W. M. SCHLUER.

INTERCHANGEABLE VEHICLE.

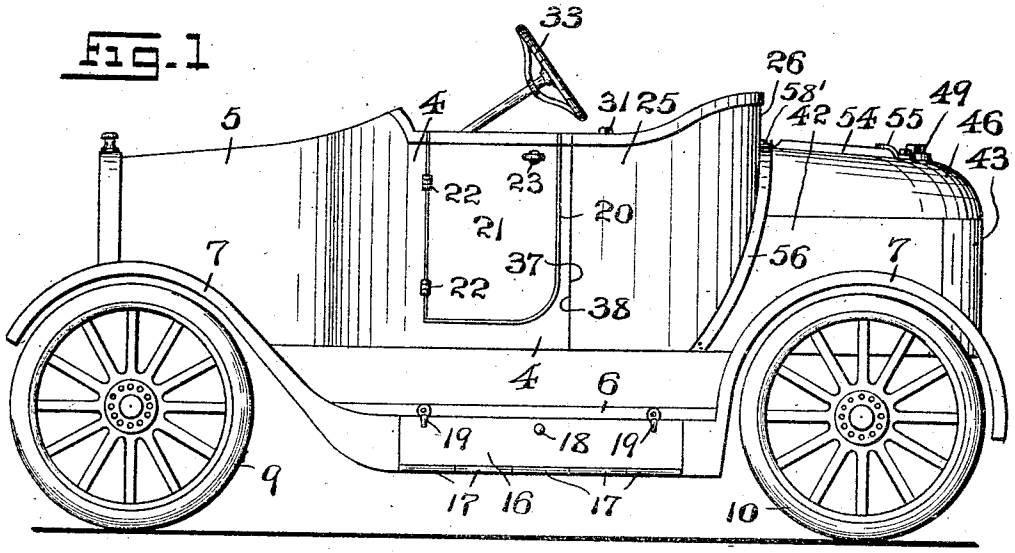
APPLICATION FILED MAY 31, 1916.

1,230,436.

Patented June 19, 1917.

5 SHEETS—SHEET 1.

Fig. 1



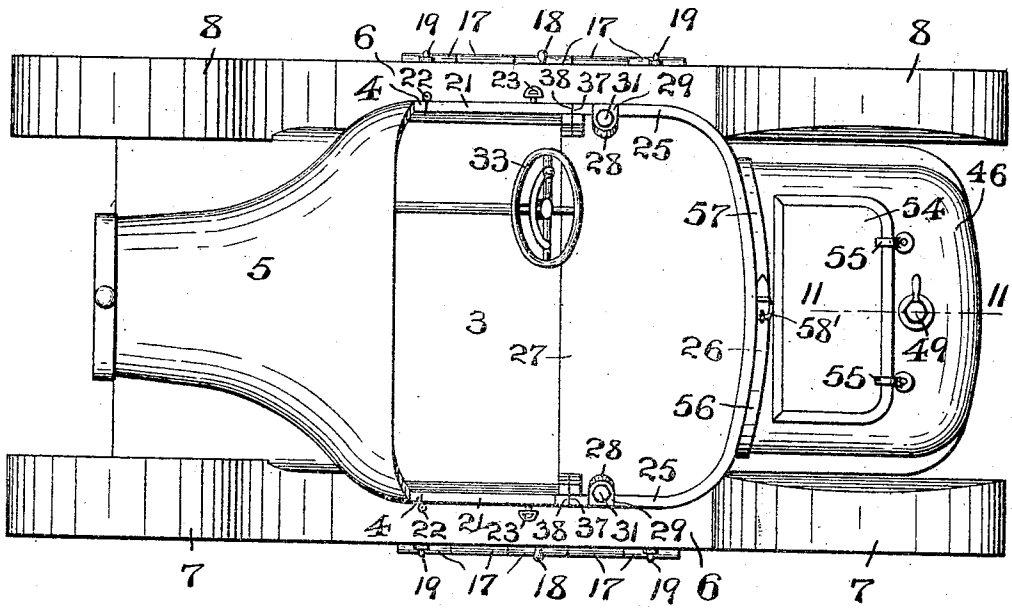


Fig. 2

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Eva C. Desch

INVENTOR:

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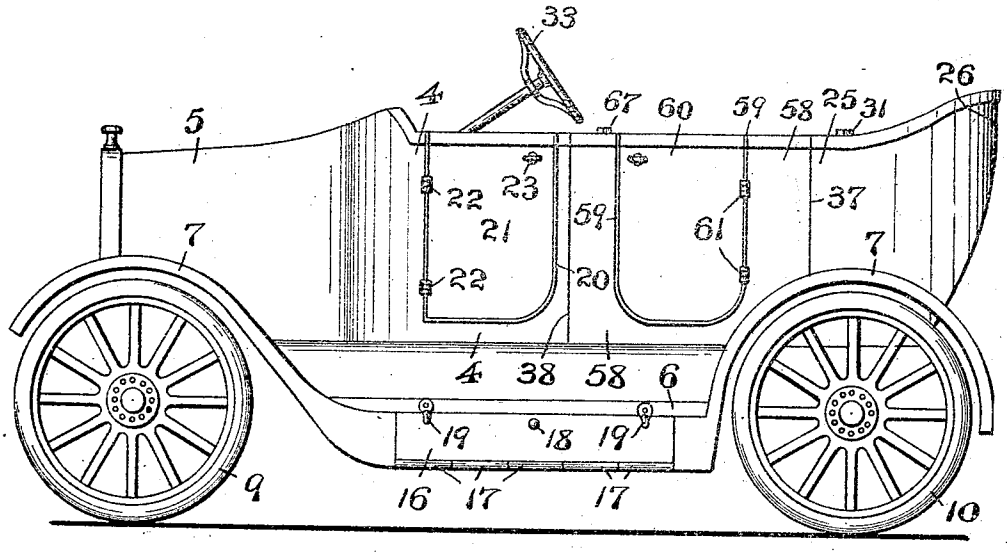


Fig. 3

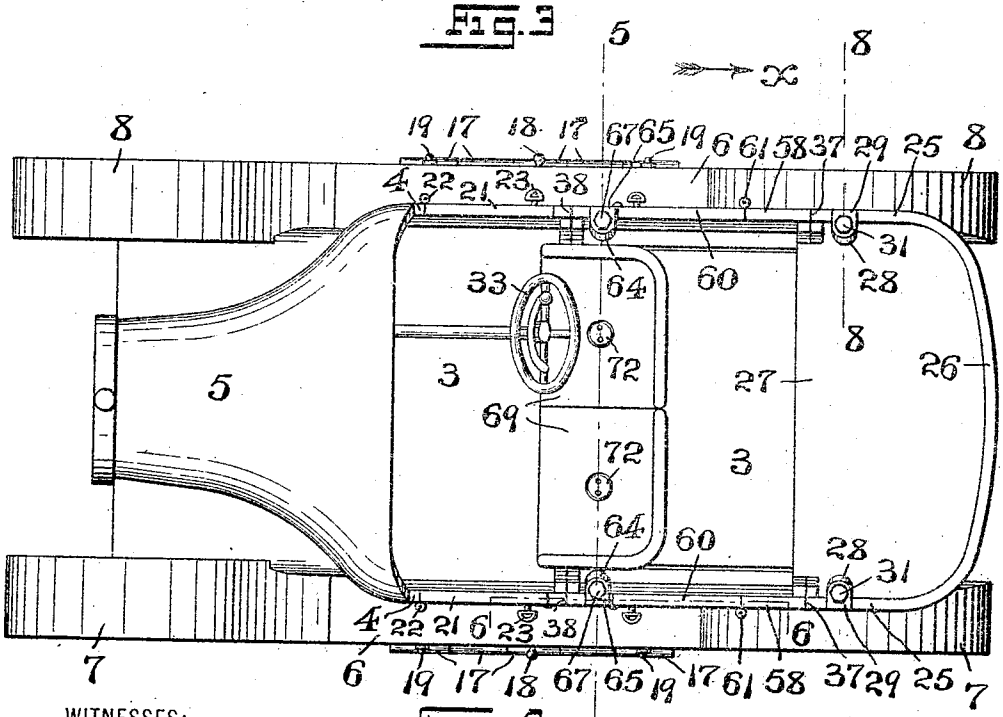


Fig. 4

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5 SHEETS—SHEET 3.

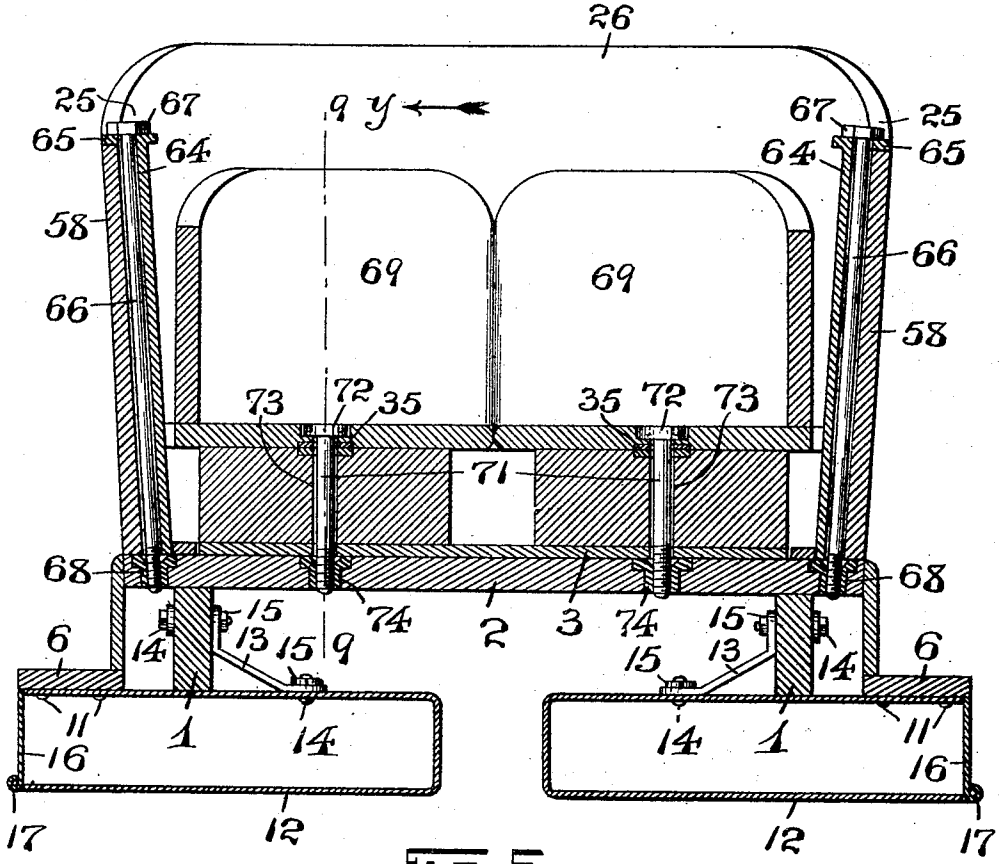


Fig. 5

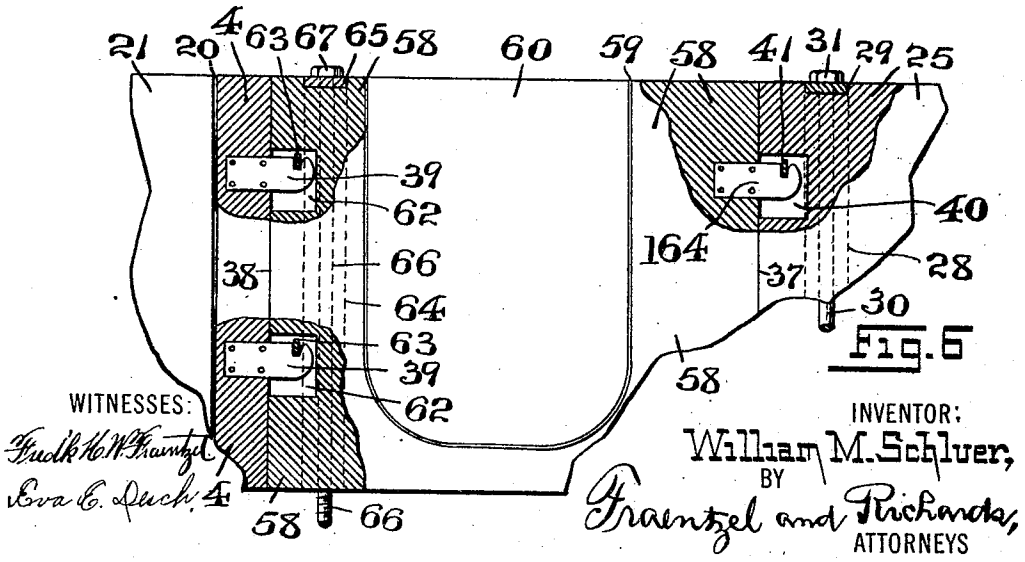


Fig. 6

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

W. M. SCHLUER.

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5 SHEETS—SHEET 4.

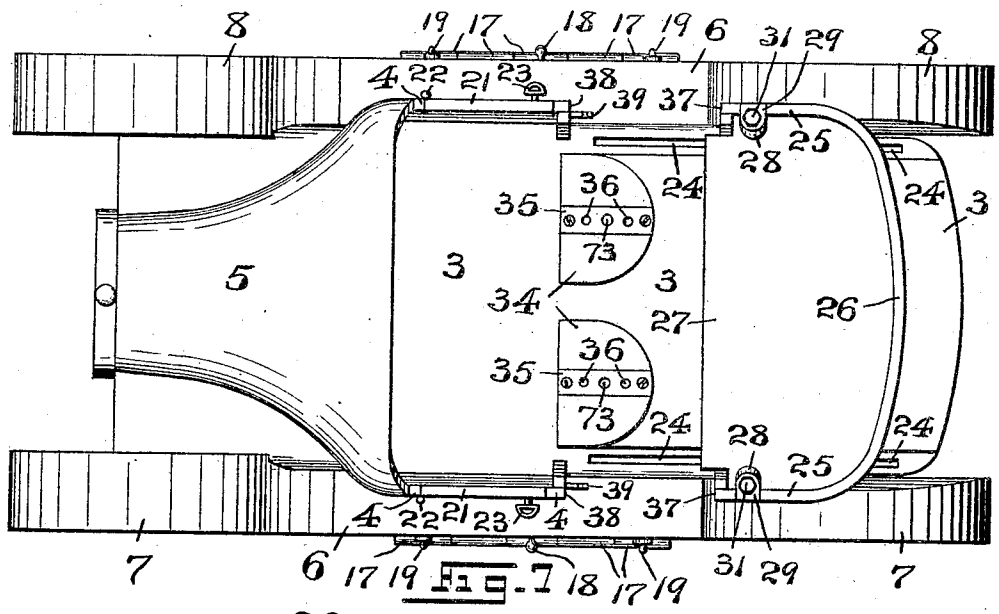


Fig. 7

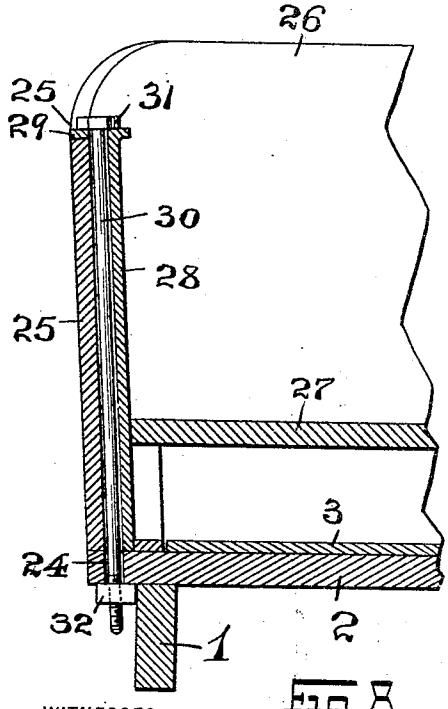


Fig. 8

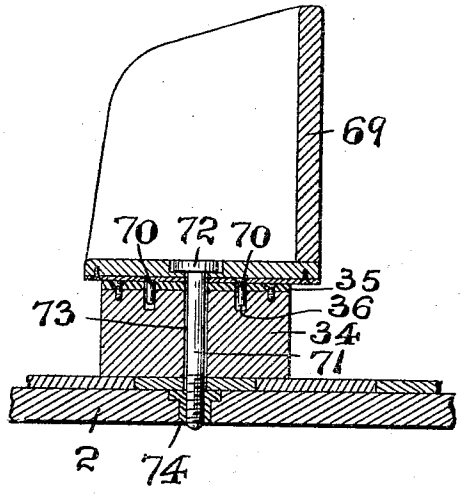


Fig. 9

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APPLICATION FILED MAY 31, 1916.

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5 SHEETS—SHEET 5.

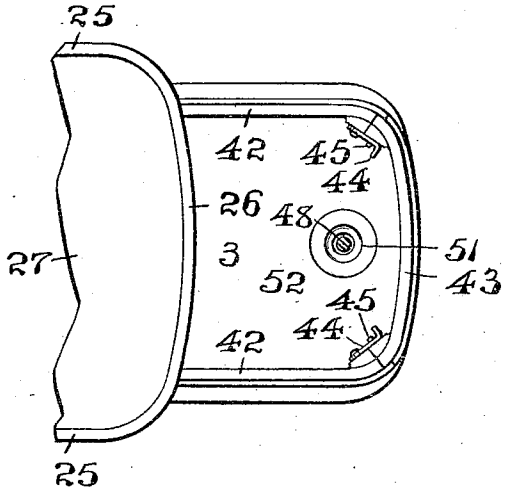


Fig 10

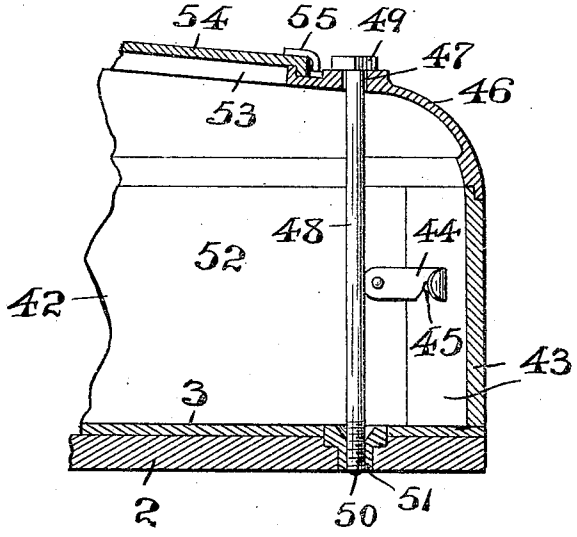


Fig. 11

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UNITED STATES PATENT OFFICE.

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INTERCHANGEABLE VEHICLE.

1,230,436. Specification of Letters Patent. Patented June 19, 1917.

Application filed May 31, 1916. Serial No. 100,753.

To all whom it may concern:

Be it known that I, WILLIAM M. SCHLUER, a citizen of the United States, residing at Orange, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Interchangeable Vehicles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to characters of reference marked thereon, which form a part of this specification.

This invention relates, generally, to improvements in vehicles; and, the present invention has reference, more particularly, to a novel automobile comprising a main body or frame, certain parts or members of which are detachably and interchangeably disposed upon the chassis of the vehicle, whereby the latter is readily interchangeable from a two-seated vehicle or "run-about" to a four-seated vehicle or touring car.

The present invention, therefore, has for its principal object to provide a vehicle of the general character hereinafter more fully set forth, and one, the main body or frame of which has a number of detachably and interchangeably, as well as slidably disposed members, all of simple construction and simple arrangement, whereby the same vehicle can be turned with ease and rapidity from a run-about into a touring car, or vice versa.

The invention has for its further object to provide in connection with the run-board and the main body or frame of an automobile, a compartment or receptacle extending downwardly from and beneath the run-board and transversely beneath the main body or frame of the automobile, with a view of providing the vehicle with a compartment of increased capacity in which may be readily stored, out of sight, extra wheel-tires, shoes, or other objects; or, when used in connection with a vehicle of the interchangeable type herein set forth, may be readily employed for the reception of any one or more of the removed body or frame members, as will hereinafter more fully appear.

Other objects of the present invention not at this time more particularly enumerated will be clearly evident from the following detailed description of the said invention.

With the various objects of the present invention in view, the said invention consists, primarily, in the novel interchangeable vehicle hereinafter set forth; and, the invention consists, furthermore, in the novel arrangements and combinations of the various devices and parts, as well as in the details of the construction of the said parts, all of which will be more fully described in the following specification, and then finally embodied in the clauses of the claim which are appended to and which form an essential part of the said specification.

The invention is clearly illustrated in the accompanying drawings, in which:—

Figure 1 represents in side elevation one embodiment of the principles of the present invention, showing the various members of the vehicle in their assembled relation in the form of a run-about; and Fig. 2 is a plan or top view of the same.

Fig. 3 is a side elevation of the same vehicle showing the various members thereof in their assembled relation in the form of a touring car; and Fig. 4 is a plan or top view of the same.

Fig. 5 is a transverse vertical section taken on line 5—5 in said Fig. 4, looking in the direction of the arrow x, said view being made on an enlarged scale; and Fig. 6 is a detail view, partly in elevation and partly in section, the sectional portions being represented as being taken on line 6—6 in said Fig. 4, said view being also made on an enlarged scale.

Fig. 7 is a plan or top view, similar to that represented in said Fig. 2, but certain of the body-members which are shown in said Fig. 2 being omitted from said Fig. 7.

Fig. 8 is a detail transverse sectional representation, taken on line 8—8 in said Fig. 4, looking in the direction of the arrow x; and Fig. 9 is a detail longitudinal vertical section taken on line 9—9 in said Fig. 5, looking in the direction of the arrow y, both of said views being made on an enlarged scale.

Fig. 10 is a plan view of the rear end of the vehicle represented in said Figs. 1 and

2, with the cover-section shown in said Figs. 1 and 2 omitted from said Fig. 10; and Fig. 11 is a detail longitudinal vertical section, taken on line 11—11 in said Fig. 2, said view also being made on an enlarged scale.

Similar characters of reference are employed in all of the said above described views, to indicate corresponding parts.

Referring now to the said drawings, the reference-character 1 indicates the usual longitudinally extending members of the chassis of an automobile, upon which are suitably mounted and supported the usual transversely extending floor-beams or bars 2, carrying the flooring, as 3, of the body of the vehicle.

Permanently connected with said flooring, near the forward portion thereof, are a pair of upwardly extending side-members 4, and connected with the said members 4, is a forwardly extending hood, as 5, of any suitable and usual construction. Upon each side of the flooring are suitable run-boards 6, of any usual construction, at the respective ends of which are located suitable fenders 7 and 8, extending and arranged above the usual front wheels 9 and rear wheels 10. Suitably attached to the lower surface of each run-board 6 by means of suitable bolts or rivets, as 11, or other suitable fastening means, are comparatively large and laterally extending receptacles, as 12, which are made of any suitable material, preferably sheet metal, the said receptacles being also suitably secured in position beneath the longitudinally extending members 1 by means of suitable braces 13 and the bolts 14 and nuts 15, substantially as illustrated in Fig. 5 of the drawings.

It will be understood, however, that any other suitable means may be employed for securing the said receptacles 12, beneath the chassis-frame of the vehicle, to the lower surfaces of said members 1, or to the floor-members of the body of the vehicle.

Each receptacle 12 is open at the end located adjacent to the edge of each run-board 6, as will be seen from an inspection of said Fig. 5, each opening thus provided, being adapted to be closed by means of a suitable closing member or door, as 16, which is suitably hinged to the body of the receptacle, as at 17, each member or door 16 being also provided with a suitable hand-hold or knob, as 18, and locking latches, as 19, for retaining the said closing members or doors in their closed relation, as shown.

The previously mentioned and permanently fixed side-members 4 are made with the usual cut-out entrance portions 20 in which are mounted correspondingly shaped doors, as 21, suitably connected with the said members 4 by means of hinges 22, suitable locks or latches as 23, being also employed for securing the said doors in their closed positions, and for swinging the doors into their opened relation with the sides of the car-body, as will be understood.

As represented in Fig. 7 of the drawings, near the longitudinal marginal edge-portions of the flooring of the vehicle-body are longitudinally extending openings, as 24, and normally and slidably mounted above these openings 24 is a seat-member comprising the side-portions 25 and suitably formed connecting back 26, provided with a seat 27. One means for immovably fixing the said seat-member in the position desired by the operator, is shown more particularly in Fig. 8 of the drawings, and said means consists essentially of a pair of oppositely disposed tubular elements, as 28, suitably secured to and extending downwardly along the inner surfaces of the said side-portions 25. Each element 28 terminates at its lower end directly above the correspondingly located opening 24, and at their upper ends the said elements 28 have portions, as 29, which extend over the upper edges of the said side-portions 25. Long bolts or rods 30 are inserted in said elements 28, the heads 31 of the said bolts or rods 30 resting upon said portions 29, and the lower screw-threaded ends of the respective bolts or rods 30 extending into and through the said openings 24, and being screwed into suitable tightening and binding nut-like members, as 32, as clearly shown in said Fig. 8 of the drawings. Of course, it will be understood, that any other suitable tightening means may be employed for securing the said seat-member in any one of its slidable and adjusted positions.

Referring now to Figs. 5, 7 and 9 of the drawings, it will be seen that the flooring 3 of the vehicle-body is provided with a pair of seat-receiving blocks 34, provided in their upper surfaces with plates, as 35, each plate 35 being formed with holes or perforations 36, substantially as shown and for the purposes hereinafter more fully set forth.

The reference-character 33 indicates any usual form of steering device.

When the vehicle is to be converted into a run-about, see Figs. 1 and 2 of the drawings, the tightening bolts or rods 30 are sufficiently loosened, but not entirely withdrawn from their nuts 32, to permit the previously described seat-member to be sufficiently raised and slid forwardly over the seat-receiving blocks 34, until the edge-portions 37 of the side-members 25 are brought against and register with the edge-portions 38 of the permanently fixed side-members 4, suitable hook-shaped retaining latches, as 39, with which the side-members 4 are provided, entering correspondingly disposed chambers, as 40, in the side-members 25 and being brought into detachable locking en-

gagement with suitable holding members, as 41, within said chambers 40.

When the seat-portion has thus been slid into this forward position, of course the rear end of the floor-portion of the vehicle is exposed to view. This exposed rear space is now inclosed by an arrangement of two vertically disposed side-members, as 42, and an end-member 43, the forward curved edges abutting directly against and registering with the curved surface of the previously mentioned back 26 of the slidably or movably disposed seat-member mentioned. The abutting vertical edges of the said end-member 43 and the respective side-members 42 are brought into the relatively connected, but separable relation, by an arrangement of pivoted latches, as 44 and latch-receiving holding pins, as 45, with which the various members are provided, substantially as represented in Figs. 10 and 11 of the drawings. Connecting and retaining devices of any other suitable construction may, however, be employed if desired, as will be clearly evident. Suitably mounted upon the upper edges of the thus connected side-members 42 and the end-member 43 may be a dome or other suitably shaped hood or member, as 46, arranged in connection with the various parts substantially in the manner illustrated in Figs. 1, 2 and 11 of the drawings. To secure the said hood or member 46 upon the said side-members 42 and the end-member 43, against accidental displacement, the said hood or member 46 has a hole or perforation, as 47, into which is inserted a bolt or rod, as 48, having a head 49, and a screw-threaded end-portion 50 which is screwed into a nut-like member, as 51, connected with and secured to or within the flooring of the vehicle.

By tightening the said bolt or rod 48 the members 42, 43 and 46, are securely fastened in their assembled relation to provide a receiving chamber, as 52, in which certain other parts of the vehicle, not in use when the vehicle has been transformed into a run-about, may be stored, as will be clearly evident.

If desired, the said hood or member 46 may be made with an opening, as 53, to be closed by a lid or cover as 54, and tightening latches or locking devices, as 55.

That a closed joint may be provided between the back 26 of the above-described slidable or movable seat-portion and the edges of the side-members 42 and the dome or hood-member 46, the said members 42 are preferably provided with straps, as 56 and 57, which are adapted to be arranged in the manner illustrated in Figs. 1 and 2, and are buckled together, as at 58'.

Now, when it is desired to transform the vehicle into a four-seated vehicle or touring car, all that is necessary is to unbuckle the straps 56 and 57, unscrew the bolt or rod 48, remove the dome or hood-member 46, disconnect the latches 44 from the holding pins 45, and remove the two side-members 42 and the end-member 43. The various members, thus removed, can then be placed within the previously mentioned receptacles located beneath run-boards and extending transversely beneath the main body of the car.

The previously mentioned bolts or rods 30 are now again loosened, so as to permit the seat-member to be slightly raised and slid in a rearward direction toward the back of the vehicle to assume the positions previously occupied by the side-members 42, the end-member 43 and the dome or hood-member 46.

A pair of side-members 58, see Figs. 3, 4 and 6, are now arranged in the gaps formed between the edges 38 of the side-members 4 and the edges 37 of the side-members 25 of the slidable or movable seat-portion.

As shown more particularly in said Figs. 3 and 6, the said side-members 58 are made with entrance-openings, as 59, in which are disposed suitably shaped doors, as 60, hinged to the said side-members 58, as at 61.

The said side-members 58 are provided with correspondingly disposed chambers, as 62, into which the retaining latches 39 enter and are brought into holding engagement with suitable holding members 63 in said chambers 62.

The said side-members 58 are further provided with an arrangement of retaining latches, as 164, which enter the chambers 40 in the side-members 25 and are brought into detachable locking engagement with the holding members 41, all of which is clearly shown in Fig. 6 of the drawings. The slidable or movable seat-member is thereupon secured in its adjusted position, by tightening the bolts or rods 30 in the manner heretofore described.

Additional means may also be provided for additionally fixing the said side-members 58 in position against accidental displacement. This means consists, essentially, of a pair of oppositely disposed tubular elements, as 64, suitably secured to and extending downwardly along the inner surfaces of the said side-members 58. The said elements 64 terminate at their upper ends in portions 65 which extend over the upper edges of the said side-members 58. Long bolts or rods 66 are inserted in the said elements 64, the heads 67 of the said bolts or rods 66 resting upon said portions 65, and the lower screw-threaded ends of the respective bolts or rods extending from the said elements 64 and being screwed into suitably formed nut-like members, as 68, suitably disposed and secured in the floor-portions of the main body of the ve-

hicle, substantially in a manner illustrated in Fig. 5 of the drawings.

Of course, it will be understood, that any other suitable tightening means may be employed, if desired.

The previously mentioned sliding or movable seat-member now forms the rear seat of the vehicle.

Detachable seat-members, as 69, of any suitable configuration, and preferably provided upon their lower surfaces with dowel-pins, as 70, are placed upon the seat-receiving blocks 34, with the said dowel-pins 70 in registration with the holes or perforations 36 in the plates 35, as indicated in Fig. 9 of the drawings. Each seat-member 69 is provided with a fastening bolt, as 71, having its head 72 countersunk in the base-plate of each seat-member 69, as shown in said Fig. 9, the said bolts 71 extending through openings, as 73, in the respective blocks 34, and having their screw-threaded end-portions suitably secured into nut-like retaining devices, as 74, suitably mounted and secured in the floor portions of the main body of the vehicle. By unscrewing the said bolts, it will be clearly evident, that the said seat-members 69 can be readily removed at will, when their use is not further required. I am fully aware, however, that any other suitable means may be employed for detachably securing the said seat-members 69 upon the respective seat-receiving blocks 34.

With reference to the invention as described in the foregoing specification, I am fully aware that the same is capable of many changes in the general arrangements and combinations of the various devices and parts, as well as in the details of the construction of the said parts without departing from the scope of the present invention as set forth in the said specification, and as defined in the clauses of the claim, which are appended thereto. Hence, I do not limit my present invention to the exact arrangements and combinations of the various devices and parts as described in the said specification, nor do I confine myself to the exact details of the construction of the said parts as illustrated in the accompanying drawings.

I claim:—

1. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, and a means of separable retaining connection between the said fixed side-members and the said seat-member, combined with auxiliary side-members, an end-member, said auxiliary side-members and the end-member being removably disposed with relation to the said main body and the flooring.

2. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, a means of separable retaining connection between the said fixed side-members and the said seat-member, and means connected with said seat-member and with the said flooring for securing the seat-member in its fixed adjusted relation upon the said flooring, consisting of oppositely disposed tubular elements, a bolt extending into and through each tubular element, said bolts having screw-threaded end-portions extending through elongated openings with which the said flooring is provided, and tightening nut-like members into which the said end-portions of the bolts are screwed.

3. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, a means of separable retaining connection between the said fixed side-members and the said seat-member, combined with auxiliary side-members, an end-member, said auxiliary side-members and the end-member being removably disposed with relation to the said main body and the flooring, and a hood mounted upon said auxiliary side-members and said end-member.

4. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, a means of separable retaining connection between the said fixed side-members and the said seat-member, and means connected with said seat-member and with said flooring for securing the seat-member in its fixed adjusted relation upon the said flooring, combined with auxiliary side-members, an end-member, said auxiliary side-members and the end-member being removably disposed with relation to the said main body and the flooring, and a hood mounted upon said auxiliary side-members and said end-member.

5. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, a means of separable retaining connection between the said fixed side-members and the said seat-member, and means connected with said seat-member and with the said flooring for securing the seat-member in its fixed adjusted relation upon the said flooring, consisting of oppositely disposed tubular elements, a bolt extending into and through each tubular element, said bolts having screw-threaded end-portions extending through elongated openings with which the said flooring is provided, and tightening nut-like members into which the said end-portions of the bolts are screwed, combined with auxiliary side-members, an end-member, said auxiliary side-members and the end-member being removably disposed with

relation to the said main body and the flooring, and a hood mounted upon said auxiliary side-members and said end-member.

6. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, a means of separable retaining connection between the said fixed side-members and the said seat-members, combined with auxiliary side-members, an end-member, said auxiliary side-members and the end-member being removably disposed with relation to the said main body and the flooring, and a hood mounted upon said auxiliary side-members and said end-member, and means connected with said hood and the flooring of the vehicle, consisting of a bolt mounted in said hood, and a nut-like member in the flooring into which the lower screw-threaded end-portion of the bolt is screwed for securing the said auxiliary side-members, the end-member, and the hood in their fixed assembled relation to the said flooring and the said movable seat-member.

7. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, a means of separable retaining connection between the said fixed side-members and the said seat-member, and means connected with said seat-member and with said flooring for securing the seat-member in its fixed adjusted relation upon the said flooring, combined with auxiliary side-members, an end-member, said auxiliary side-members and the end-member being removably disposed with relation to the said main body and the flooring, and a hood mounted upon said auxiliary side-members and said end-member, and means connected with said hood and the flooring of the vehicle, consisting of a bolt mounted in said hood, and a nut-like member in the flooring into which the lower screw-threaded end-portion of the bolt is screwed for securing the said auxiliary side-members, the end-member, and the hood in their fixed assembled relation to the said flooring and the said movable seat-member.

8. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, a means of separable retaining connection between the said fixed side-members and the said seat-member, and means connected with said seat-member and with the said flooring for securing the seat-member in its fixed adjusted relation upon the said flooring, consisting of oppositely disposed tubular elements, a bolt extending into and through each tubular element, said bolts having screw-threaded end-portions extending through elongated openings with which the said flooring is provided, and tightening nut-like members into which the said end-portions of the bolts are screwed, combined with auxiliary side-members, an end-member, said auxiliary side-members and the end-member being removably disposed with relation to the said main body and the flooring, and a hood mounted upon said auxiliary side-members and said end-member, and means connected with said hood and the flooring of the vehicle, consisting of a bolt mounted in said hood, and a nut-like member in the flooring into which the lower screw-threaded end-portion of the bolt is screwed for securing the said auxiliary side-members, the end-member, and the hood in their fixed assembled relation to the said flooring and the said movable seat-member.

9. In a vehicle of the character set forth, the chassis of the vehicle, the main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, auxiliary side-members removably disposed between the said fixed side-members and the said movable seat-member, a means of separable retaining connection between said fixed side-members and said auxiliary side-members, and a means of separable retaining connection between said auxiliary side-members and the said seat-member, and means connected with said seat-member and with the said flooring for securing the seat-member in its fixed adjusted relation upon the said flooring, consisting of oppositely disposed tubular elements, a bolt extending into and through each tubular element, said bolts having screw-threaded end-portions extending through elongated openings with which the said flooring is provided, and tightening nut-like members into which the said end-portions of the bolts are screwed.

10. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, auxiliary side-members removably disposed between the said fixed side-members and the said movable seat-member, a means of separable retaining connection between said fixed side-members and said auxiliary side-members, and a means of separable retaining connection between said auxiliary side-members and the said seat-member, additional means connected with said auxiliary side-members and with the said flooring for securing the said auxiliary side-members in their fixed adjusted relation to the flooring, consisting of oppositely disposed tubular elements, a bolt extending into and through each tubular element, and nut-like devices mounted in the flooring into which the screw-threaded end-portions of the said bolts are secured, and additional means connected with the said movable seat-member and with the said flooring for securing the seat-member in its

fixed adjusted relation to said flooring, consisting of oppositely disposed tubular elements, a bolt extending into and through each tubular element, said bolts having screw-threaded portions extending through elongated openings with which the said flooring is provided, and tightening nut-like members into which the said end-portions of the bolts are screwed.

11. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, auxiliary side-members removably disposed between the said fixed side-members and the said movable seat-member, a means of separable retaining connection between said fixed side-members and said auxiliary side-members, and a means of separable retaining connection between said auxiliary side-members and the said seat-member, and means connected with said seat-member and with the said flooring for securing the seat-member in its fixed adjusted relation upon the said flooring, consisting of oppositely disposed tubular elements, a bolt extending into and through each tubular element, said bolts having screw-threaded end-portions extending through elongated openings with which the said flooring is provided, and tightening nut-like members into which the said end-portions of the bolts are screwed, combined with seat-receiving blocks mounted upon the said flooring, a seat-member removably mounted upon each block, and means for securing the said seat-members in their fixed relations upon the said blocks.

12. In a vehicle of the character set forth, the chassis of the vehicle, a main body comprising a flooring, permanently fixed side-members, a movably disposed seat-member, auxiliary side-members removably disposed between the said fixed side-members and the said movable seat-member, a means of separable retaining connection between said fixed side-members and said auxiliary side-members, and a means of separable retaining connection between said auxiliary side-members and the said seat-member, additional means connected with said auxiliary side-members and with the said flooring for securing the said auxiliary side-members in their fixed adjusted relation to the flooring, consisting of oppositely disposed tubular elements, a bolt extending into and through each tubular element, and nut-like devices mounted in the flooring into which the screw-threaded end-portions of the said bolts are screwed, and additional means connected with the said movable seat-member and with the said flooring for securing the seat-member in its fixed adjusted relation to said flooring, consisting of oppositely disposed tubular elements, a bolt extending into and through each tubular element, said bolts having screw-threaded portions extending through elongated openings with which the said flooring is provided, and tightening nut-like members into which the said end-portions of the bolts are screwed, combined with seat-receiving blocks mounted upon the said flooring, a seat-member removably mounted upon each block, and means for securing the said seat-members in their fixed relations upon the said blocks.

13. An automobile comprising a body having interchangeable members for transforming the vehicle into a run-about or a touring car, and means for securing said interchangeable members in connected relation, consisting of inter-arranged latch-devices and latch-engaging means, arranged substantially as and for the purposes set forth, and auxiliary means for securing the said interchangeable members in their fixed adjusted relation, consisting of tubular elements secured to said interchangeable members, bolts extending into and through the said tubular elements, said bolts having screw-threaded end-portions, and nut-like holding devices mounted with relation to the said body into which the screw-threaded end-portions of said bolts are screwed.

In testimony that I claim the invention set forth above I have hereunto set my hand this 27th day of May, 1916.

WILLIAM M. SCHLUER.

Witnesses:
FREDK. C. FRAENTZEL,
FREDK. H. W. FRAENTZEL.

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