Dec. 6, 1938. B. E. ARNTZEN 2,138,826

EMERGENCY CONVEYANCE

Filed Feb. 3, 1936 4 Sheets-Sheet 1

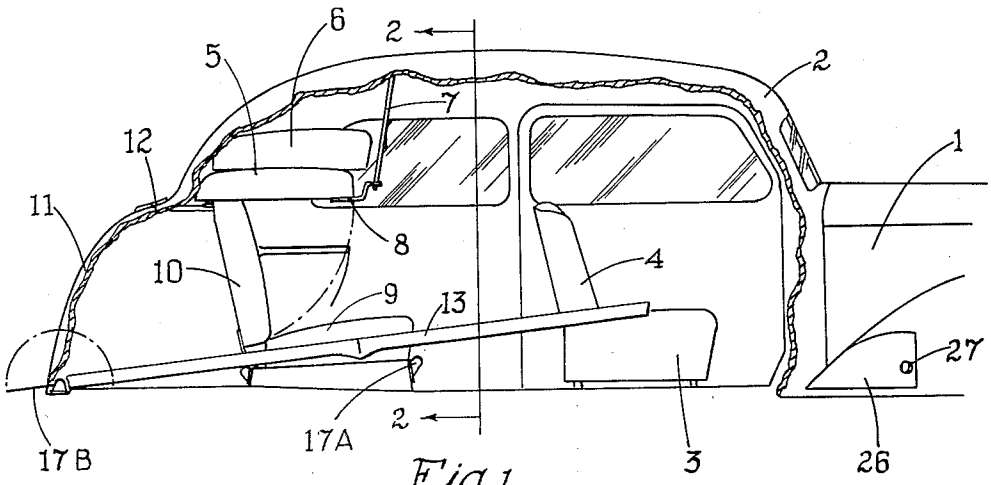


Fig. 1

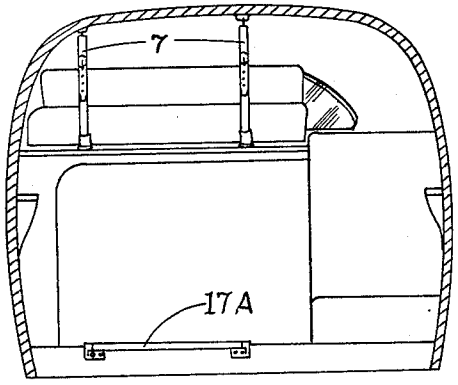


Fig. 2

BERNARD E. ARNTZEN
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BY Parker & Carter

ATTORNEYS

Dec. 6, 1938. B. E. ARNTZEN 2,138,826

EMERGENCY CONVEYANCE

Filed Feb. 3, 1936 4 Sheets-Sheet 2

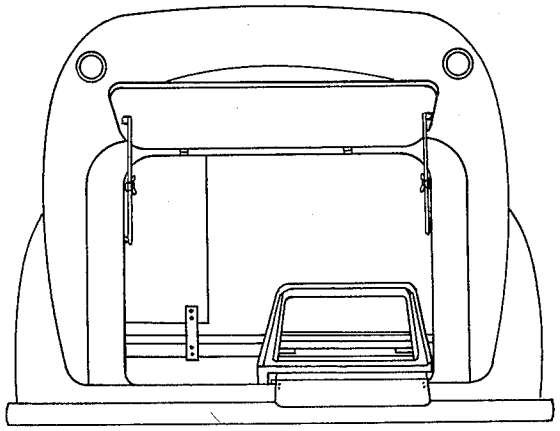


Fig. 3

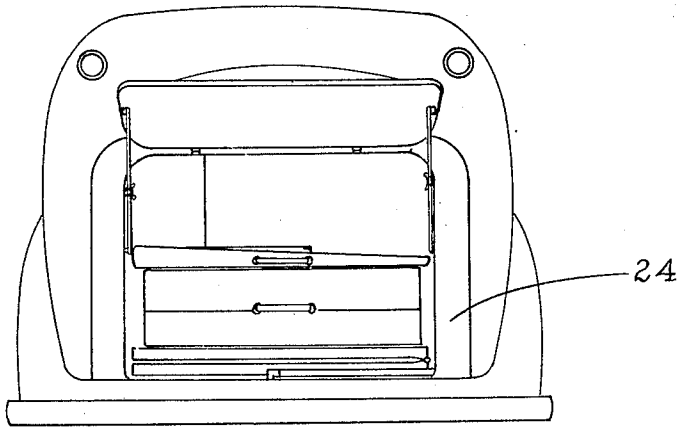


Fig. 4

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Dec. 6, 1938. B. E. ARNTZEN 2,138,826

EMERGENCY CONVEYANCE

Filed Feb. 3, 1936 4 Sheets-Sheet 3

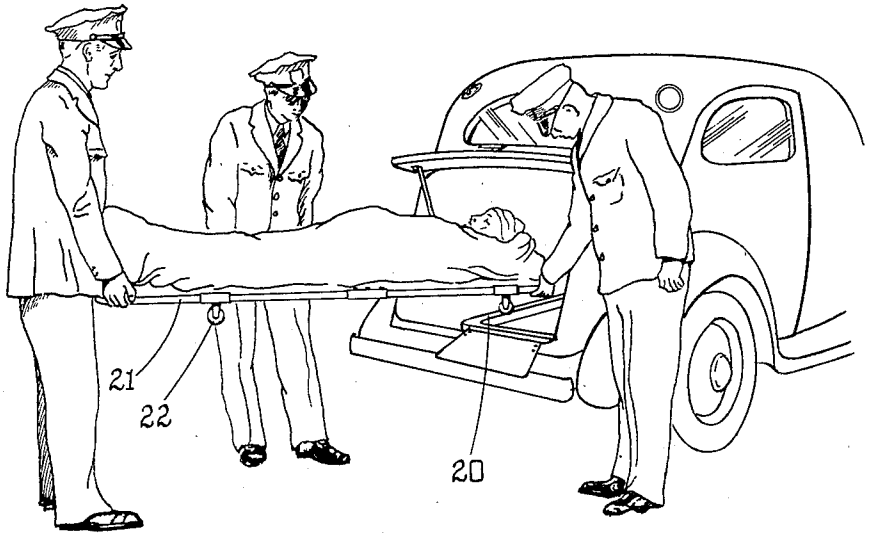


Fig. 5

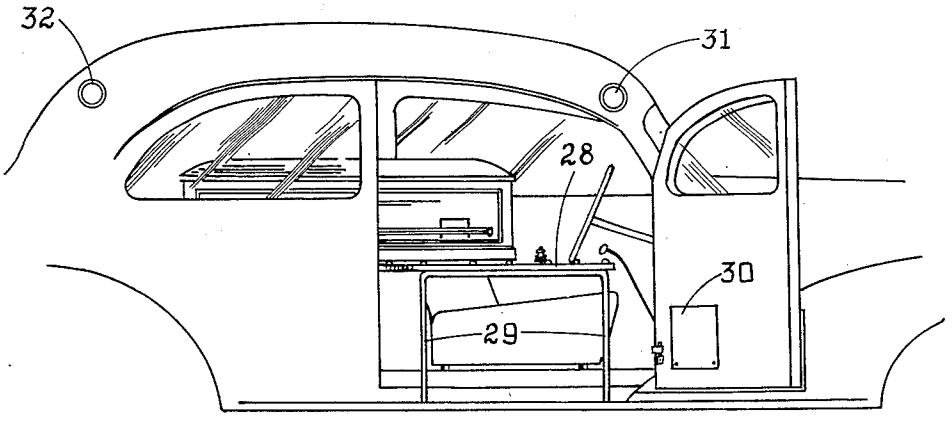


Fig. 6

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ATTORNEY, S

Dec. 6, 1938. B. E. ARNTZEN 2,138,826

EMERGENCY CONVEYANCE

Filed Feb. 3, 1936 4 Sheets-Sheet 4

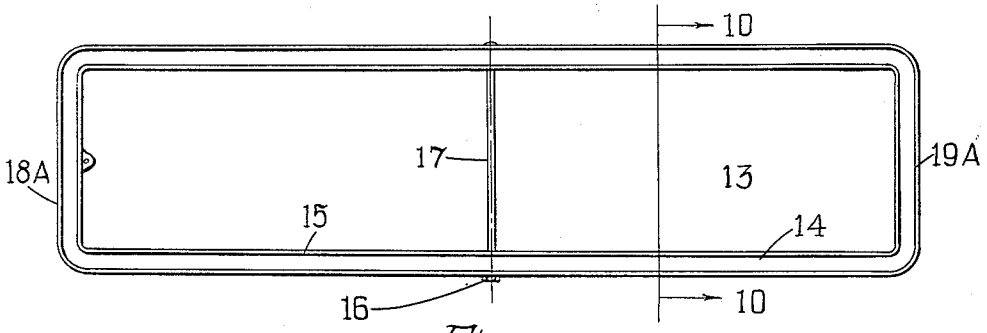


Fig. 7

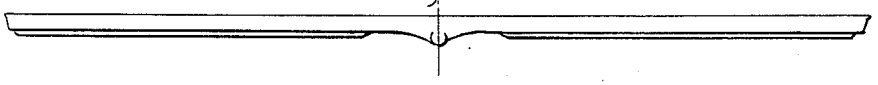


Fig. 8

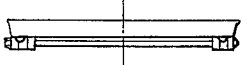


Fig 9

Fig. 10

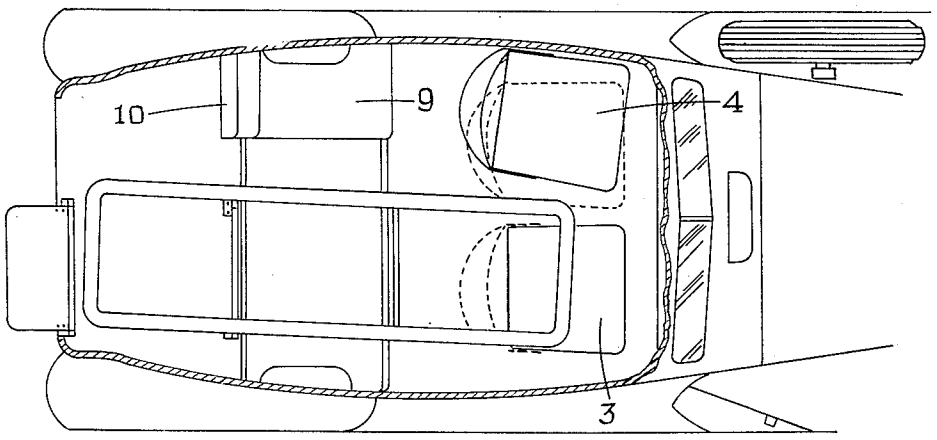


Fig. 11

INVENTOR.
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BY Parker & Carter

ATTORNEY, S

Patented Dec. 6, 1938 2,138,826

UNITED STATES PATENT OFFICE

2,138,826

EMERGENCY CONVEYANCE

Bernard E. Arntzen, Chicago, Ill.

Application February 3, 1936, Serial No. 62,022

2 Claims. (Cl. 296—19)

This invention relates to emergency conveyances and parts thereof and has for its object to provide new and improved devices of this description. The invention has as a further object to provide a conveyance which can be used as an ordinary conveyance and which can be instantly converted into an emergency conveyance for the purpose of conveying injured persons, or may be easily and quickly converted into a hearse, particularly adapted for a child's hearse. The invention has other objects which are more particularly pointed out in the accompanying description.

Referring now to the drawings, wherein I have shown certain forms of my invention, Fig. 1 is a view of one form of conveyance embodying the invention, with parts broken away and omitted;

Fig. 2 is a sectional view taken on line 2—2 of Fig. 1;

Fig. 3 is a rear view of a conveyance having a rear door, showing the parts in position for use as an emergency conveyance;

Fig. 4 is a view similar to Fig. 3 showing the parts converted back to a normal passenger conveyance, with the emergency equipment folded and placed in the rear trunk, ready for instant use;

Fig. 5 is a view showing an injured person being transferred to the conveyance;

Fig. 6 is a view of the conveyance used as a child's hearse, showing a construction for facilitating side loading;

Fig. 7 is a plan view of the runway for the stretcher when in its operative position;

Fig. 8 is a side view of the runway shown in Fig. 7;

Fig. 9 is an end view of the runway shown in Fig. 7;

Fig. 10 is a sectional view taken on line 10—10 of Fig. 7;

Fig. 11 is a plan view of the conveyance with the top removed, showing the runway in position.

Like numerals refer to like parts throughout the several figures.

Referring now to the drawings, I have illustrated a conveyance 1 having a body 2 and being provided with front and rear seats. There are two separated front seats 3 and 4, see Fig. 11. The back of the seat 3 is removable and is shown in Figs. 1 and 11 as being removed. I prefer to have the front seat 4 arranged so that it may be moved laterally toward the side of the conveyance from the dotted line position shown in Fig. 11 to the full line position.

The rear seat is divided so as to provide two separated sections. A section at one side consisting of the back 5 and the bottom 6 is placed in an unobstructing position near the top of the conveyance, see Fig. 1, and the parts are held in place by any suitable support. As herein shown, there is a supporting element 7 connected with the roof of the conveyance which has a laterally extending engaging element 8 which passes under the seat portion 5. The remaining back seat 9 with its back 10 is in position for use. In the conveyance illustrated in Figs. 1, 3, 4, 5 and 11, the conveyance is provided with an opening in the rear wall and a rear door 11 shown as hinged at 12.

When the device is used as an emergency conveyance for conveying injured persons the parts are arranged as shown in Fig. 1 and when the injured person is to be placed in the conveyance the rear door 11 is lifted, as shown in Fig. 5. At this time there is located in the car a runway 13 which is illustrated in Figs. 7–10. This runway consists of the two portions 14 and 15 hinged together near its middle, as at 16, so that it may be folded. There is a hinge member 17 which extends entirely across the runway and in addition to acting as a hinge member acts also to strengthen the device.

The runway is preferably of metal and is provided with the side members having the upstanding edges 18 and 19 so as to form a groove 20. There are also end upstanding members 18a and 19a. This runway when ready for emergency use is unfolded and is placed in the conveyance, the front end resting on the front seat, as shown in Figs. 1 and 11, the rear end resting on the floor of the conveyance. The parts are then in the position illustrated in Fig. 3. I may provide a roller 17a at the rear of the conveyance, along which the runway or a stretcher may be rolled while it is being pushed into the conveyance. After the runway, for example, is in the conveyance the roller 17a will act as a stop to prevent rearward movement of it, see Fig. 1. I may also associate with the roller a member 17b which projects rearwardly when the runway and stretcher are being placed in position, as shown in Figs. 1 and 5, and which may then be folded over into the conveyance, as indicated in Fig. 1. Before the runway is placed in position the sections 5 and 6 of the rear seat are placed in the position shown in Fig. 1, so as to be out of the way.

The injured person is placed on a suitable stretcher 21 having supports 22 which are preferably wheels. These supports are placed in the

grooves 20 in the runway, as shown in Fig. 5, and the front end of the stretcher is then released and the man at the rear pushes the stretcher with the injured person thereon along the runway until the entire stretcher and the injured person thereon is wholly within the conveyance. The driver can then sit in the seat 4 and if it is desired, a passenger may sit in the rear seat 9, all of which may be done without interfering with the stretcher or the injured person thereon. The rear door 11 is then closed and the driver may start up the conveyance and carry the injured person to the hospital or to any other place desired. The rear door is then opened and the stretcher removed and the injured person moved to the desired place.

When the device is to be used as a passenger conveyance the runway is removed and folded and placed in the rear trunk 24, and the stretcher which is also foldable is folded up and placed in the rear trunk and all other emergency equipment is placed in the trunk and the door closed. The rear seat portions are then moved to their proper positions and the device is ready for normal use as a passenger conveyance.

When there is a rear door, but particularly when there is no rear door, the conveyance may be loaded from the side. For this purpose I remove a portion of the front fender and then provide the substantially vertical member 26 to cover up the opening and this gives an increased opening of the front door, so as to permit the runway and the stretcher or any other device to be inserted in the front door at a sufficient angle so that it may be nearly enough parallel to the length of the body to be easily inserted. I also provide a bumper element 27 on the fender for preventing injury to the door.

When the device is loaded from the side, that is through the front door, I prefer to provide at the front a folding platform 28 which is provided with the legs 29 adapted to support the platform as illustrated in Fig. 6. The cutting away of the fender to widen the door opening is necessary in order to permit the coffin, runway or stretcher to be inserted in the front door. The front door also is provided with a receptacle for first aid material, the receptacle being provided with the cover portion 30 which is opened to secure access to this first aid material.

The conveyance is also provided with the flash lights 31 at the front and 32 at the rear, which flash as the conveyance is moved along the street so as to assist in giving it the right of way. When the device is to be used specifically as a child's hearse it may be painted white.

I claim:

1. An emergency conveyance comprising an automotive vehicle having a closed body, a front seat therein for a plurality of riders, a back seat therein for a plurality of riders, the seat-portion and the back portion of the back seat for one of the riders being separate from the remaining portion of the back seat, means for suspending the seat-portion and the back portion of the back seat for one of the riders in the upper part of the body, so as to have an unobstructed open space between them and the bottom of said body for the reception of a stretcher, and a door in the back of said body through which the stretcher is inserted, whereby a passenger automobile is easily and quickly converted in the field into an emergency ambulance and back into a passenger automobile.

2. An emergency conveyance comprising an automotive vehicle having a closed body, a front seat therein for a plurality of riders, a back seat therein for a plurality of riders, the seat-portion and the back portion of the back seat for one of the riders being separate from the remaining portion of the back seat, means for suspending the seat-portion and the back portion of the back seat for one of the riders in the upper part of the body, so as to have an unobstructed open space between them and the bottom of said body, a door in the back of said body, a foldable runway insertable into and removable from the body through the door in the back thereof and having a portion thereof intermediate the suspended back seat portion and the floor of the vehicle, and a stretcher in said body supported on said runway, whereby a passenger automobile is easily and quickly converted in the field into an emergency ambulance and back into a passenger automobile.

BERNARD E. ARNTZEN.