June 16, 1936. R. D. SHREWSBURY 2,044,334

COMBINATION SEAT AND BED ARRANGEMENT FOR COUPES AND THE LIKE

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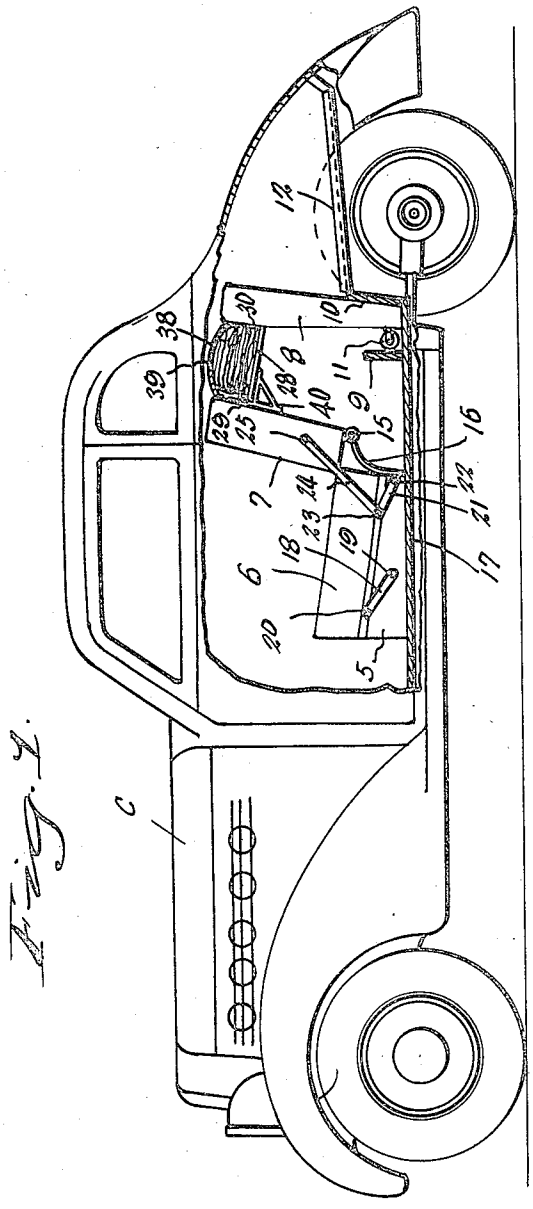


Fig. 1.

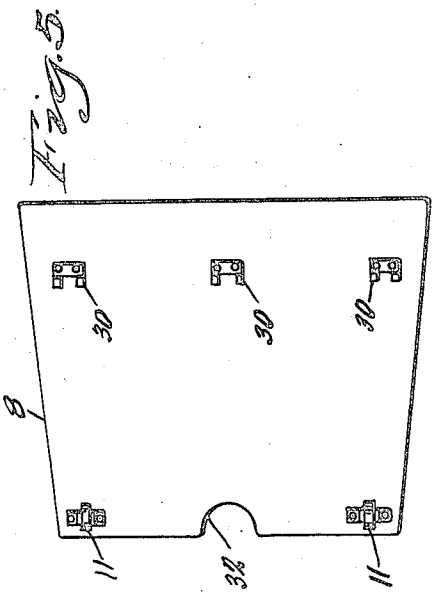


Fig. 3.

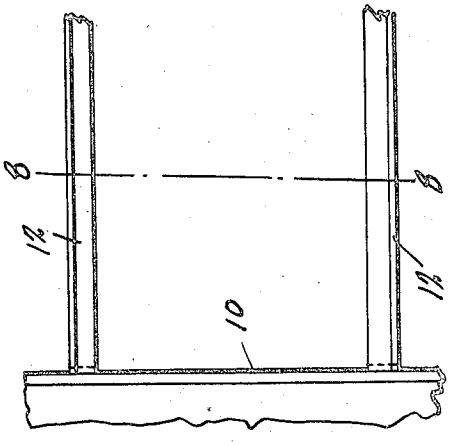


Fig. 4.

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Fig. 4.

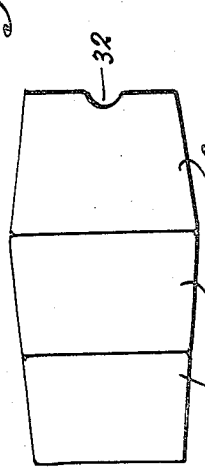
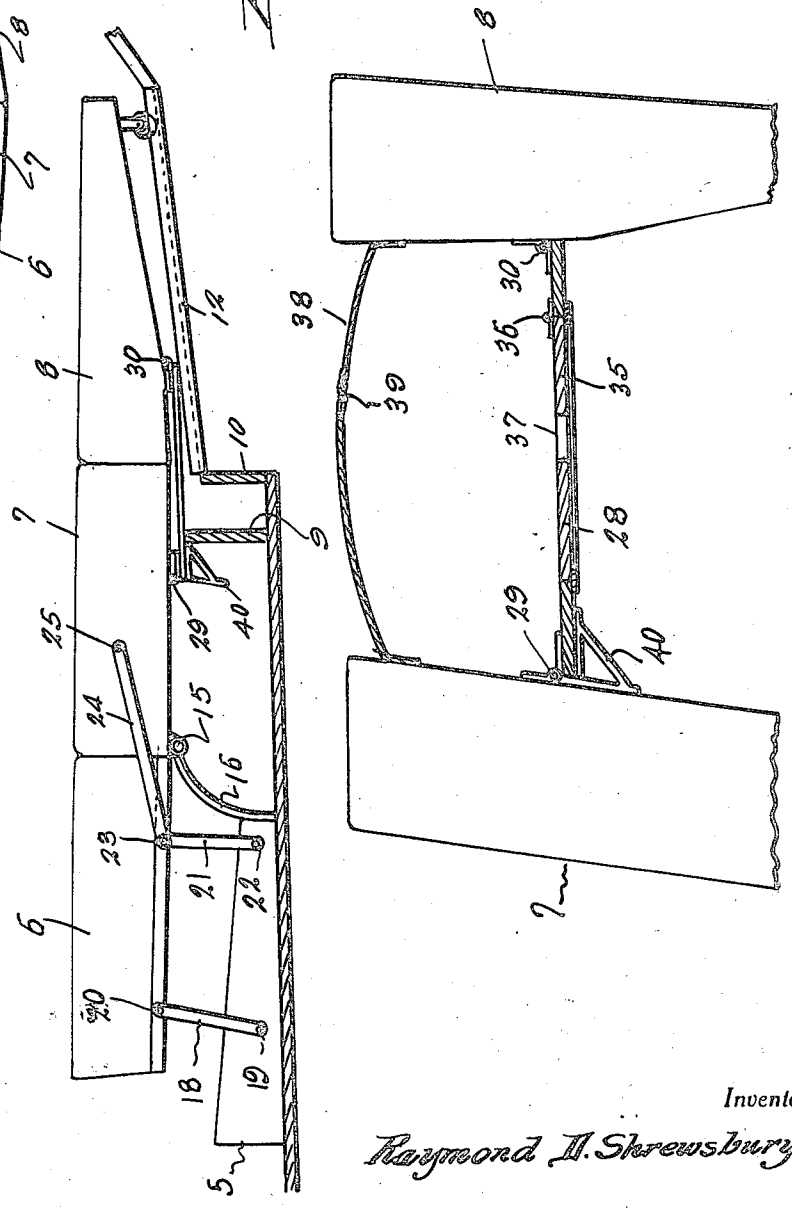


Fig. 3.



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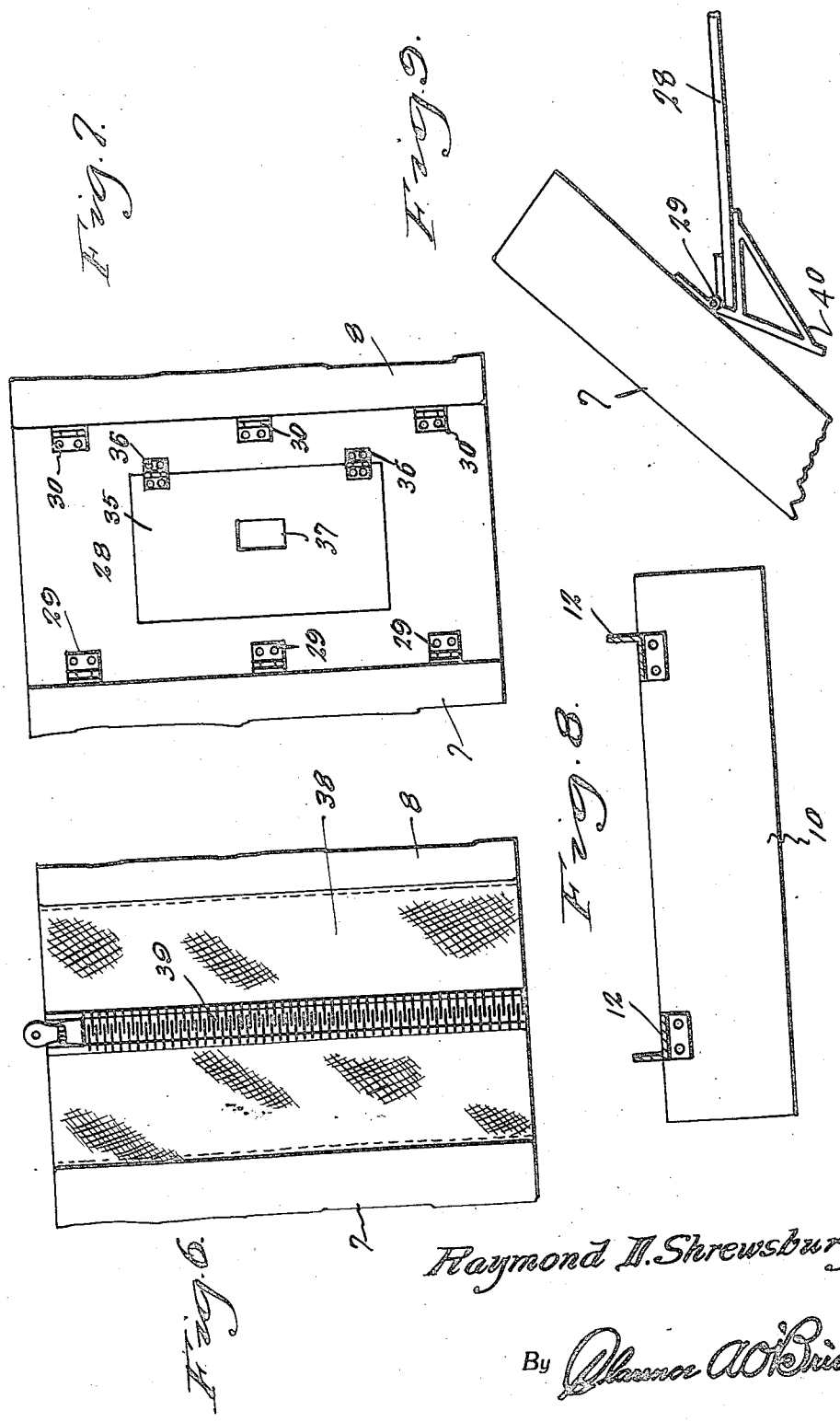
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UNITED STATES PATENT OFFICE

2,044,334

COMBINATION SEAT AND BED ARRANGEMENT FOR COUPES AND THE LIKE

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Application August 28, 1935, Serial No. 38,320

2 Claims. (Cl. 155—7)

The present invention relates to a combination arrangement of seat and bed for a coupe wherein the change from a seat construction to a bed may be made in an easy and convenient manner.

Another important object of the invention resides in the provision of a seat arrangement which is comfortable when in use and a bed arrangement which is comfortable when in use.

A still further important object of the invention resides in the provision of a combination of this nature which allows for the storage of bedding and the like in a compact and convenient manner.

Another object of the invention resides in the provision of an arrangement of this nature which is simple in its construction, inexpensive to install, easy to manipulate, thoroughly efficient and reliable in use and otherwise well adapted for the purpose for which it is designed.

With the above and numerous other objects in view as will appear as the description proceeds, the invention consists in certain novel features of construction, and in the combination and arrangement of parts as will be hereinafter more fully described and claimed.

In the drawings:—

Figure 1 is a side elevation of a coupe with the side portion thereof broken away so as to illustrate in side elevation my combination.

Figure 2 is a sectional elevation of the combination showing the arrangement in a bed forming position.

Figure 3 is a detail sectional view, taken transversely, showing the shelf and cover therefor particularly.

Figure 4 is a fragmentary detail top plan view showing rails.

Figure 5 is a plan view showing the front face of the auxiliary bed forming cushion.

Figure 6 is a top plan view showing the cover.

Figure 7 is a top plan view showing the shelf.

Figure 8 is a sectional view taken substantially on the line 8—8 of Figure 4.

Figure 9 is a fragmentary perspective view showing the shelf and the combination hinge stop connection with a portion of the combination bed and back forming cushion.

Figure 10 is a top plan view of the hinged cushions arranged as in Figure 2.

Referring to the drawings in detail it will be seen that the letter C denotes the conventional coupe having a seat rest 5 with a seat cushion 6 normally resting thereon and a back cushion 7 associated therewith. The numeral 8 denotes an auxiliary cushion mounted between partitions 9 and 10 and having a roller 11 mounted on the lower end thereof to ride against the partition 9 and to also ride on a pair of rails 12 projecting rearwardly from the partition 10 and mounted in the baggage or rumble seat compartment of a coupe.

The seat cushion 7 is hingedly mounted as at 15 on a bracket 16 which carries upwardly and rearwardly from the bottom 17. A lever 18 is pivotally connected as at 19 with the rest or support 5 and as at 20 with the cushion 6 toward the front end thereof. A lever 21 is pivoted as at 22 to the rest 5 and as at 23 with the cushion 6 adjacent the rear end thereof similarly to the lever 18. A lever or link 24 is pivoted as at 25 to the cushion 7 and also at its other end to the pivot 23. These various levers or links 18, 21 and 24 have been described in the singular but, of course, are duplicated on both sides. This is also, of course, true of the roller 11.

The numeral 28 denotes the shelf hingedly connected as at 29 with the cushion 7 and at at 30 with the cushion 8. From the description as it has thus far progressed it will be seen that the cushion 8 may be lifted and the rollers 11 placed on the tracks 12 and the cushion 8 moved to the position shown in Figure 2 thereby causing the other cushions 7 and 6 to assume the position shown in Figure 2 whereby a bed is formed. The notch 32 in the cushion 8 is merely an accommodation for the drive shaft of the coupe or the like as this is necessary and does not form a part of my invention.

The shelf 28 has an opening therein normally closed by a lid 35 hingedly mounted as at 36. The cover or lid 35 has a hand-hole 37 formed therein. A flexible cover 38 extends between the upper ends of the cushions 7 and 8 and has a zipper opening associated therewith. In this way bedding or the like may be conveniently stored on the partition under the cover when the cushions are in the position shown in Figure 1.

In Figure 9 it will be noted that the partition is provided with a stop bracket 40 which engages the cushion 7 when in its upright position so as to steady the same and make it rigid.

It is thought that the construction, manipulation, utility and advantages of this invention will now be quite apparent to those skilled in this art without a more detailed description thereof.

The present embodiment of the invention has been described in considerable detail merely for the purposes of exemplification since in actual

practice it attains the features of the invention and the above description.

It will be apparent that changes in the details of construction, and in the combination and arrangement of parts may be resorted to without departing from the spirit or scope of the invention as hereinafter claimed or sacrificing any of its advantages.

What is claimed is:—

1. In combination with an automobile body, a plurality of cushions, three in number, one of which normally forms a bottom of a seat, another of which normally forms the back of said seat, and a third which is an auxiliary cushion, a rest for the bottom cushion, a pair of links pivotally connected with the bottom cushion and with the rest one pair at the forward portion thereof and another pair at the rear portion thereof, links pivotally connected with the pivots of the rear links as to the bottom cushion and pivoted to intermediate side portions of the back cushion, a bracket, means pivotally mounting the back cushion to the bracket, said auxiliary cushion having rollers, tracks mounted in the coupe rearwardly thereof on which said rollers may ride, and link means connecting the upper portions of the back cushion and the auxiliary cushion.

2. In combination with an automobile body, a plurality of cushions, three in number, one of which normally forms a bottom of a seat, another of which normally forms the back of said seat, and a third which is an auxiliary cushion, a rest for the bottom cushion, a pair of links pivotally connected with the bottom cushion and with the rest one pair at the forward portion thereof and another pair at the rear portion thereof, links pivotally connected with the pivots of the rear links as to the bottom cushion and pivoted to intermediate side portions of the back cushion, a bracket, means pivotally mounting the back cushion to the bracket, said auxiliary cushion having rollers, tracks mounted in the coupe rearwardly thereof on which said rollers may ride, and link means connecting the upper portions of the back cushion and the auxiliary cushion, said link means being in the form of a shelf and a flexible cover connected to the upper portions of the back cushion and the auxiliary cushion and having an opening with a quick detachable fastener associated therewith.

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