

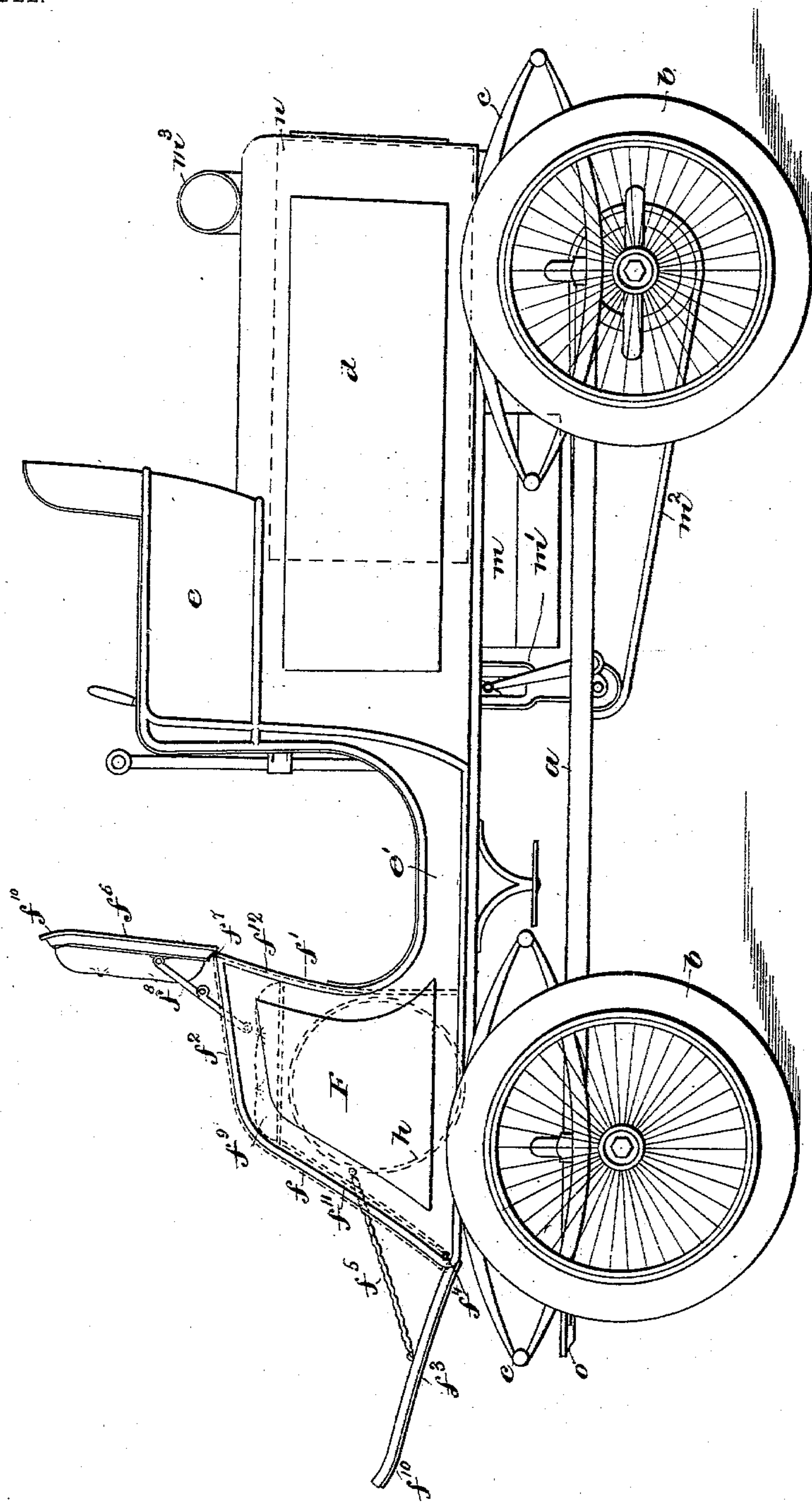
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J. H. MACALMAN.  
MOTOR VEHICLE.

APPLICATION FILED NOV. 23, 1901.

NO MODEL.



Witnesses.  
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# UNITED STATES PATENT OFFICE.

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## MOTOR-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 740,896, dated October 6, 1903.

Application filed November 23, 1901. Serial No. 83,362. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN H. MACALMAN, a citizen of the United States, residing at Somerville, in the county of Middlesex and State of Massachusetts, have invented an Improvement in Motor-Vehicles, of which the following description, in connection with the accompanying drawing, is a specification, like letters on the drawing representing like parts.

This invention in motor-vehicles relates particularly to the body thereof, and has for its object to provide a dasher or front box that may or may not be utilized as a housing for a water or fuel supply tank and which shall be convertible into a seat provided with footboard and back when it is desired to increase the seating capacity of the vehicle.

My invention will be best understood after a description of an embodiment thereof.

The drawing represents in side elevation a motor-vehicle illustrating my invention, the footboard and back being shown as opened out to furnish an additional seat.

In the particular embodiment of my invention selected for illustration herein and shown in the drawing the running-gear for supporting the body may be of any suitable or desired type or construction, the same as herein shown consisting of the frame *a*, wheels *b*, and the springs *c*.

The vehicle-body, as herein shown, comprises the boot *d* and seat *e*, with the usual fixed footboard or platform *e'*, arranged in front of the seat.

At the front of the vehicle and in front of the fixed footboard *e'* for the seat *e* the vehicle-body is provided with a dasher or front box *F*, shown as provided with rearwardly-inclined front and back edges *ff'*, with a rearwardly and slightly upwardly inclined top edge *f<sup>2</sup>*, the latter being blended into the front edge *f* by a gradual sweep or curve to give ease and grace of outline to the box. The front of the box is normally closed by a footboard-front *f<sup>3</sup>*, which is movably mounted herein upon hinges *f<sup>4</sup>* to enable it to be dropped into its full-line position (shown in the drawing) to serve as a footboard or to be turned upward into its dotted position to

constitute the front of the box when not in use.

Leather-covered chains *f<sup>5</sup>* or other collapsible or flexible devices are preferably provided connecting the footboard *f<sup>3</sup>* with one or both sides of the box *F* to support any weight upon the said footboard when in its opened or supporting position. The back *f<sup>6</sup>* is also movably connected with the box herein by hinges *f<sup>7</sup>*, whereby it may be turned upward into its full-line position (shown in the drawing) to constitute a back for the seat or turned downward into its dotted position to constitute the top of the box. Jointed links *f<sup>8</sup>*, connected at their outer ends, respectively, with the said back and the inner faces of the side portions of the box, serve to limit rearward movement of the back and hold the latter against the weight of a person resting against the said back. A seat *f<sup>9</sup>* (shown in dotted line in the drawing) is arranged somewhat below the top edges of the sides of the box and between said sides, said seat and the back being preferably upholstered, as shown.

With the back and footboard opened out in the positions indicated by full lines in the drawing a convenient and comfortable front seat is provided for the vehicle. When not desired for use, the said back and footboard are closed into their dotted positions, so that they constitute, respectively, the top and front of the box, completely concealing the inclosed seat. As here shown and preferably, the back and footboard are provided with laterally-extended lips *f<sup>10</sup>*, which when the said back and footboard are in their dotted closed positions overlap the edges of the sides of the box and insure tight joints thereat to prevent access of rain or foreign matter to the inclosed seat and other parts. The lip *f<sup>10</sup>* of the back is shown as projected beyond the free edge of said back to overlap the adjacent or free edge of the footboard when the back and footboard are in their dotted closed positions to insure a tight joint along the meeting line of said back and footboard. The box is preferably provided near its front edge and behind the footboard *f<sup>3</sup>* when the latter is in its closed or dotted position with a front



$f^{11}$ , which may be of wood, leather, or other suitable material, to thus maintain the box closed at its front and under the seat when the footboard is turned down into its supporting position. The box F is also provided with a back  $f^{12}$ . (Shown in dotted lines in the drawing.)

By reason of the shape of the sides of the box F—that is, with its front and back edges inclined rearward and upward—ample foot-room is provided for the occupants of the main seat  $e$ , yet the front seat  $f^9$  and back  $f^6$  are carried rearward, so as to avoid projecting the footboard unduly forward, and the inclined front of the box carries the footboard forward to a considerable distance beyond the front edge of the seat  $f^9$  to give comfort to the occupant of the front seat without adding to the width of the latter and also by enforcing a somewhat forward position of the feet of the occupant of the front seat insures a more graceful position of such occupant, thus adding to the pleasing effect of the vehicle when in use. When the front seat is in use, said seat constitutes the top of the box, with front and back formed by the front board at  $f$  and the back at  $f'$  inclosing whatever may be within said box. When, however, the said front seat is not in use, its top is formed exteriorly by the back  $f^6$  and front by the footboard  $f^3$  in their dotted positions. The convertible front seat or seat-box F is used to advantage as a receiver for a tank  $h$  (shown in dotted lines) to contain fuel, water, or the like. In the present instance said tank is a fuel-supply tank, it being connected in usual manner with and to supply fuel to the burner of a steam-generator, (indicated at  $m$ ,) in front of which is a usual engine or motor  $m'$ , connected with the rear or driving axle through a flexible transmitting member  $m^2$  in well-known manner. At the rear of the vehicle there is provided a usual cross-exit  $m^3$  for the escape of products of combustion arising from the generator-hood. A water-tank is shown in dotted lines at  $n$  within the boot  $d$  and behind the generator  $m$ . One or more steps are provided, as at  $o$ , to facilitate the entrance to and exit from the footboard of the front seat.

My invention is not limited to the particular embodiment thereof herein shown and described, but may be varied within the spirit and scope of the invention.

A motor-vehicle constructed in accordance with my invention as herein shown provides the operator with a position on the main seat where he commands a view of all occupants of the vehicle whether the vehicle be single or double seated, and is thus enabled

more intelligently and completely to control the vehicle at all times and under all conditions, since he may have in mind and sight all those whose safety depends upon his skilful management. The position of control is not affected by the conversion of the vehicle, and the vehicle may be instantly transformed from a single to a double seated carriage, or vice versa, without the necessity on the part of the operator of any change of position, either temporary during the changing or permanent after the change is effected.

Having described my invention and without limiting myself to details, what I claim, and desire to secure by Letters Patent, is—

1. In a motor-vehicle, the combination of a forwardly-facing main operating-seat for the operator of the vehicle providing an unchanging position of control, a dasher-box in front of and protecting said main seat, a movable front wall for said dasher-box opening outwardly and downwardly to constitute a footboard, means to support said movable wall in its open position, said dasher-box in the open position of its wall providing an additional forwardly-facing seat in view of the operator of the vehicle whereby said vehicle may be converted from a single to a multiple seated vehicle without necessary change of position on the part of the operator and permitting the latter to command a view of the passenger-carrying portion of said vehicle at all times.

2. In a motor-vehicle, the combination of a forwardly-facing main operating-seat for the operator of the vehicle providing an unchanging position of control, a dasher-box in front of and protecting said main seat, a movable front wall for said dasher-box opening outwardly and downwardly to constitute a footboard, means to support said movable wall in its open position, and a movable seat-back for said dasher-box, said dasher-box in the open position of its wall providing an additional forwardly-facing seat in view of the operator of the vehicle whereby said vehicle may be converted from a single to a multiple seated vehicle without necessary change of position on the part of the operator and permitting the latter to command a view of the passenger-carrying portion of said vehicle at all times.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN H. MACALMAN.

Witnesses:

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