye-member 17 secured to the body, and a slidable bolt 18 mounted in the socket or guide 19 in the said section. This device allows for ingress and egress to the lower berth and for the ventilation thereof, as the door may be opened or closed without interfering with the upper berth section.

In order to prevent straining, bending, or any lateral movement of the body sides by reason of the outward pressure of the upper berth sections when the same are in use, I have provided the brace-rods 20, Figs. 2, 3, and 5, extending from side to side, the latter figure showing an enlarged view of the method of securing the same to the sides, the bent ends of the rods being mounted in the brackets 21 from which they may be detached.

The steering wheel 22 is hinged or otherwise so mounted on the steering column that it may be adjusted horizontally so as to be out of the way of the upper berth.

In order to convert the body for sleeping purposes the front seats are pushed forward upon their hinged legs and the backs folded down, the arrangement being clearly shown in Fig. 2. Then to make up the lower berth the rear seats which consist of the three cushion members are moved forward, the upper cushions being used as pillows or head rests for the upper berth, and the lower box cushions as head rests for the lower berth, the back cushions with the upholstered members 4 in the rear baggage receptacle completing the bed.

The upper berth is made up by swinging upon their hinges the six upper berth sections—three of which are hinged to each side of the car body—so that the oppositely disposed sections will meet as shown in Fig. 2, being secured together as hereinbefore described, and providing a substantially level surface.

After use the berths may be taken down, the several elements being returned to their respective positions as indicated in Fig. 1. In order to do this the upper berth sections are either entirely removed and placed in position vertically or the lower berth cushions may be removed and the upper berth sections swung down upon their hinges as shown in Fig. 4, and then the seat cushions set up in place. In replacing the central upper berth sections the same are released from the car sides by sliding the bolts 18; then they are attached to the doors by means of the devices such as shown in Fig. 6, the bottom portions of the said sections being securely attached to the doors by suitable buttons or hooks. In making up the upper berth the operation is reversed and the sections swung upward to horizontal position.

It is to be noted that with the arrangement and construction which I have devised the ordinary type of car top and curtains serve to provide a cover and housing for the upper berth which afford ample protection from the weather and adequate privacy.

From the foregoing description taken in connection with the drawings it is apparent that I have provided a very complete and thoroughly practical and desirable auto body which quite fulfils all of the objects for which it is designed. It may be easily and quickly converted into a delivery body by simply removing the berth sections and one or more of the seats, or it may be converted with little labor for sleeping purposes as above explained.

It is to be understood that I reserve the right to modify the construction and arrangement herein shown, without waiving my rights to protection, as long as in so doing I do not depart from the spirit of the invention as set forth in the annexed claims.

I claim as my invention:—

1. In combination with a vehicle body, vertically disposed upper berth sections adjustably mounted upon the sides thereof, upper berth sections mounted upon the doors of the vehicle, means for supporting one or more of the latter sections upon the sides of the vehicle when the body is converted for sleeping purposes, and means for securing the said sections in substantially horizontal position.

2. In a convertible vehicle, a vehicle body having side portions, upholstered sections normally disposed vertically against the sides of said body and having their upholstered portions facing inwardly of said body, and mechanism for sustaining said sections in a horizontal and contiguous relation across said body with the upholstered portions of said sections uppermost to form a sleeping support, substantially as described.

3. In a convertible vehicle, a vehicle body having side portions, a plurality of upholstered sections for each side portion, said sections being normally disposed vertically against said side portions and having their upholstered faces disposed inwardly of said body, and mechanism for sustaining the sec-

tions of the opposite side portions in horizontal contiguous longitudinal and lateral relation across the inside of the said body to form a sleeping support, substantially as described.

4. In a convertible vehicle, a vehicle body having side portions, a section for each side portion and each section having its upper edge portion hinged to its respective side portion to normally lie vertically and flat against its respective side portion, and mechanism coacting with the normally lower edge portions of said sections when said sections are swung into a horizontal position to support said sections in horizontal contiguous relation across said body to form a sleeping bed, substantially as described.

5. In a convertible vehicle, a vehicle body having side portions, upholstered sections hinged in opposed relation at their upper edges to said side portions and normally hanging downwardly in vertical relation against said side portions with their upholstered faces lying inwardly of said body, and mechanism for sustaining said sections in a horizontal position and in contiguous relation across said body to form a sleeping support, substantially as described.

6. In a convertible vehicle, a vehicle body having side portions, a normally vertically disposed upholstered section lying flat against each side of said body and being proportioned to meet in contiguous relation when the lower edge portions of said sections are swung into a horizontal position, and mechanism carried by the normally lower edges of said sections for coaction with the sides of said body to sustain said sections in a horizontal position, substantially as described.

7. In a convertible vehicle, a vehicle body having a side portion, a door interrupting said side portion, an upholstered section having its upper edge hinged to the upper edge of said door and normally lying vertically against the inside face of said door with its upholstered portion facing inwardly of the car, means coacting with said door when the latter is closed for supporting said section in a horizontal position with the upholstered portion facing upwardly, and mechanism for sustaining the door edge of said section on the side of said body to permit said door to be opened and thereby afford access to said body through said doorway and below said section, substantially as described.

8. In a convertible vehicle, a vehicle body having a side portion, a swinging door interrupting said side portion, a bed supporting section hinged to the inside face of said door and normally lying vertically against the inside face of said door, means coacting with said door for supporting said bed section in a horizontal position, and mechanism for sustaining the door edge of said section on the side of said body to permit said door to be swung open and thereby afford access to said body through the doorway and below said section, substantially as described.

9. In a convertible vehicle, a vehicle body having a side portion, a swinging door interrupting said side portion, a bed supporting section, means coacting with said door to support said bed supporting section in a horizontal position when said door is closed, and mechanism for supporting the door edge of said section independently of said door to permit the latter to be opened thereby affording access to said body through the doorway and below said section, substantially as described.

10. A convertible vehicle body having side portions, a swinging door interrupting one side portion, an upholstered section removably mounted against the inside face of said door, said door side portion of said body having a removable upholstered section mounted thereon fore and aft of said door, and means for supporting all of said sections in a horizontal bed sustaining position, substantially as described.

11. In a convertible vehicle, a vehicle body having a bottom, a seat for said bottom comprising a horizontal seat section and a substantially vertical back section, and a cushion section in the rear of said back section, said back and seat sections being forwardly adjustable on said bottom to contiguous horizontal relation with each other and with the back section in contiguous horizontal relation with said cushion section to form a bed extending along and directly supported on said bottom, substantially as described.

12. A vehicle body having a forwardly disposed seating compartment and a baggage compartment in rear of and communicating with said seating compartment, a cushion section in said baggage compartment, a seat in said seating compartment comprising a seat section and a substantially vertical back section interposed between said seat and cushion sections and closing communication between said baggage and seating compartment, said back and seat sections being adjustable into horizontal contiguous relation with respect to each other and said back section being adjustable into a horizontal and contiguous relation with said cushion section to form a supporting bed extending lengthwise of and supported on the bottom of said body, substantially as described.

13. A convertible vehicle body having sides and a bottom, sections movable longitudinally of said body into contiguous relation to form a sleeping bed, and sections movable transversely of said body into contiguous relation to form a sleeping bed, one

of said sleeping beds being in superposed relation with respect to the other, said upper and lower beds extending laterally across the body from one side to the other thereof, substantially as described.

14. A convertible vehicle body having sides and a bottom, sections movable longitudinally along the bottom of said body to form a lower sleeping bed, and sections extending from the bottom of said body toward the tops of said sides and said sections being movable upwardly from a vertical position into a horizontal position transversely of said body to form a sleeping bed above said lower sleeping bed, substantially as described.

In testimony whereof I affix my signature.

GEORGE C. JACKMAN.