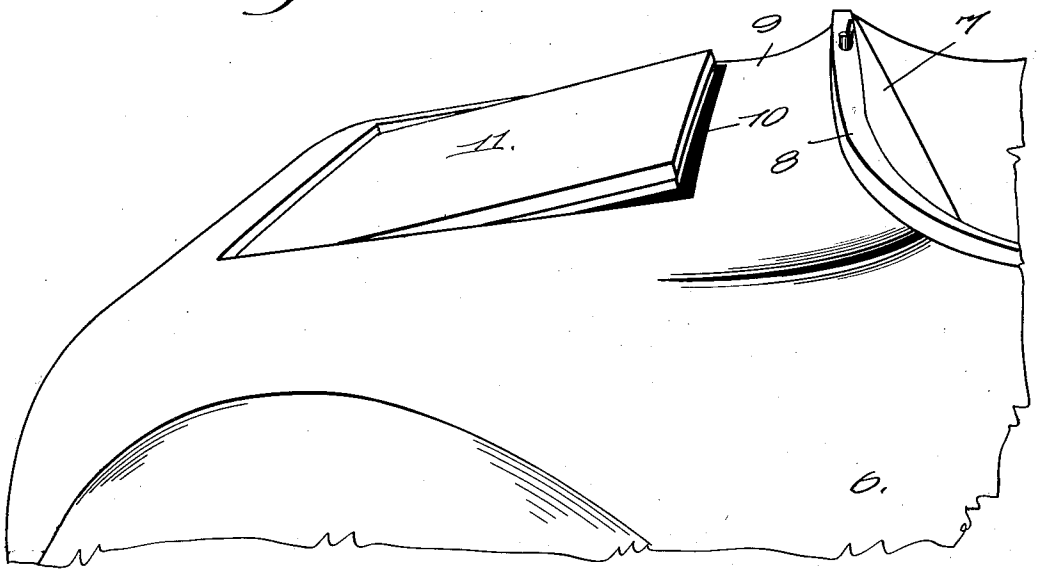
Jan. 3, 1928. 1,654,878

W. E. HOLLER ET AL.

CLOSURE AND AUXILIARY SEAT BACK FOR AUTOMOBILE DECKS

Filed Dec. 11, 1924 2 Sheets-Sheet 1

Fig. 1.



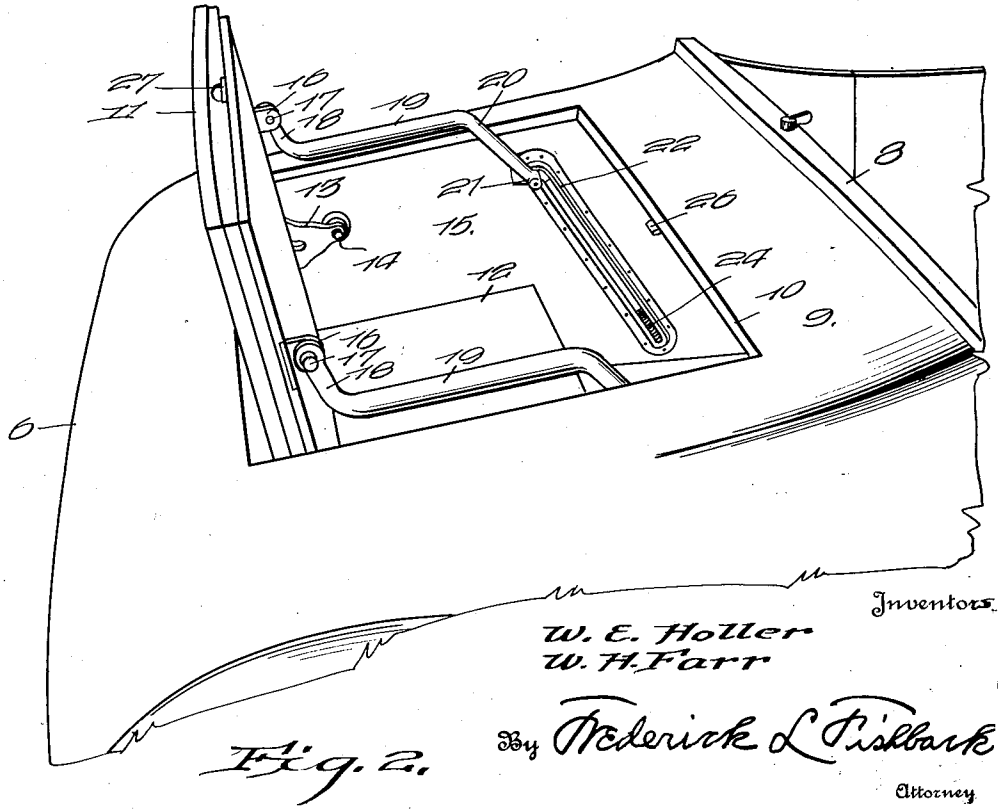


Fig. 2.

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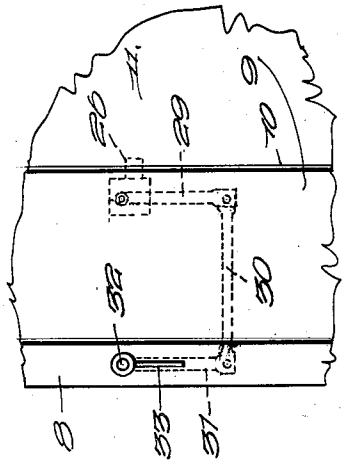


Fig. 4.

Fig. 3.

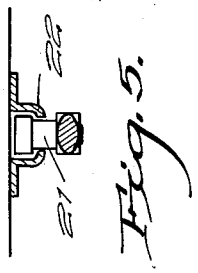


Fig. 5.

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UNITED STATES PATENT OFFICE.

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CLOSURE AND AUXILIARY SEAT BACK FOR AUTOMOBILE DECKS.

Application filed December 11, 1924. Serial No. 755,154.

The present invention relates to a deck closure and auxiliary seat member for automobiles, the object being to provide a structure of this kind which will produce a substantially unobstructed surface for the deck of a car when the closure is in its closed or operative position, said closure being provided with mechanism which will automatically open it when released and the mechanism further serving as means for preventing the play and consequent rattle of the parts when in a closed position.

The preferred embodiment of the invention is illustrated in the accompanying drawings, wherein:—

Figure 1 is a perspective view of the deck of a car showing the closure and seat back in released position,

Figure 2 is a similar view with the closure fully opened,

Figure 3 is a longitudinal sectional view showing the closure in its closed and locked position,

Figure 4 is a detail plan view indicating the position and arrangement of the latch operating means,

Figure 5 is a detail sectional view taken on the line 5--5 of Figure 3.

In the embodiment disclosed, the body of the car is designated generally by the reference numeral 6, and includes the usual permanent seat having a back 7 that terminates in an upstanding portion 8. Behind said back is the deck 9 provided with the usual opening 10.

The opening 10 is adapted to be covered by a closure 11 movable between a position with its outer face flush with the deck 8, as shown in Figure 3, and to an upright position as illustrated in Figure 2, in which case it constitutes a back for an auxiliary seat 12. To this end the closure 11 is provided with downwardly extending ears 13 slightly in advance of its rear end, said ears being pivotally mounted, as shown at 14, to the side walls 15. In advance of said ears 13 the closure 11 carries other ears 16, to which are pivotally mounted, as shown at 17, side arms 18. These arms have intermediate portions 19 bent at an angle to the pivoted ends, and in turn having free terminal portions 20 located at an angle thereto. These terminal portions have transverse heads 21 slidably mounted in overhanging guideways 22 secured to the side walls 15 and located at a downward inclination. The upper ends of the guideways are curved rearwardly and slightly downwardly to provide locking or holding terminals 23. Located in the bottoms of the guideways are coiled springs 24.

Beneath the deck at the front end of the opening is a carrier 25 in which is located a latch 26 of well-known construction, adapted to engage a keeper 27 carried by the front end of the closure. In the present embodiment this latch includes an operating rock shaft 28 having an arm 29 and the free end of the arm is connected by a link 30 with a swinging arm 31 located behind the back 7 and carried by an upstanding rock shaft 32 that projects above the terminal portion 8. The rock shaft is provided with an operating handle 33.

When the closure is shut and latched, as shown in Figure 3, the lower ends of the arms 18—20 rest upon and compress the springs 24, thus serving to maintain the parts against rattling. When the closure is thus located, it will be evident that a smooth even surface is provided for the deck, without keyholes or protuberances of any kind. This not only gives a more pleasing appearance, but a much smoother finish can be secured for the reason that the ordinary key-holes or lock-holes are apt to cause "varnish runs". With the present construction it will be noted that the lock is entirely concealed and that the operating means is remote from the deck. When the latch is operated to release the closure the springs 24 will react and slightly elevate the said closure as illustrated in Figure 1, so that it may be readily grasped and swung to its upright position, as shown in Figure 2, in which case the terminal heads 21 will ride into the seats 23 and maintain the closure in its position as an auxiliary seat back.

From the foregoing, it is thought that the construction, operation and many advantages of the herein described invention will be apparent to those skilled in the art, without further description, and it will be understood that various changes in the size, shape, proportion and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

What we claim, is:

1. In a structure of the character set forth, the combination with a vehicle deck having an opening and a smooth unbroken outer surface about the opening, of a movable

closure for the opening, a lock mounted on the underside of the deck at the opening for holding the closure closed, lock actuating means remote from the deck and having a connection with the lock beneath the deck, and means for elevating the closure when released by the lock.

2. The combination with a vehicle body, of a seat having a back and a deck in rear of the seat having a smooth unbroken surface, said deck having an opening, a movable closure for the opening, a lock mounted on the underside of the deck at the opening for holding the closure closed, lock actuating means on the seat back and having connection with the lock extending beneath the deck, and means for elevating the closure when released by the lock.

3. The combination with a vehicle body having a seat and a deck behind the seat provided with an opening, a combined seat back and closure for the opening pivoted below the deck, side arms pivoted to intermediate portions of the closure and having offset lower ends, guideways fixed against movement to the body below the deck and in which said ends are slidably mounted, springs in the lower ends of the guideways compressed by the said lower ends of the side arms when the closure is closed, a latch beneath the deck that engages the closure, and an operating device for the latch mounted on the seat.

4. The combination with a vehicle body having a deck with an opening therein and a smooth unbroken surface about the opening, of a closure for the opening having a smooth unbroken outer surface, said closure being pivotally mounted, inclined guideways fixed against movement to the body below the deck and having offset upper ends, side arms pivoted to the underside of the closure and having intermediate portions bent at an angle to the pivoted ends and offset free end portions that have terminal slidable engagements in the guideways, springs in the lower portions of said guidways and abutted against by the arms when they and the closure is depressed, a lock for holding the closure in closed position, and operating means for the lock extending beneath the deck and to a point outside the same to leave the outer surface of the deck unbroken and unobstructed.

In testimony whereof, we affix our signatures.

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