No. 740,897. PATENTED OCT. 6, 1903.

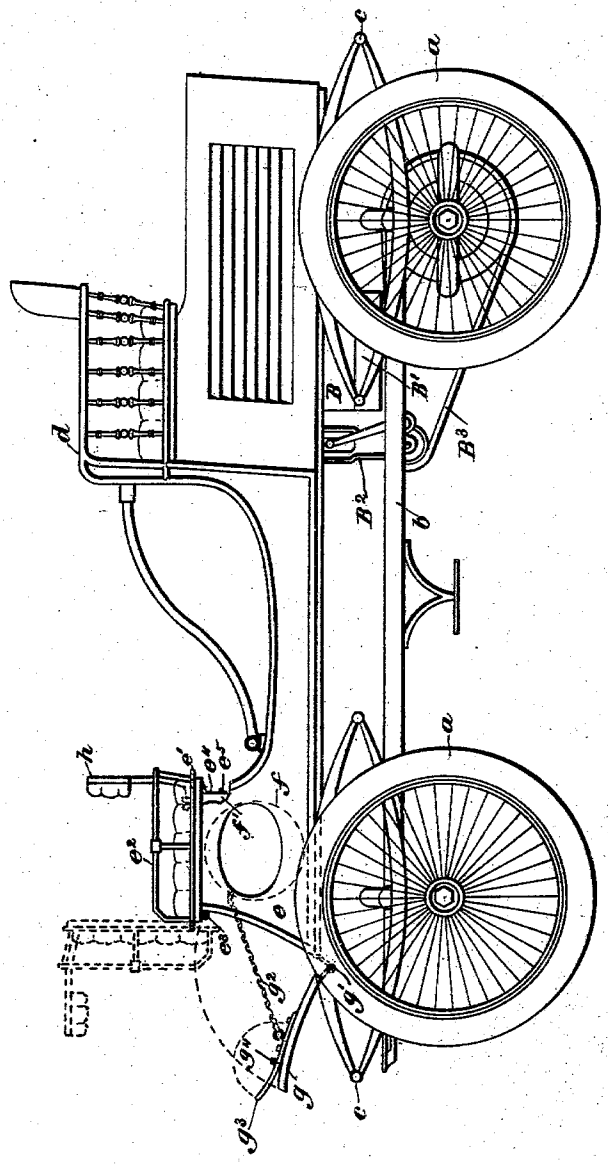
J. H. MacALMAN.

AUTOMOBILE BODY.

APPLICATION FILED FEB. 24, 1902.

NO MODEL. 2 SHEETS—SHEET 1.

Fig. 1.



Witnesses,
Everett G. Emery
Annie E. Chesley

Inventor,
John H. MacAlman,
by Frederick L. Emery
Atty

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

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NO MODEL. 2 SHEETS—SHEET 2.

Fig. 2;

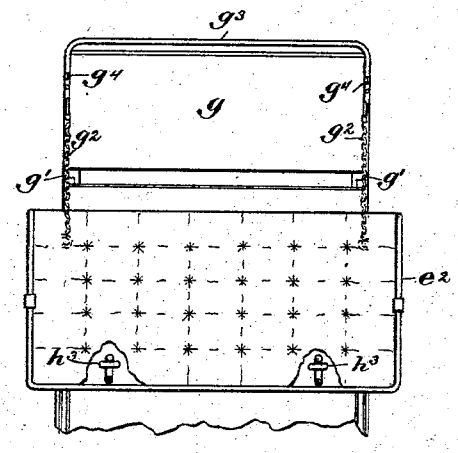
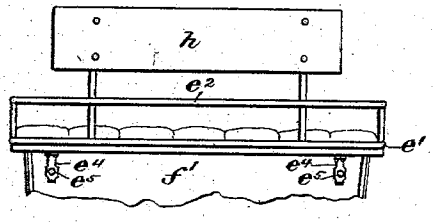


Fig. 3;



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Annie E. Chesley

Inventor,
John H. MacAlman,
by Frederick L. Emery Atty.

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No. 740,897. Patented October 6, 1903.

UNITED STATES PATENT OFFICE.

JOHN H. MACALMAN, OF SOMERVILLE, MASSACHUSETTS, ASSIGNOR TO THE "LOCOMOBILE" COMPANY OF AMERICA, OF NEW YORK, N. Y., A CORPORATION OF WEST VIRGINIA.

AUTOMOBILE-BODY.

SPECIFICATION forming part of Letters Patent No. 740,897, dated October 6, 1903.

Application filed February 24, 1902. Serial No. 95,231. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. MACALMAN, a citizen of the United States, residing at Somerville, in the county of Middlesex and State of Massachusetts, have invented an Improvement in Automobile-Bodies, of which the following description, taken in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention in motor-vehicles relates particularly to the bodies thereof, and has for its object to provide a body with a dasher-box so constructed as to enable it to be used as an additional seat when desired, thus rendering the vehicle readily convertible for carrying two or four occupants at will.

My invention will be best understood after a description of one embodiment thereof.

In the accompanying drawings, Figure 1 in side elevation, partially broken way, illustrates one embodiment of my invention, the footboard or box-front being extended or dropped and the back positioned, as required, for accommodating four passengers. Fig. 2 is a top or plan view of the forward part of the vehicle-body, and Fig. 3 a detail showing the locking devices for locking the seat in position.

Referring to the drawings in the embodiment of my invention there shown, the running-gear, comprising the wheels a a, frame b, and springs c c, may be of suitable or desired construction.

The body, mounted upon the springs c c, is provided with a usual main seat, beneath which is arranged the boiler B, provided with a suitable burner B′ and an engine B^2, arranged in front of the boiler and geared, as by the chain B^3, to the rear or driving axle.

The dasher-box in front of the principal seat d and in the place of the usual body-dasher, as here shown, comprises the sides e, surmounting which is an exposed seat e', surrounded at its ends and rear by a suitable railing e^2. This seat e' is hinged at its front to the sides e, the hinges being shown at e^3, so that the said seat may be turned upward into its dotted-line position, Fig. 1, to expose or give access to the interior of the dasher-box, where may be located, for instance, a fuel or other tank f, (shown in dotted lines, Fig. 1.) This tank may be used to supply fuel to the burner B′ by suitable connections. (Not shown.)

The seat is locked in its running position, full lines, Fig. 1, by a pair of fastener devices, shown as spring-clips e^4, slotted to snap over and engage the pins e^5 on the vertical rear board or wall f' of the box.

The box sides e are preferably curved at their front edges, and fitting these curved front edges is a front g, hinged at its lower edge at g' to the vehicle-body and adapted when in its elevated dotted position to close the front of the box, giving when in such position a graceful sweep to the front of the body. When it is desired to use the front seat of the vehicle, this front g is dropped down into its full-line position, Fig. 1, where it is sustained by the flexible or disappearing chains or connections g^2, the latter disappearing within the box when this footboard or front is raised.

A foot-rail g^3, hinged at g^4 to the front or footboard g, may be turned into its full-line position, Fig. 1, when the footboard is in use and is turned down into its dotted position to enable it to enter the box when the said footboard or front is raised.

A detachable back h is shown, the same having a plurality of depending supports that rest against the rail e^2 along the back of the seat and also have their lower ends fitted or bent like feet to enter eyes h^3 in the box-top, as best shown in Fig. 2. When the front seat is not in use, this back is lifted off or removed and may be placed in the dasher-box in front of the tank when the footboard g or box-front is raised or closed.

It is to be noted that a motor-vehicle constructed in accordance with my invention as herein shown provides the operator with a position on the main seat where he commands a view of all occupants of the vehicle, whether the latter is employed as a single or double seated type, and is thus enabled to more intelligently and completely control the vehicle at all times and under all conditions, since he may have in mind and sight all

those whose safety depends upon his skilful management. The position of control is not affected by the conversion of the vehicle, and the latter may be instantly transformed from a single to a double seated carriage, or vice versa, without the necessity on the part of the operator of any change of position, either temporary during the changing or permanent after the change is effected; but thus broadly stated the invention is the subject of my case filed November 23, 1901, Serial No. 83,362, and the specific invention in this present case comprises a motor-vehicle having similar characteristics with the additional feature of a detachable seat-back that may be readily removed and stowed away, so as to convert the vehicle into an apparent single-seat vehicle without affecting its symmetry.

My invention is not limited to the particular embodiment here shown, as it may be varied without departing from the spirit and scope of my invention.

I claim—

In a motor-vehicle, the combination of a forwardly-facing main operating-seat for the operator of the vehicle providing an unchanging position of control, a dasher-box in front of and protecting said main seat, a movable front wall for said dasher-box opening outwardly and downwardly to constitute a footboard, means to support said movable front wall in its open position, and a detachable seat-back for said dasher-box, said dasher-box in the open position of its front wall providing an additional forwardly-facing seat in view of the operator of the vehicle, without necessary change of position on the part of the operator and permitting the latter to command a view of the passenger-carrying portion of said vehicle at all times, and admitting of a change to an apparent single-seat vehicle without disturbing its symmetry.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN H. MACALMAN.

Witnesses:

FREDERICK L. EMERY,

A. E. CHESLEY.