R. G. JONES.

AUTOMOBILE.

APPLICATION FILED NOV. 6, 1916

1,289,801.

Patented Dec. 31, 1918.

2 SHEETS—SHEET 1.

Fig. 1

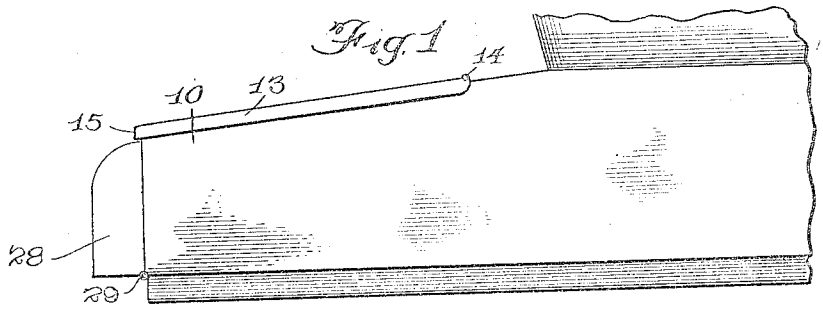


Fig. 2

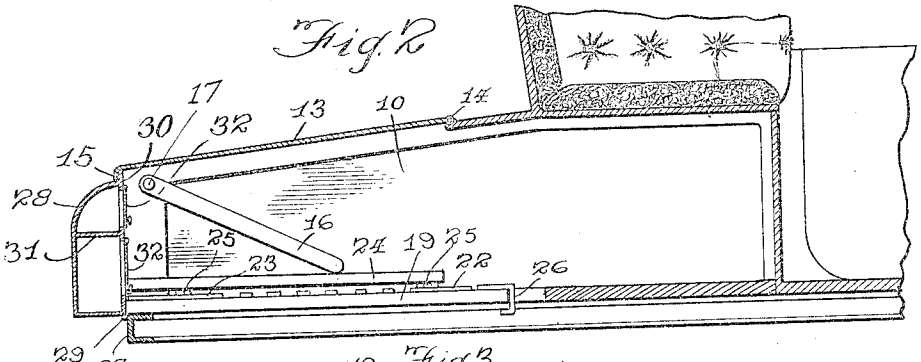


Fig. 3

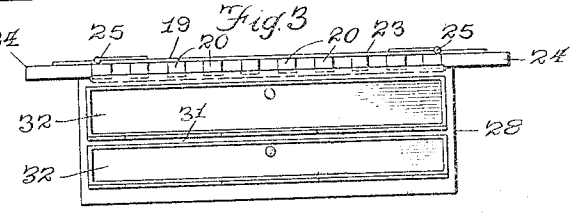
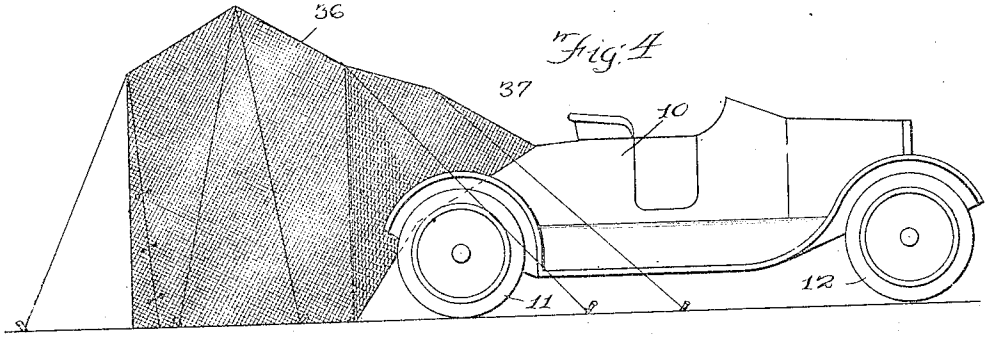


Fig. 4



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2 SHEETS—SHEET 2.

Fig. 6

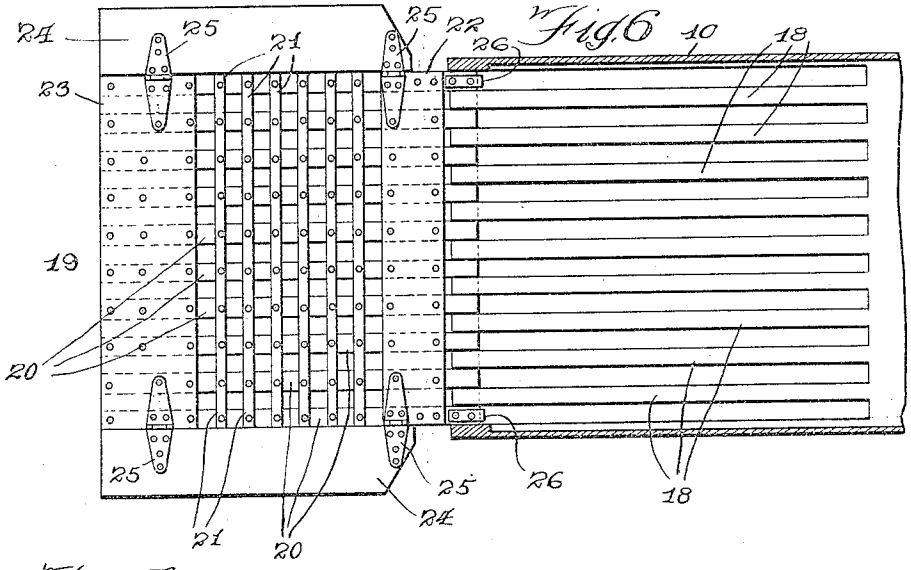


Fig. 7

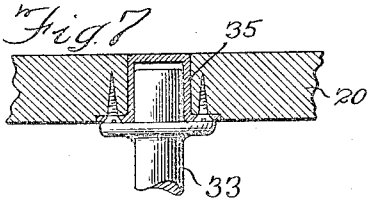


Fig. 5

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UNITED STATES PATENT OFFICE.

RUSSELL G. JONES, OF JOLIET, ILLINOIS, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO CRUISER MOTOR CAR COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF MAINE.

AUTOMOBILE.

1,289,801. Specification of Letters Patent. Patented Dec. 31, 1918.

Application filed November 6, 1916. Serial No. 129,859.

To all whom it may concern:

Be it known that I, RUSSELL G. JONES, a citizen of the United States, and a resident of Joliet, in the county of Will, State of Illinois, have invented certain new and useful Improvements in Automobiles, of which the following is a specification, reference being had to the accompanying drawings.

It has long been deemed desirable to be able to provide sleeping accommodations in connection with automobiles for the use of one or more persons, and attempts to construct automobiles so that they could be used for sleeping purposes have been made, but so far as I am aware such attempts have been along the line of constructing the seats of the machine and the seat-backs so that they could be moved and turned to present a horizontal and continuous surface adapted for the purpose of a temporary bed. Ordinarily such constructions involved the use of the usual cushions to serve in place of a mattress. Such constructions are objectionable for various reasons, among which may be mentioned the following: They are expensive; in many instances are too complicated; and they are not comfortable owing to the character of the seat-cushions, which, while well adapted for sitting upon, cannot be arranged to provide a comfortable bed. Such cushions must be employed, however, for, as ordinarily constructed, it is not feasible to carry a mattress along.

The leading object of my invention is to provide a construction of automobile wherein will be provided a comfortable bed that will easily accommodate two persons, such bed comprising a frame that can be drawn out from the rear of the vehicle body and suitably supported when so drawn out, and which when not in use can be easily and quickly pushed within the body. Another object of the invention is to provide a removable end member for the vehicle body which, when in use as a closure for the body-end, will present the appearance of an ordinary end, but which, when the said frame is drawn out for use, will move with such frame so as to leave the end of the vehicle-body open sufficient for the free withdrawal of bedding or other articles that have been placed therein. Another object of the invention is to so construct the said removable end member that it may be utilized as a safe and convenient storage place for small articles. Another object is to so construct the upper part of the rear portion of the body that it may be held raised and furnish a suitable support for a part of a tent extending thereover so that the occupants of the bed may be completely housed or inclosed and have ample room vertically at that end of the bed. These objects and minor objects relating to improvements in various details of construction are attained by the means illustrated in the drawings and hereinafter particularly described. That which I believe to be new will be pointed out in the claims.

In the drawings:—

Figure 1 is a side elevation of the rear portion of an automobile body of the roadster type embodying my improvements, the adjustable frame for supporting bedding being within the body and the movable end and top being in closing position;

Fig. 2 is a longitudinal vertical section through the parts shown in Fig. 1;

Fig. 3 is a rear view of the adjustable frame with the side wings thereof extended and the end closure of the body that is carried by the said frame turned down to afford convenient access to its interior;

Fig. 4 is a side elevation of the automobile with a tent connected therewith and partially supported by the raised cover section with which the rear part of the body is provided;

Fig. 5 is a side elevation of the rear portion of the automobile and showing the adjustable frame extended and the cover section of the body held in raised position;

Fig. 6 is a section at line 6—6 of Fig. 5 and showing in plan the extended frame; and

Fig. 7 is a detail showing the manner of detachably connecting the supporting legs to the extensible frame.

Referring to the several figures of the drawings in which corresponding parts are indicated by like reference characters,—

10 indicates the body of an automobile of the roadster type, and 11 and 12 the rear and front wheels, respectively. 13 indicates a

movable cover section forming part of the upper surface of the rear part of the body, such cover section being hinged at 14. 15 indicates a downwardly-turned flange at the rear edge of the hinged section 13. 16 indicates a brace hinged to the wall of the body at 17 and adapted to hold up the hinged section 13 as shown in Fig. 5. When not in use such brace will be turned down inside of the body as shown in Fig. 2. Preferably two such braces will be employed—one at each side. 18 indicates narrow slats fixedly secured in place longitudinally of the body and forming a fixed floor or part of the floor of such body, such slats being spaced apart, as shown.

19 indicates a frame intended to support a mattress and other bedding so that it, in connection with the floor 18 in alinement therewith, will constitute a level and sufficiently long surface for one or two persons to recline thereon in comfort. This frame 19 comprises longitudinally-extending bars 20 spaced apart so that they may lie between the floor slats 18 when the frame is in the body 10 and together with such slats 18 form a comparatively smooth floor. The fit of the slats 20 in the spaces between the fixed floor slats 18 is such however that the frame 19 as a whole may be freely moved in and out. The slats 20 are secured together by thin cross-pieces suitably secured thereto, such cross-pieces, in the construction shown, being a plurality of narrow strips 21 and two comparatively wide pieces 22 and 23 at the front and rear of the frame, respectively. Of course a solid flooring of sheet-metal or other thin material might be laid upon and secured to the frame slats 20, but I prefer the use of strips as shown as it makes a lighter construction. These cross-strips are of thin material so that the mattress-supporting surface afforded by the frame 19 and the fixed longitudinal floor-slats 18 will present a substantially level surface for the mattress to lie upon. To increase the width of the frame 19 I attach at each side a wing 24. Each wing is secured to the frame by hinges 25 that permit the wings to be folded over and lie upon the upper surface of the frame when such frame is pushed back into the body 10, as in Fig. 2. To prevent disengagement of the frame from the machine when such frame is drawn back I have provided it at each of its front corners with a hook 26 adapted to engage with the rear bar 27 of the supporting under frame of the machine. These hooks, in the construction shown (see Fig. 6), are secured to the forward ends of the side slats 20.

28 indicates the rear closure member of the automobile body, its rear face being preferably curved in order to give a more attractive and finished appearance to the body. It has a movable connection with the rear end of the sliding frame, such connection, as shown, being a hinged one as at 29. At its forward upper edge it is provided with a vertical flange 30 which is engaged by the flange 15 on the hinged cover section 13 whereby it is held in proper closed position. Any suitable locking device may be additionally employed to lock these parts together. When the frame 19 is drawn out into the position shown in Fig. 5 the closure member 28 will be turned on its hinge 29 to hang below such frame. Such member 28 is of considerable size and hollow and is utilized as a receptacle for holding various articles such as bed-linen, towels, &c., and to properly retain them and keep them free from dirt I provide the said receptacle with one or more doors to close that side thereof that is toward the front of the machine when such member is in position as a closure, as in Figs. 1 and 2. As shown, this member 28 is divided by a partition 31 into two compartments, and therefore two doors 32 are shown, one for each compartment.

33—34 indicate a two-part leg, two such legs being employed as supports for the outer end of the frame 19 when such frame is drawn out into operative position. The leg member 34 is hollow and interiorly screw-threaded to receive the screw-threaded member 33. It is desirable to have such legs adjustable as to length in order to insure proper support for the frame regardless of unevenness in the surface of the ground over which the frame may extend. In the construction shown the legs are detachably connected with the frame by the insertion of their upper ends in metal sockets 35 (see Fig. 7) secured in the frame 19 near the rear corners thereof.

36 indicates a tent adapted to be secured in rear of the automobile and over the extended frame 19. It has a forward extension 37 which rests upon the inclined surface of the raised cover section 13 and also extends down alongside of the rear part of the body 10. The opening caused by raising the cover section 13 is thus completely closed and the occupants of the bed that has been made up on the frame 19 and alined slatted floor 18 are protected from rain and wind. This forward portion 37 of the tent 36 is held snugly in place on and around the inclined cover section 13 by suitable guy-ropes.

With the frame 19 shoved forward into the body 10 and the hollow closure 28 in place, as in Figs. 1 and 2, the appearance of the automobile is but little, if any, different from the appearance of machines of the roadster or runabout type in general use. When it is desired to make use of the machine for sleeping purposes, the cover section 13 is to be raised and held supported

in an inclined position by the pivoted braces 16. The disengagement of the flange 15 from the flange 30 on the end-closure member allows such member to be swung down on its hinge 29. The frame 19 is easily pulled out and at the limit of its movement is stopped by the engagement of the hooks 26 on its forward end with the end rail 27 of the under frame. The legs are then to be inserted in their sockets 35 and adjusted until they support the frame evenly in a level position. The mattress and other bedding are then to be placed on the frame 19 and the floor 18 that is in substantial alinement therewith and thereupon a bed is quickly provided of ample proportions for two persons. If desired, before the bedding is placed in position the hinged wings can be turned out and thereby materially increase the width of the bed, which in many cases will be found of advantage, and particularly when the heads of the occupants are toward the rear or outer end of the frame. When it is desired to travel again the frame can be quickly shoved within the body and the closure end turned up and locked in position by letting down the cover section 13. Within the body will be ample space for the storage of the bedding and numerous other articles, and in the hollow member 28 may be packed securely many articles which may be easily got at whenever desired.

By making the sliding frame 19 and the fixed floor 18 as described I am able to provide a substantially level bed surface from end to end such as could not be obtained if the frame rested on top of the fixed floor section; furthermore, the making of such bed surface by means of interfitting slats insures not only a lighter weight construction than if the frame and floor, or either of them, were solid, but it insures the frame being so guided as it is moved in and out that no trouble will be apt to be caused by sticking or binding of the parts. Also, it may be pointed out that such construction is economical of room as compared with a construction where either the frame or the fixed floor overlaid the other and that is often important in view of the number and size of the articles that it is desired to stow away in the body for a long trip. Making the section 13 of the body capable of being raised up as described is of value not only as affording a support for the tent extension, as hereinbefore pointed out, but, when the bed is made up, it provides a very much desired space over the bed at that end.

What I claim as my invention and desire to secure by Letters Patent, is

1. The combination with a vehicle-body, of a frame movable into and out of the body at the rear end of such body, a hollow end closure member for the rear end of the body adapted to contain articles, said closure member being hinged to the rear end of said frame, means for locking said closure member in place when the said frame is within the body, and means for supporting said frame in its extended or drawn-out position.

2. The combination with a vehicle-body, of a frame movable into and out of the body at the rear end of the body, a hollow end closure member for the rear end of the body, a door at the front side of said closure member for making the same a closed receptacle, said closure member being hinged to the rear end of said frame, means for locking said closure member in place when the said frame is in the body, and means for supporting said frame in its extended or drawn-out position.

3. The combination with a vehicle-body, of a frame movable into and out of the body at the rear end thereof, an end closure member for such rear end connected to and movable with said frame, said frame and the section of the floor of the body that is in advance of said frame when the frame is in drawn-out position constituting a bedding support, a movable top section for the body adapted to be raised to provide additional head-room over one end of the bedding support, and means for supporting the said frame in its drawnout position.

4. The combination with a vehicle-body, of a frame movable into and out of the body at the rear end thereof, an end closure member for such rear end connected to and movable with said frame, said frame and the section of the floor of the body that is in advance of said frame when the frame is in drawn-out position constituting a bedding support, a movable top section for the body adapted to be raised to provide additional head-room over one end of the bedding support, said end closure member and said movable section having means for engagement with each other when said closure member and said top section are in closing position, and means for supporting the said frame in its drawn-out position.

5. The combination with a vehicle-body, of a frame movable into and out of the body at the rear end thereof, said frame and the section of the floor of the body that is in advance of said frame when the frame is drawn out constituting a bedding support, a movable top section for the body adapted to be raised to provide additional head-room over one end of the bedding support, a flexible covering resting on such top section and depending from the sides thereof, and means for supporting the said frame in its drawn-out position.

6. The combination with a vehicle-body,

of a frame movable into and out of the body at the rear end thereof, said frame and the section of the floor of the body that is in advance of said frame when the frame is drawn out constituting a bedding support, a movable top section for the body adapted to be raised to provide additional head-room over one end of the bedding support, a tent structure arranged over said frame and provided with an extension resting upon and depending from said top section, and means for supporting the said frame in its drawn-out position.

RUSSELL G. JONES.