

No. 742,167.

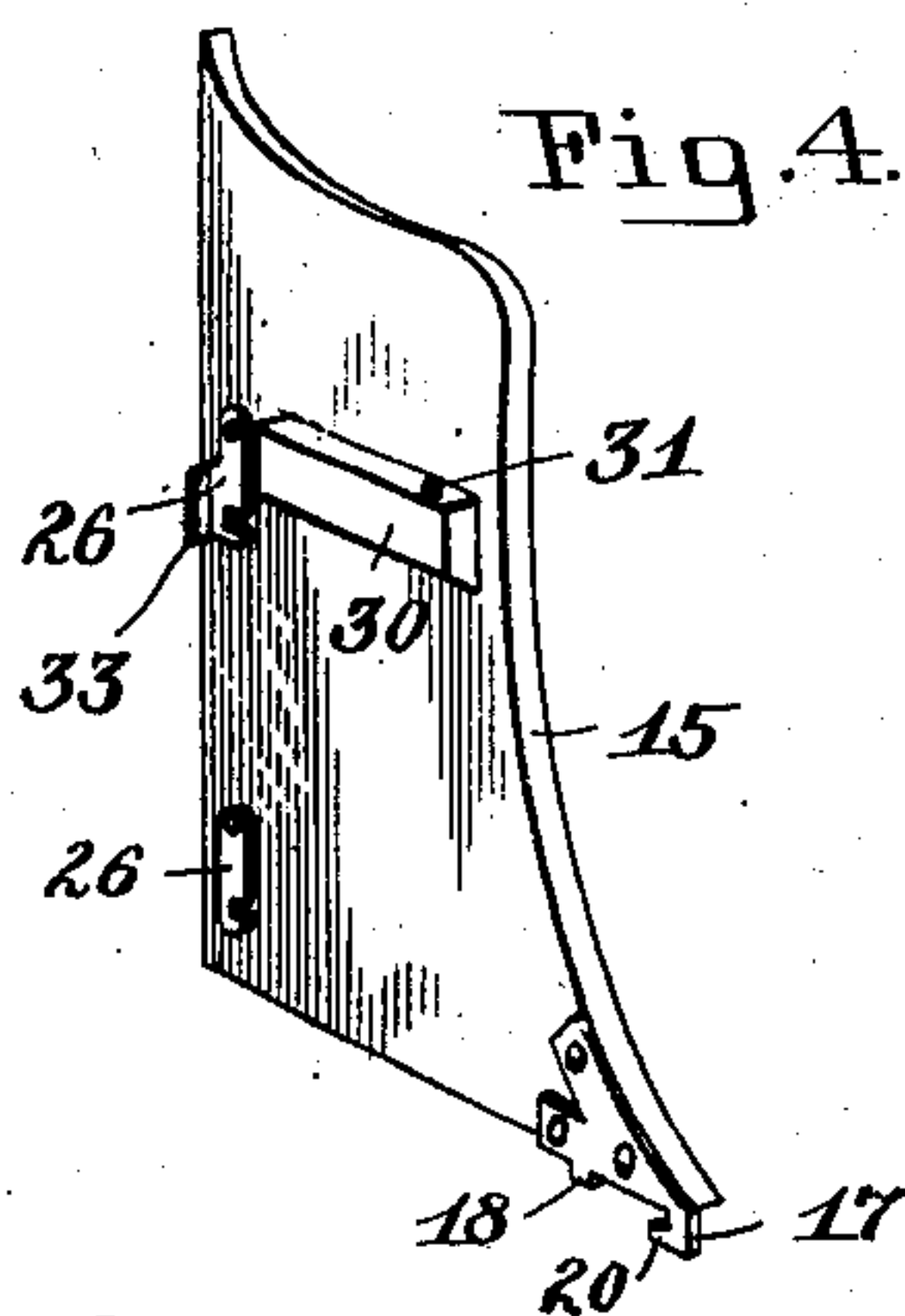
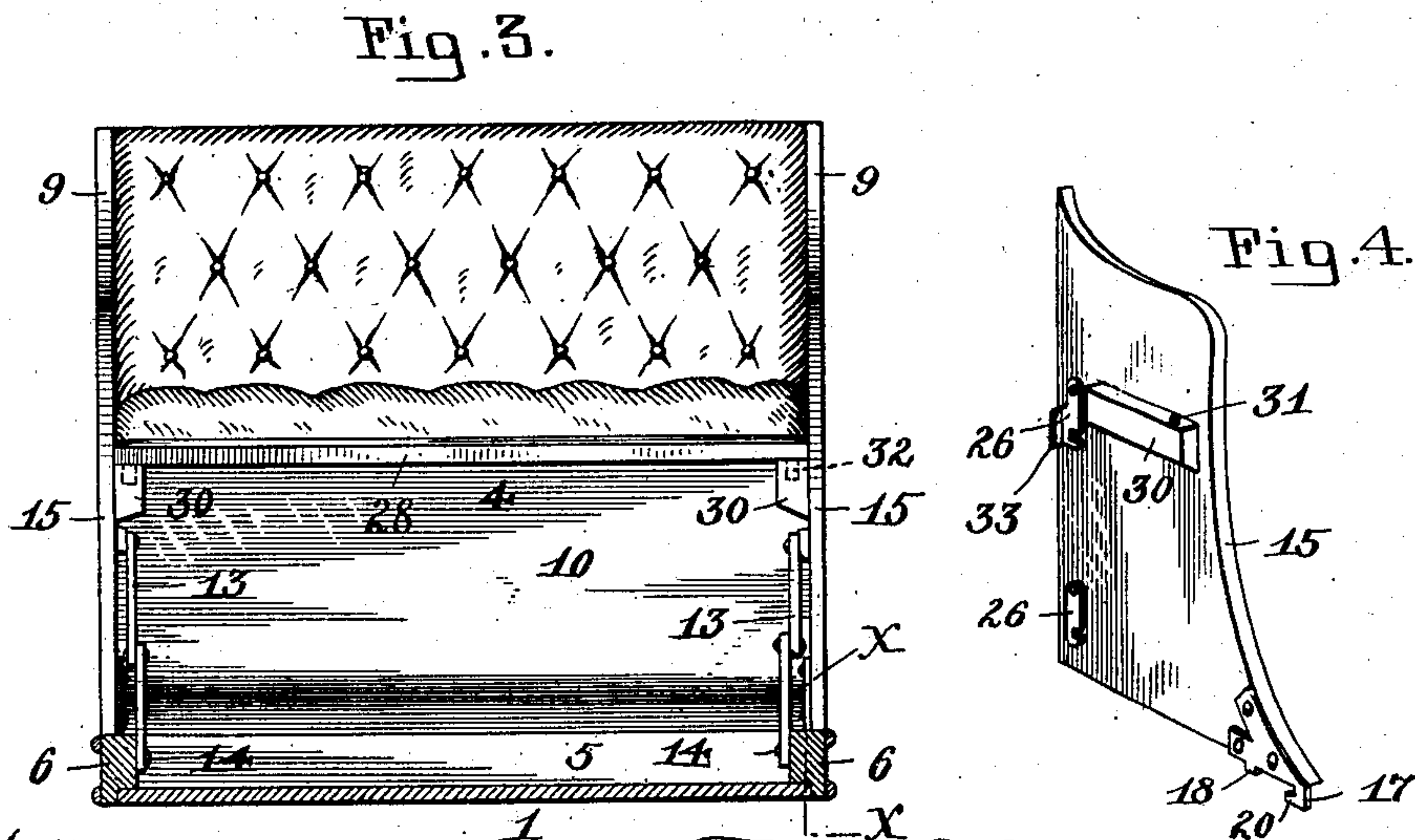
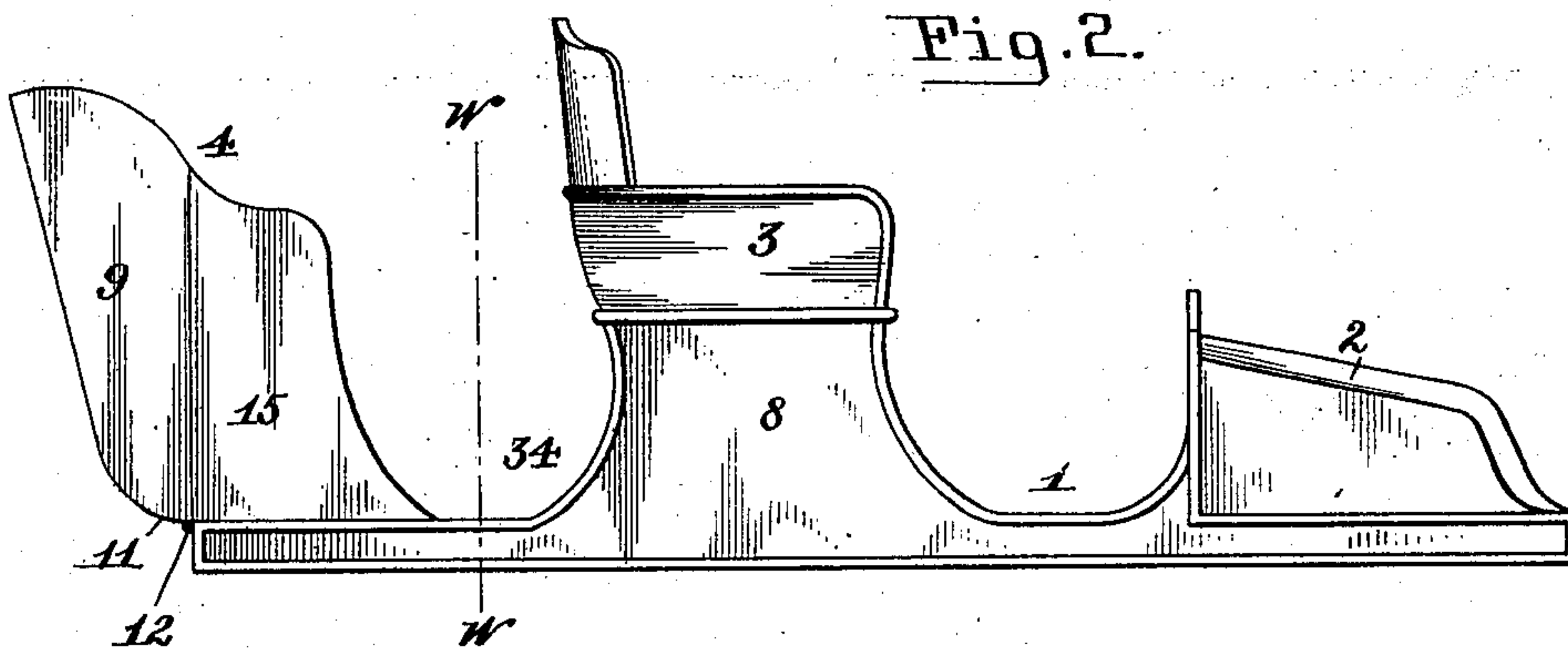
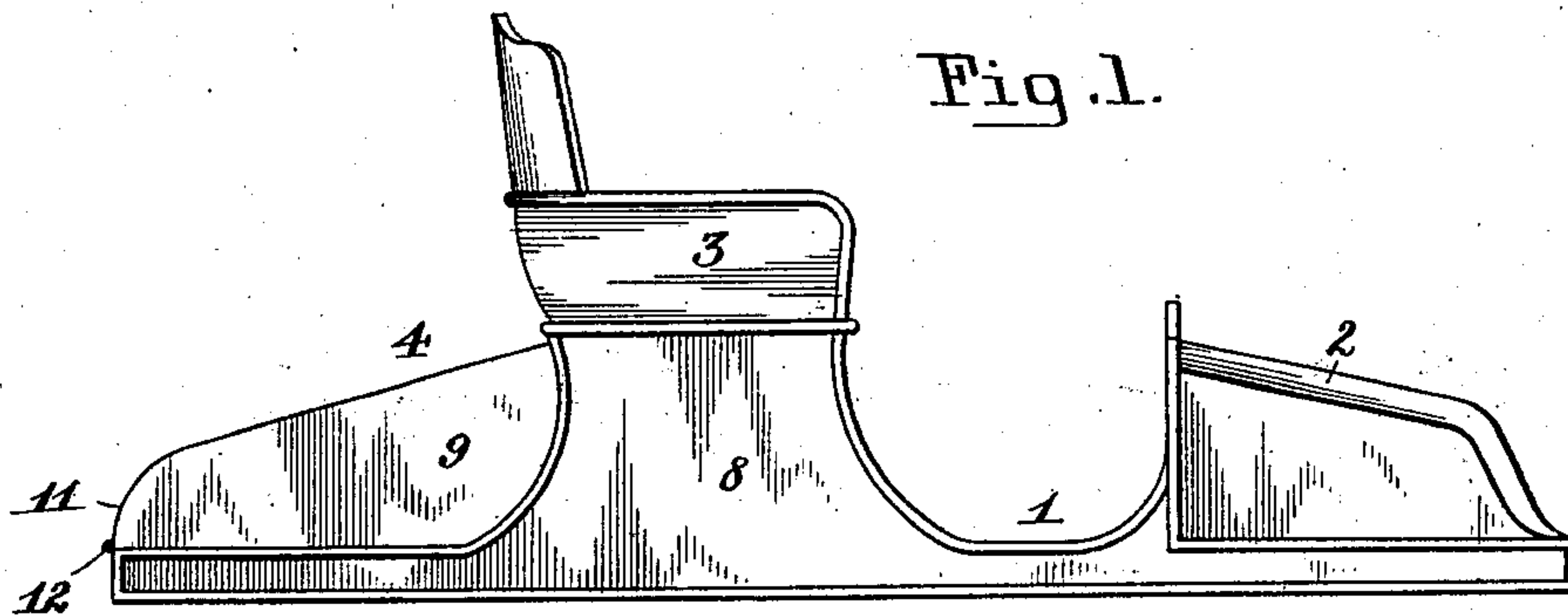
PATENTED OCT. 27, 1903.

F. P. CONRAD.  
VEHICLE BODY.

APPLICATION FILED DEC. 10, 1902.

NO MODEL.

3 SHEETS—SHEET 1.



Witnesses:  
Julius Lanke  
Bert Mason

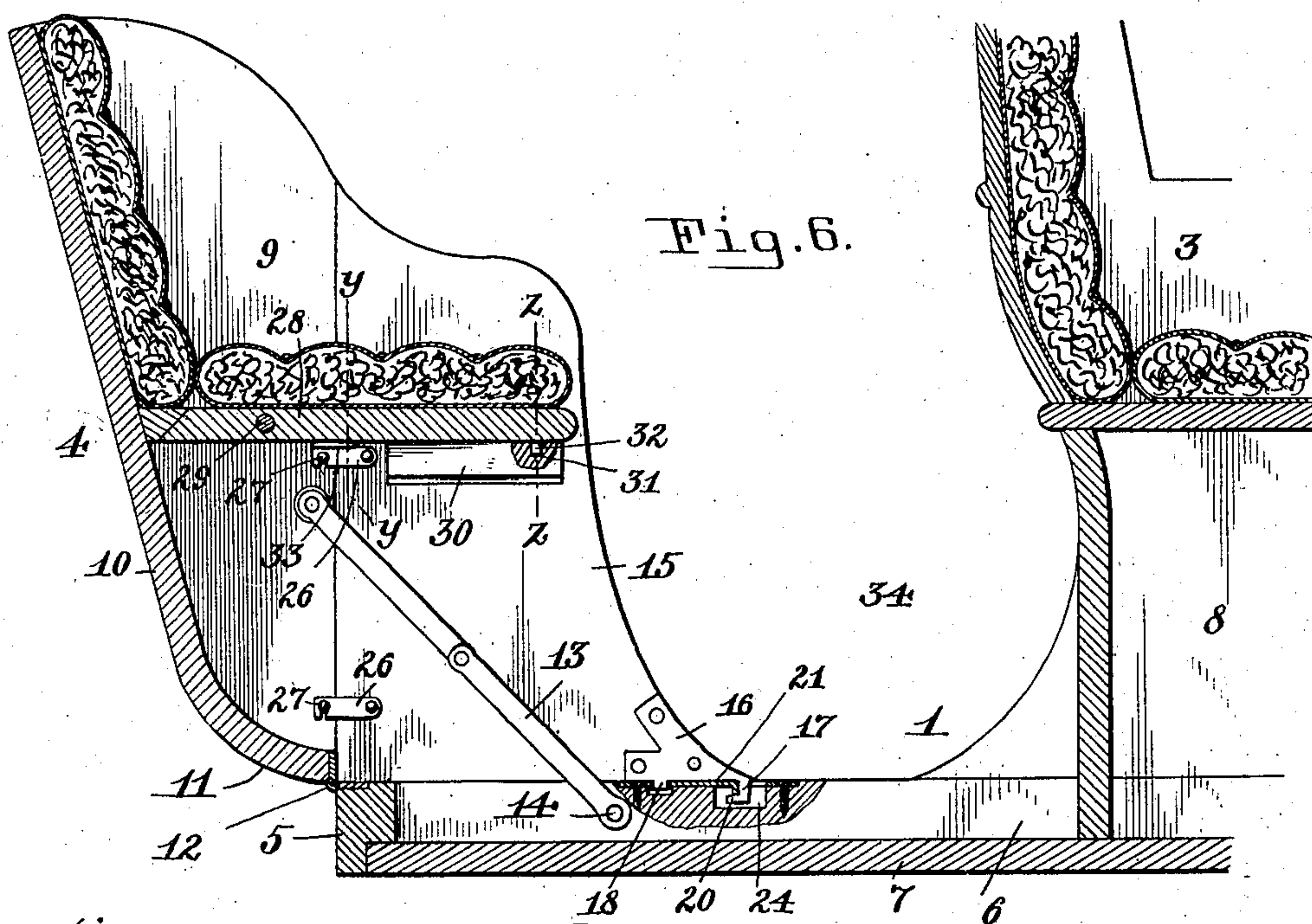
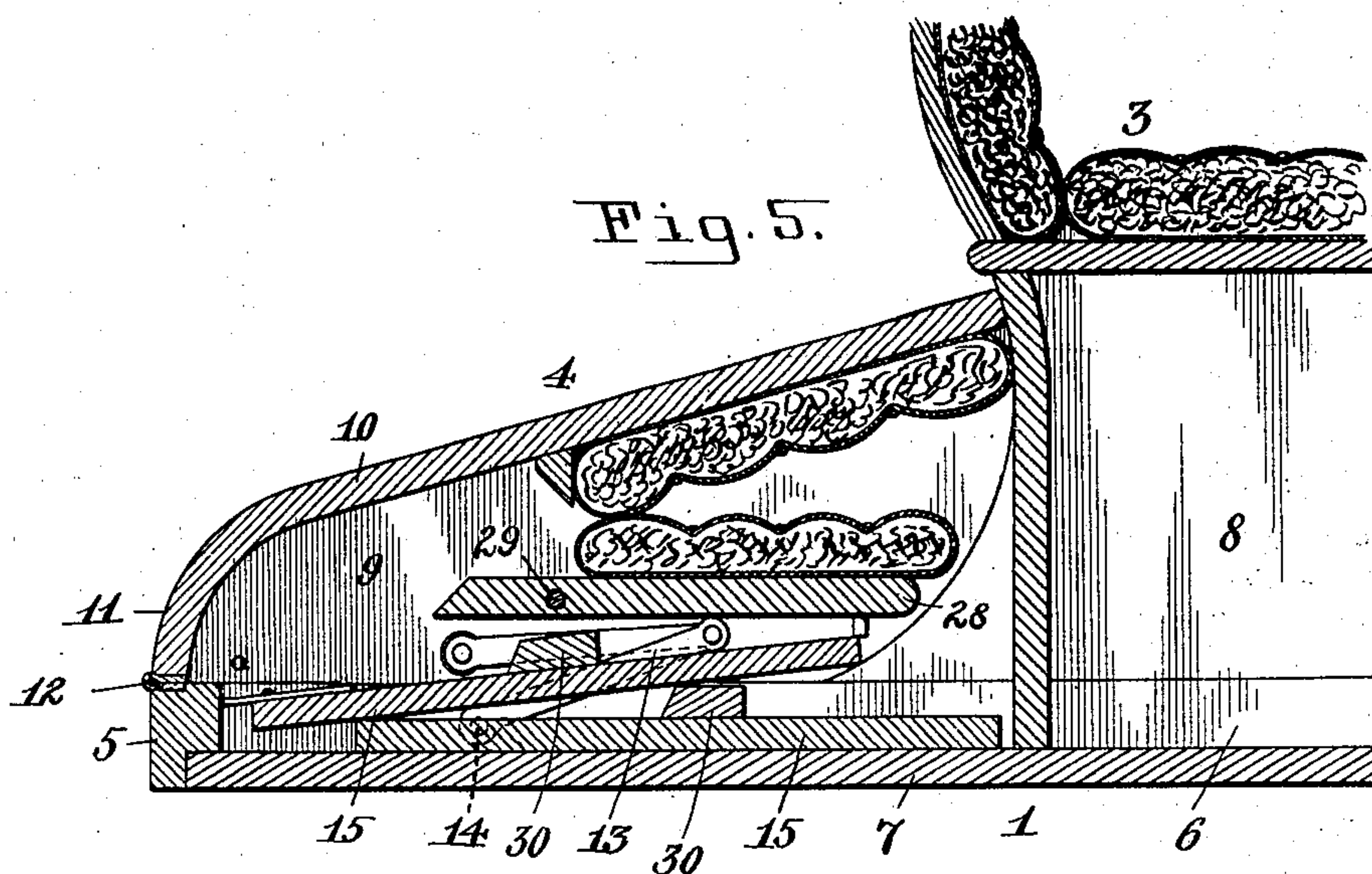
Frank P. Conrad Inventor.  
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3 SHEETS—SHEET 2.



Witnesses:  
Julius Lantier  
Bert Mason

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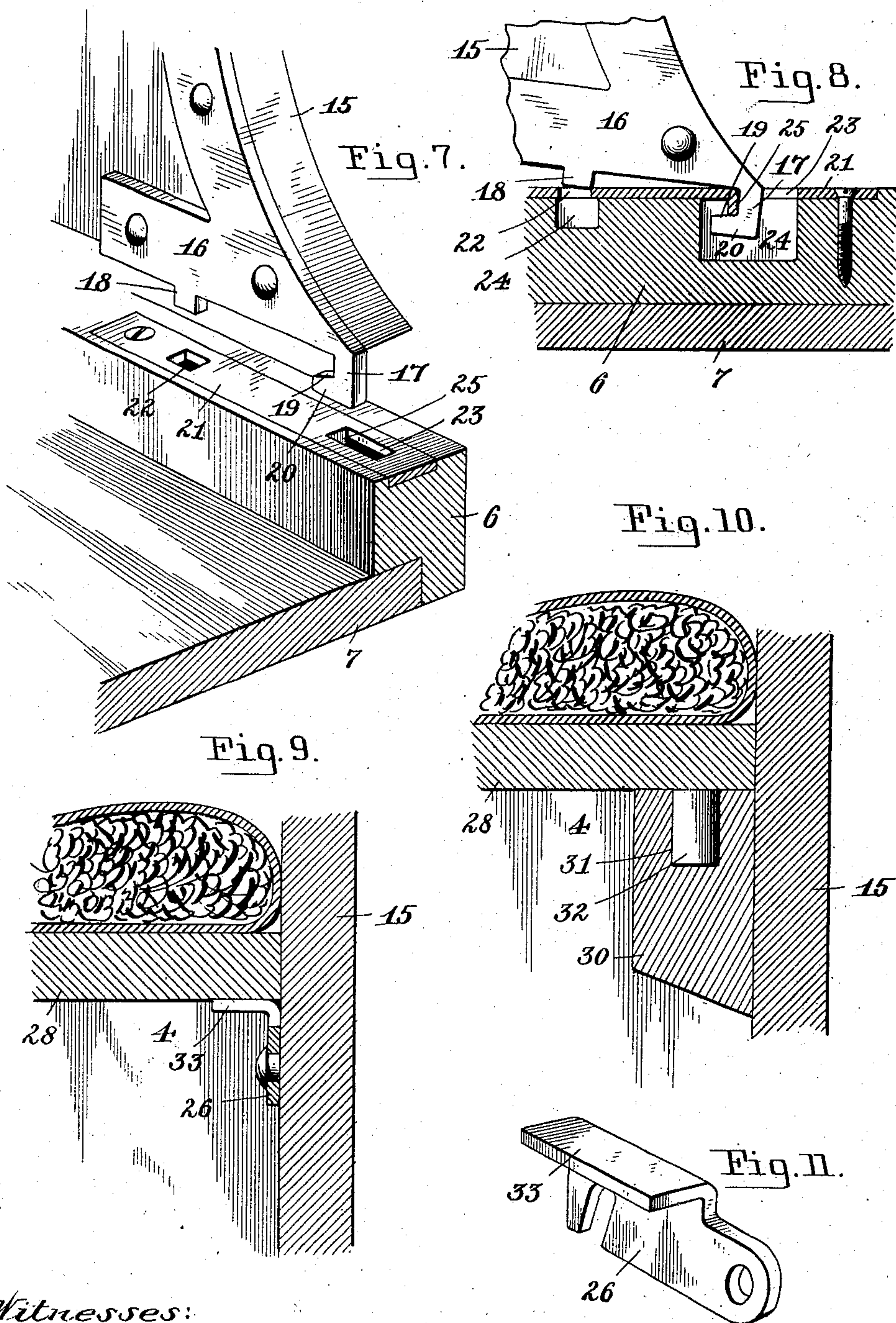
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3 SHEETS—SHEET 3.



Witnesses:

Julius Lauter  
Bert Mason

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# UNITED STATES PATENT OFFICE.

FRANK P. CONRAD, OF BUFFALO, NEW YORK.

## VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 742,167, dated October 27, 1903.

Application filed December 10, 1902. Serial No. 134,601. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK P. CONRAD, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Vehicle-Bodies, of which the following is a specification.

My invention relates to vehicle-bodies, and more particularly to such as form part of a horseless vehicle; and its object is to construct a very light and durable vehicle-body of the pattern having one permanent seat and generally known as a "runabout," which can be quickly and conveniently converted into a "surrey" or two-seated vehicle without destroying the symmetrical outline of the body or rendering portions thereof unbalanced.

To this end my invention consists of the new and novel combination and arrangement of parts, as will be hereinafter described, and more particularly pointed out in the appended claims.

In the drawings, Figure 1 is a side elevation of my improved vehicle-body, showing the rear or box-like end of the same closed, which is convertible into a seat. Fig. 2 is a similar view showing the rear end of the vehicle-body opened to form a two-seated vehicle. Fig. 3 is a transverse section on line *w w*, Fig. 2. Fig. 4 is a detached perspective view of one of the panel extensions forming part of the rear convertible seat. Fig. 5 is an enlarged vertical longitudinal section through the rear end of the body, showing the same closed. Fig. 6 is a similar view, showing the rear end of the body converted into a seat. Fig. 7 is a perspective view of the lower front portion of one of the panel extensions and a portion of the vehicle-body, showing the panel extension in position for attachment to one of the side sills of the body. Fig. 8 is an enlarged vertical section taken on line *x x*, Fig. 3. Fig. 9 is an enlarged vertical section taken on line *y y*, Fig. 6. Fig. 10 is a similar section taken on line *z z*, Fig. 6. Fig. 11 is a detached perspective view of one of the panel-extension latches which hold the extensions to the side panels of the rear seat and support the seat-board.

Referring to the drawings in detail, like numerals of reference refer to like parts in the several figures.

The numeral 1 designates the vehicle-body, considered as a whole, and having the forward box-like extension 2, into which the motor supported on the running-gear of the vehicle is adapted to project, the permanent seat 3, and the convertible rear seat 4, pivotally secured to the rear end of the body proper.

5 designates the rear end sill of the body; 6, the side sills; 7, the floor, and 8 the side panels on which the permanent seat 3 is supported. The convertible rear seat 4 comprises side panels 9, arranged in line with the side panels 8, and a curved deck portion or panel 10. The said seat forms a box-like pivoted section for the body when closed or swung into a horizontal position. By preference I construct the curved deck portion 10 of one piece of wood curved downwardly at its rear end to form the rear wall 11 of the box-like section when closed, and the rear or lower end of said deck portion is pivotally connected to the rear sill, as at 12. The front ends of the side panels 9 of the convertible seat are curved to correspond to the curvature of the rear edges of the side panels 8, and thus form a neat continuation of the same. It is apparent that any other outline may be given the side panels 8 without affecting the operativeness of the parts in the least.

The pivoted box-like section forming the rear convertible seat has connected to the inner side of each of its side panels 9 one terminal of a toggle-lever 13, each of which has its other terminal connected to the inner side of the adjacent side sill, as at 14. These levers, as shown in Fig. 5, are folded upon themselves to permit the said section to be lowered against the side sills, and when said section is swung into a vertical position to form a second seat the toggle-levers are extended and hold the same in proper position.

15 designates panel extensions which abut with their rear edges against the edges of the side panels 9 and rest upon the side sills of the vehicle-body. A keeper-plate 16 is secured to the lower end of each panel extension, preferably at the foremost point, and each keeper-plate has a downwardly-projecting and rearwardly-opening hook 17 formed thereon and a downward projection 18 in rear



of said hook. The inner edge 19 of the rearwardly-extending lip 20 of the said hook is inclined rearwardly for a purpose to be presently described.

5 A metal plate 21 is secured in any suitable manner to the upper face of each side sill, and each plate is provided with two perforations 22 23, respectively. Each side sill is grooved or recessed, as at 24, in line with the  
10 perforations in said plate 21, and projecting from the rear end of each perforation 23 into the recess directly beneath the same is a lip 25.

The hook 17 of each keeper-plate is adapted to enter the forward perforation 23 of its co-  
15 acting plate 21, and the lip 20 thereof passes underneath the lip 25, projecting downward from the rear end of said perforation, while the downward projection 18 of each keeper-plate enters the perforation 22 of its coact-  
20 ing plate 21. The panel extensions 15 are secured to the side sills by inserting the hooks 17 of their attached keeper-plates into the perforations 23, while the upper ends are tilted forward, which permits the lips 20 of  
25 the hooks to be passed underneath the lips 25, owing to the upper edges of the lips 20 being inclined, and as the bights of the hooks strike said lips 25 the panel extensions may be swung downward against the sills, which  
30 causes the projections 18 of the keeper-plates to enter the perforations 22 in the plates 21. By this arrangement the panel extensions are securely connected to the vehicle-body and lateral deflection of the lower ends of the  
35 same obviated entirely.

Near the rear edge of each panel extension, preferably on the inner side thereof, latches or keepers 26 are pivotally secured,  
40 which engage pins or studs 27, projecting from the inner sides of the side panels 9, thereby securely holding said extensions against the side panels of the pivoted box-like section forming the rear seat when opened and forming a neat continuation of the said  
45 panels 9.

Through the medium of the latches 26, which tie the side panels 9 and the panel extensions 15 together, the keeper-plates 16  
50 also serve to hold the convertible seat in proper position, and the hooks of said keeper-plates serve as a safeguard in preventing the rear seat from swinging rearwardly and downwardly should the toggle-levers 13 become accidentally broken or disconnected.

55 A seat-board 28 is pivotally secured to the side panels 9, as at 29, or in any other suitable manner, permitting the same to be swung into a plane parallel or substantially parallel with the deck portion 10 of the pivoted section. When the said seat is swung into a  
60 vertical position, the seat-board is swung down and rests upon two cleats 30, one cleat being secured to the inner side of each panel extension 15 and each having a socket or recess 31 in its upper face, which is adapted to receive a dowel or stud 32, projecting from the under side of the seat-board, thus tying

said panel extensions together and preventing lateral movement of the same. The seat-board is further supported by inwardly-ex- 70  
tending flanges 33, formed on the upper edge of the latches 26.

When the pivoted convertible seat is swung into its open or vertical position, side en-  
trances 34 are provided between the two 75 seats.

On closing the pivoted rear section forming the rear convertible seat the seat-board is swung upward and the panel extensions dis-  
connected and removed, which latter can 80 then be placed in the bottom of the vehicle-body. A slight upward pressure on the toggle-levers causes the same to fold upon themselves and permits the pivoted section to be  
85 swung into a horizontal position against the side sills of the body, when it again has the appearance of an ordinary one-seated run-about.

Many changes may be resorted to in the minor details of construction without de- 90  
parting from the spirit of my invention, as I do not wish to be held to the exact construction shown, which may be altered without sacrificing any of the advantages of the in-  
vention. 95

Having thus described my invention, what I claim is—

1. A convertible seat for vehicles comprising a seat-board, side panels, and a continuous deck and rear panel, the latter being hinged 100  
to the body of the vehicle, and panel extensions removably connected to the front edges of the side panels.

2. A convertible seat for vehicles comprising a seat-board, side panels, and a deck and 105  
rear wall, all rigidly connected together, the rear wall being hinged to the body of the vehicle, and panel extensions removably attached to the front edges of the side panels and to the vehicle-body. 110

3. A vehicle-body having a permanent seat and a closed section in rear of said seat forming a portion of the body and comprising side panels, a deck-panel, and a rear wall, all rigidly connected together and hinged to the 115  
body proper, panel extensions removably connected to said side panels, and a pivoted seat-board held between the side panels and the panel extensions, substantially as set forth.

4. A vehicle-body having a permanent seat 120  
and a closed section in rear of said seat forming a portion of the body and being convertible into a seat, said section comprising side panels, a deck-panel, and a rear wall, all rigidly connected together and hinged to the 125  
body proper, panel extensions connected to the side panels when converted into a seat, each panel extension having a cleat on its inner face, and a seat-board between the side panels and their extensions supported by said 130  
cleats, substantially as set forth.

5. A vehicle-body having a permanent seat and a closed section in rear of said seat forming a portion of the body and being adapted



to be elevated to form a seat, said section comprising side panels, a deck, and a rear wall, all rigidly connected together and hinged to the rear end of the body proper, panel extensions connected to said side panels when said section is elevated and each of said panel extensions having a cleat on its inner side provided with a socket, and a seat-board resting on said cleats and having dowels adapted to enter the sockets formed therein.

6. A vehicle-body having a permanent seat, a closed section in rear of said seat forming a portion of the body and being convertible into a seat when elevated, said section comprising side panels, a deck portion, and a rear wall, all rigidly connected together and hinged to the rear end of the body proper, a pin or stud projecting from the inner face of each side panel, panel extensions adapted for connection with said side panels when said hinged section is elevated, each panel extension having a latch with an inwardly-extending flange and each latch being adapted to engage the adjacent pin or stud on the side panels, and a seat-board positioned between the panels and panel extensions and being adapted to bear against the inwardly-extending flanges of said latches, substantially as set forth.

7. A vehicle-body having a permanent seat, a closed section in rear of said seat forming a portion of the body and being convertible into a seat when elevated, said section comprising side panels, a deck portion, and a rear wall, all rigidly connected together and hinged to the rear end of the body proper, panel extensions connected to said side panels when the hinged section is elevated, a keeper-plate secured to each panel extension and each keeper-plate being provided with a hook, and a perforated plate secured to the body proper with which said hooked keeper-plate engages, substantially as set forth.

8. A vehicle-body having a permanent seat, a closed section in rear of said seat forming a portion of the body and being convertible into a seat when elevated, said section comprising side panels, a deck portion, and a rear wall, all rigidly connected together and hinged to the rear end of the body proper, panel extensions connected to said side panels when the said hinged section is elevated, and means for connecting said panel extensions with the side panels and with the body proper, substantially as set forth.

9. A vehicle-body having a convertible rear seat comprising side panels, a deck portion, and a rear wall, panel extensions connected to said side panels and having a keeper-plate at its lower end provided with a rearwardly-opening hook and a downward extension in rear of said hook, and a metal plate secured to the body proper at opposite sides thereof in line with the side panels, each of said metal plates having two perforations into which the said hooks and extensions of the keeper-plates are adapted to engage, substantially as set forth.

10. A vehicle-body having a convertible rear seat comprising side panels, a deck portion, and a rear wall, panel extensions connected to said side panels, a keeper-plate secured to the lower end of each panel extension and having a rearwardly-opening hook and a downward extension in rear of said hook, a metal plate secured to the body proper in line with the side panels and each having two perforations formed therein, a lip extending downward from the rear end of the forward perforation, and recesses formed in the body beneath said perforations, the hooks and extensions of the keeper-plates being adapted to enter the perforations in said metal plates and the said hooks to engage the lips at the rear ends of the forward perforations, substantially as set forth.

11. A vehicle-body having a permanent seat and a closed section in rear of said seat forming a portion of the body and being convertible into a seat, said section comprising side panels, a deck portion, and a rear wall, all rigidly connected together and hinged to the body proper, panel extensions connected to said side panels when said hinged section is elevated, a supporting-cleat secured to the inner face of each panel extension and each cleat having a socket formed therein, a seat-board supported on said cleats and having dowels adapted to enter said sockets, means for connecting the lower ends of the panel extensions to the body proper, and means for holding the said hinged section elevated, substantially as set forth.

In witness whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

FRANK P. CONRAD.

Witnesses:

BERT MASON,  
ALLEN W. BROWN.