COMPARTMENT CONSTRUCTION FOR AUTOMOBILES

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INVENTOR

Anthony S. LaSpina

ATTORNEY

Robert K. Youtie
United States Patent Office

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COMPARTMENT CONSTRUCTION FOR AUTOMOBILES

Anthony S. La Spina, 834 Kings Highway, Swedesboro, N.J. 08085

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This invention relates generally to automobile-body constructions, and is especially concerned with a unique compartment construction for automobiles.

It is an important object of the present invention to provide a compartment construction for automobiles, which may be installed as original or accessory equipment to provide a neat and convenient storage space, which is effectively concealed from view for added attractiveness and security.

It is a further object of the present invention to provide a compartment construction for automobiles having the advantageous characteristics mentioned in the preceding paragraph, which further serves as a chamber for a loudspeaker to afford desirable aesthetic effects while occupying a minimum of space.

It is a further object of the present invention to provide a compartment construction of the type described which may be conveniently removed, when desired, as for rearrangement or hauling of relatively large articles.

It is still another object of the present invention to provide a compartment construction of the type described which is extremely simple in design, durable and reliable throughout a long useful life, and which can be economically manufactured for sale at a reasonable price.

Other objects of the present invention will become apparent upon reading the following specification and referring to the accompanying drawings, which form a material part of this disclosure.

The invention accordingly consists in the features of construction, combinations of elements, and arrangements of parts, which will be exemplified in the construction hereinafter described, and of which the scope will be indicated by the appended claims.

In the drawings:

FIGURE 1 is an interior rear perspective view of an automobile, showing a compartment construction in accordance with the teachings of the present invention;

FIGURE 2 is a sectional elevational view taken generally along the line 2—2 of FIGURE 1;

FIGURE 3 is a top plan view showing the compartment construction of the present invention apart from an automobile;

FIGURE 4 is a front elevational view of the removed compartment construction of FIGURE 3;

FIGURE 5 is a partial sectional view taken generally along the line 5—5 of FIGURE 4; and

FIGURE 6 is a partial sectional elevational view taken generally along the line 6—6 of FIGURE 5.

Referring now more particularly to the drawings, and specifically to FIGURES 1 and 2 thereof, a vehicle or automobile body is there generally designated 10, and may include a rear or back wall 11, a pair of laterally spaced, opposed side walls 12 extending forwardly from said back wall, and a generally horizontal platform 13 extending forwardly from said back wall and laterally between said side walls. In particular, the illustrated vehicle body 10 is that of a Volkswagen, to which the device of the present invention is particularly well adapted. However, it is understood that the instant construction may be employed in other vehicles of similar design, if desired.

Best seen in FIGURE 2 is a platform 13 extending generally horizontally forwardly from the platform 13, and including a fold-down seat back 16 having depending arms 17 pivotally secured to the body side walls 12, as by pins or pintles 18. Spaced above the pivot pins 18 may be a pair of stop members or pins 19 fixed to or projecting inward from respective side walls 12 for limiting abutting engagement with the seat back 16 in its upstanding position. A forwardly and downwardly swing position of the seat back 16 is shown in phantom in FIGURE 2. As thus far described, the automobile-body construction may be conventional.

However, interposed between the seat 15 and rear wall 11 is a compartment, generally designated 20. The compartment 20 may include a generally horizontal top wall 21 having its rear edge proximate to the rear wall 11 and extending horizontally forward therefrom and terminating short of the seat back 16, in the upright position of the latter. The top wall 21 is at an elevation approximately equal to that of the upper edge of seat back 16, or slightly lower. The top wall 21 also extends laterally and may have its side edges cut away, as at 22, for conforming engagement with the interior of side walls 11. The forward edge of top wall 21 may be generally straight, substantially normal to the forward-and-rearward axis of the vehicle body.

Suitable detachable connection means may be provided for securing the top wall 21 in position, such as a plurality of inverted, L-shaped brackets 23, each having a leg 24 depending from the rear edge of the top wall 21 at spaced locations therealong. Complementary thereto, the rear wall 11 may be provided with a plurality of receivers or eyes 25 fixed to the back wall and opening upwardly for receiving respective legs 24.

The forward edge of the top wall 21 terminates forwardly just short of the seat back 16. Extending rigidly from the top wall 21 along the forward edge thereof is a generally vertical front wall 27. That is, the front wall 27 is fixedly secured by any suitable means, such as fasteners (not shown) to the top wall 21 along the forward edge thereof and depends generally vertically toward and terminates at the platform 13, adjacent to and spaced rearward behind the seat back 16. Thus, the lower edge of the front wall 27 rests on the platform 13 and combines with the top wall 21 and its connection to the rear body wall 11 to define a rigid structure.

Also, the front wall 27 may extend laterally and have its side edges 28 specifically configured for conforming engagement with the side walls 12. Intermediate the side edges 28 of the upstanding front wall 27, there is formed a thru opening 29 affording access into the space enclosed between the top wall 21, rear body wall 11, platform 13 and the front wall 27. Further, the front wall includes an upper, downwardly facing channel or track 30 fixedly secured in position extending along the juncture of the upper front-wall edge and forward top-wall edge. The medial portion of channel or track 30 faces downwardly into the opening 29 of front wall 27. A lower, upwardly facing channel or track 31 extends along the lower edge of front wall 27, and the medial region of track 31 faces upwardly and opens into the front-wall opening 29. Thus, the medial portions of upper and lower tracks 30 and 31 are generally coplanar and in faced, spacing relation with each other.

Extending vertically between and having their upper and lower edges slidable in the respective tracks 30 and 31 are a pair of sidable closures, panels or gates 32 and 33. If desired, the sidable closures 32 and 33 may be respectively provided with finger holes 34 and 35 to facilitate sliding movement thereof. Thus, the closures 32 and 33 are sidable away from each other in the tracks 30 and 31, toward opposite side walls 12 to completely close the front-wall opening 29, and are selectively sidable toward each other to open the opening 29 and
afford access therethrough to the interior of compartment 20.

In addition, the top wall 21 may be provided with a thru opening 36, centrally of the top wall, if desired, which may be covered with a screen or cloth 37. Directly beneath the thru opening 36, on the underside of the top wall 21, may be mounted a speaker 38, see FIGURE 2, facing upwardly through the opening 36. Any suitable connections (not shown) may be provided for the speaker 38, as desired. In addition to this maximum utilization of space, both for storage in the compartment 20, and for the speaker 38, the compartment 20 serves to provide a sound chamber for esthetically enhancing the sound of the speaker.

If desired, suitable lock means may be provided on the closures 32 and 33, for the purpose of discouraging theft. However, the presence of the compartment 20 is effectively concealed and hardly noticeable, the doors 32 and 33 being entirely hidden when the seat back 16 is upstanding.

As the staunch and sturdy relationship of compartment 20 with the vehicle body 12, as described hereinbefore, requires only a minimum of fasteners 23, 24 and 25, and as these fasteners or connection means are detachable, it will be appreciated that the entire assembly of top wall 21 and front wall 27 may be removed from the vehicle body 10 when desired.

From the foregoing, it is seen that the present invention provides a compartment construction for a vehicle which fully accomplishes its intended objects and is well adapted to meet practical conditions of manufacture, installation and use.

Although the present invention has been described in some detail by way of illustration and example for purposes of clarity of understanding, it is understood that certain changes and modifications may be made within the spirit of the invention and scope of the appended claims.

What is claimed is:

1. In an automobile body including spaced side walls, an upstanding rear wall, a rear seat having a fold-down back spaced forwardly from said rear wall, and a platform between said rear wall and seat, the improvement comprising a top wall extending forwardly from said rear wall spacedly over said platform and generally level with the top of said rear seat, a front wall depending rigidly

from the front edge of said top wall to said platform, slidable door means in said front wall affording access therethrough, said top wall and said front wall extending laterally between said side walls, and detachable connection means on said top wall for connecting the latter to said rear wall, said top and front walls being otherwise unsecured to said rear and side walls and said platform, for removal of said top and front walls upon detachment of said connection means.

2. An automobile-body construction comprising a pair of laterally spaced side walls, a rear wall upstanding between said side walls, a laterally extending rear seat having a fold-down back and arranged in spaced relation forwardly from said rear wall, a platform extending forwardly from said rear wall toward said seat, a top wall extending forwardly from said rear wall toward said seat back and spaced over said platform generally level with the top of said seat back, detachable connection means detachably connecting said top wall to said rear wall, a front wall fixedly depending from the front edge of said top wall to said platform, said top and front walls being otherwise unsecured to said rear and side walls and said platform, for removal of said top and front walls upon detachment of said connection means, said top and front walls extending laterally into conforming relation with said side walls, and slidable door means in said front wall affording access therethrough.

3. An automobile-body construction according to claim 2, in combination with a speaker mounted on the underside of said top wall and facing upwardly therethrough.

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BENJAMIN HERSH, Primary Examiner.
J. A. PEKAR, Assistant Examiner.