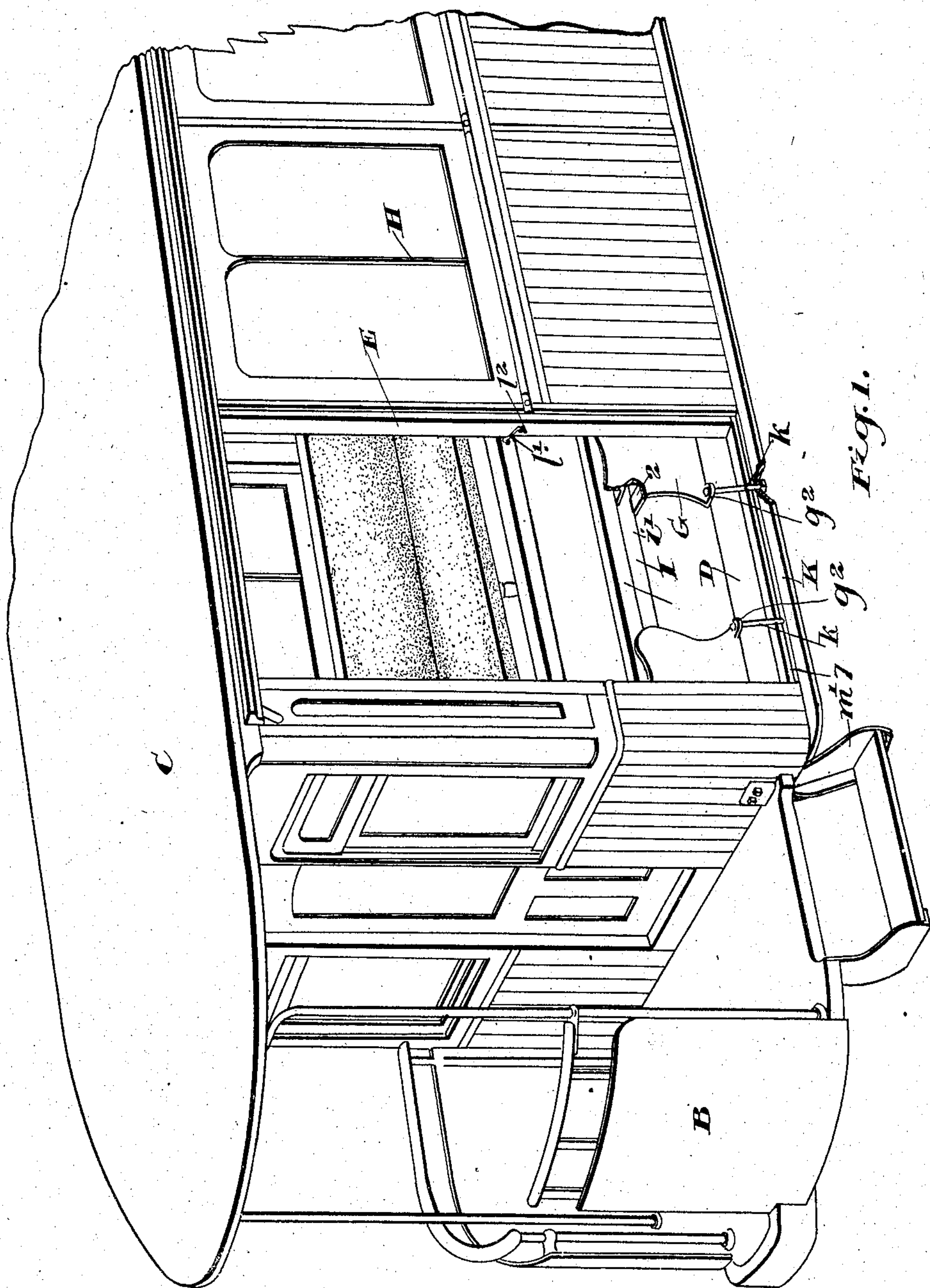


No. 791,575.

PATENTED JUNE 6, 1905.

M. POWER.
 CONVERTIBLE CAR.
 APPLICATION FILED DEC. 3, 1904.

4 SHEETS—SHEET 1.



Witnesses,
 R. Sheffield
 C. B. B.

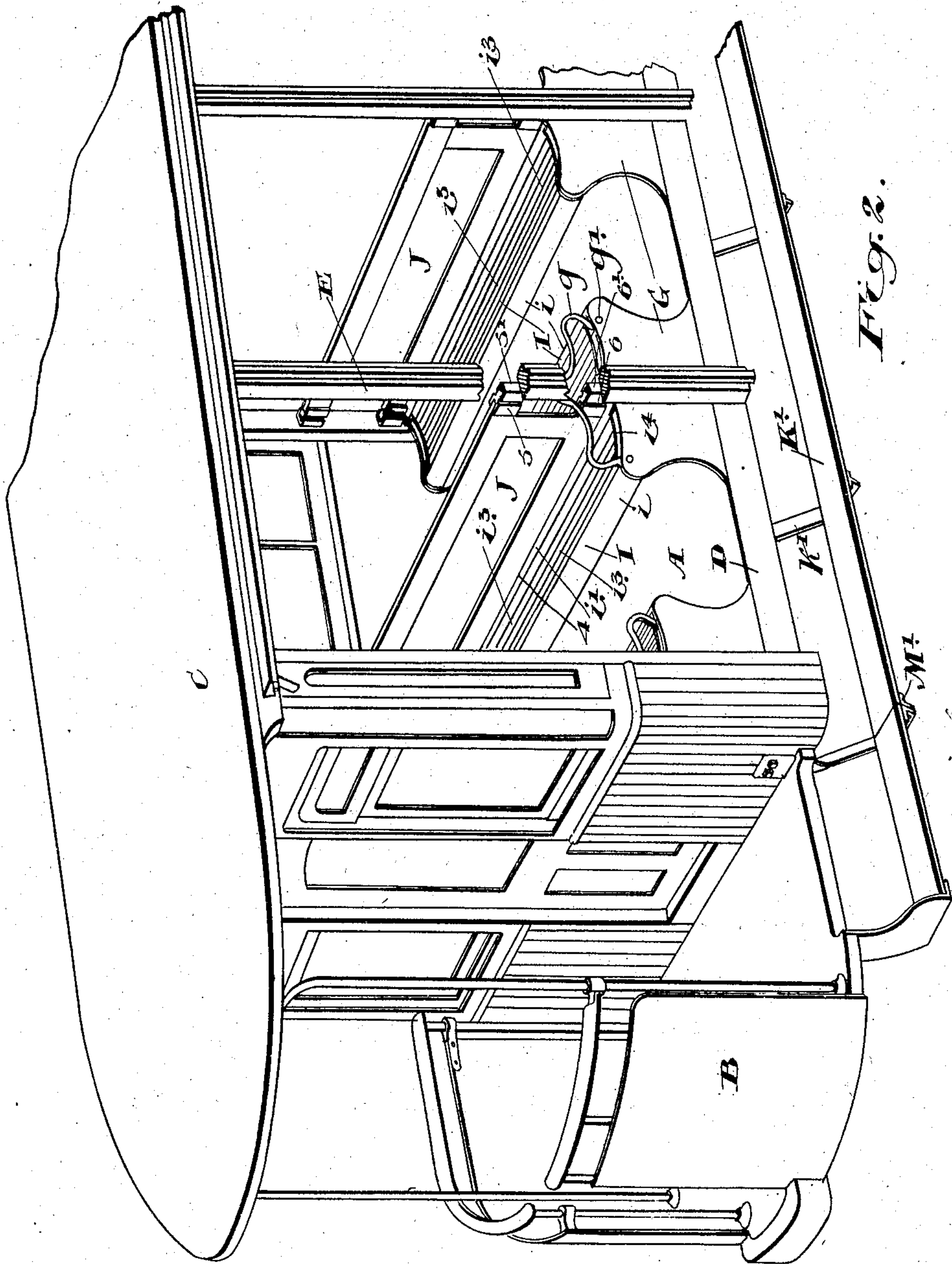
Inventor.
M. Power
by
Fred. B. Hetherington
attys.

No. 791,575.

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M. POWER.
CONVERTIBLE CAR.
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4 SHEETS—SHEET 2



Witnesses.
B. Sheffield
C. H. Carr

Inventor:
M. Power.
By
Fred. B. Ketchum
att.

M. POWER.
 CONVERTIBLE CAR.
 APPLICATION FILED DEC. 3, 1904.

4 SHEETS—SHEET 3.

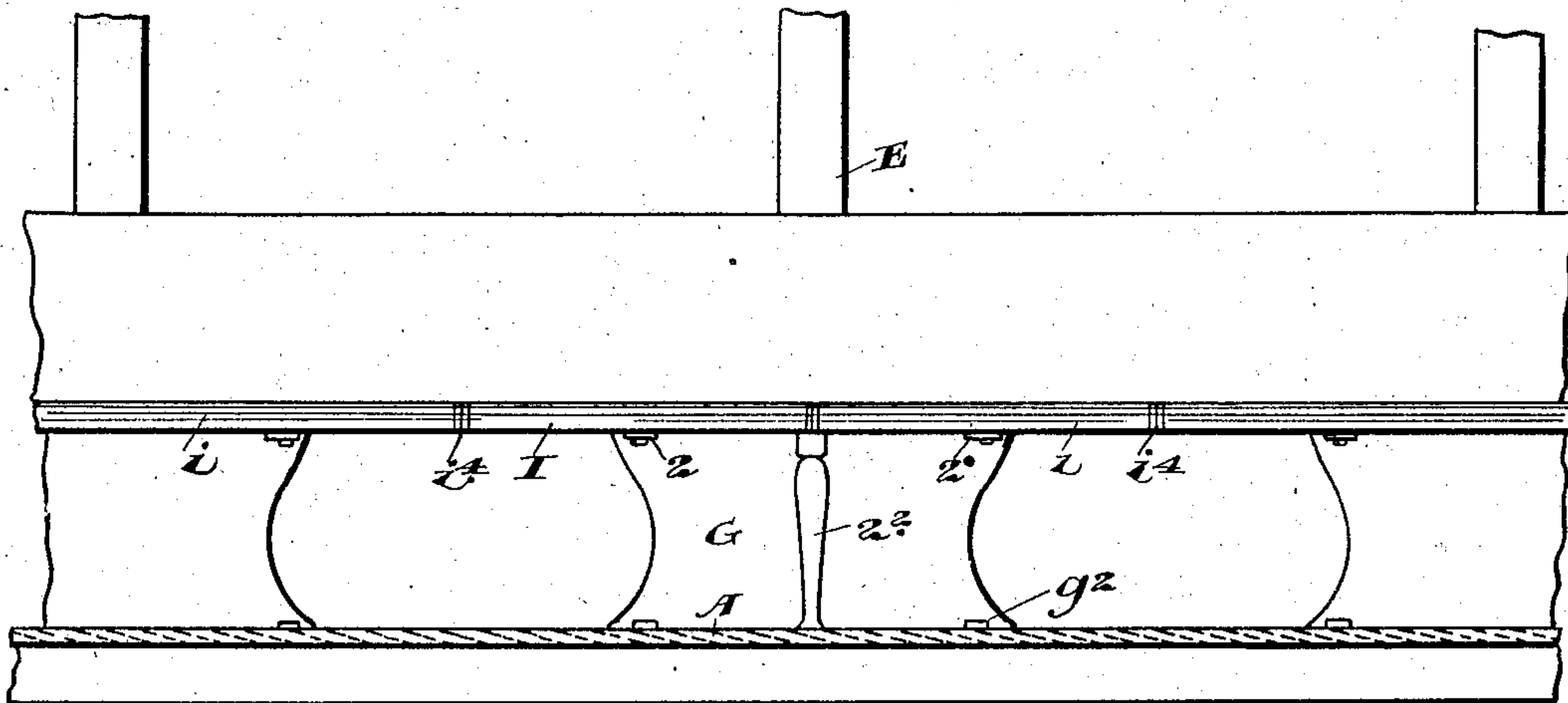


Fig. 3.

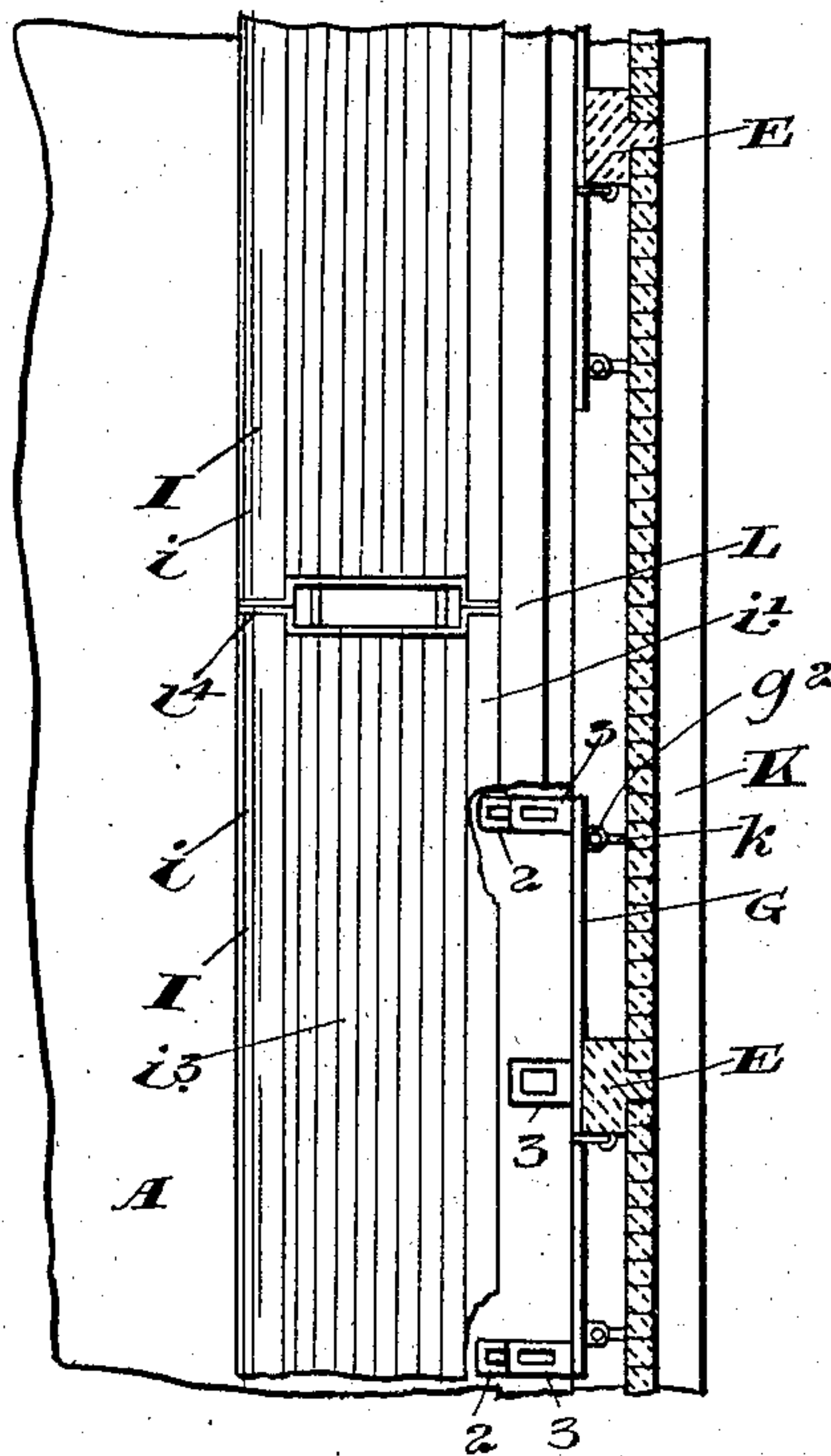


Fig. 4.

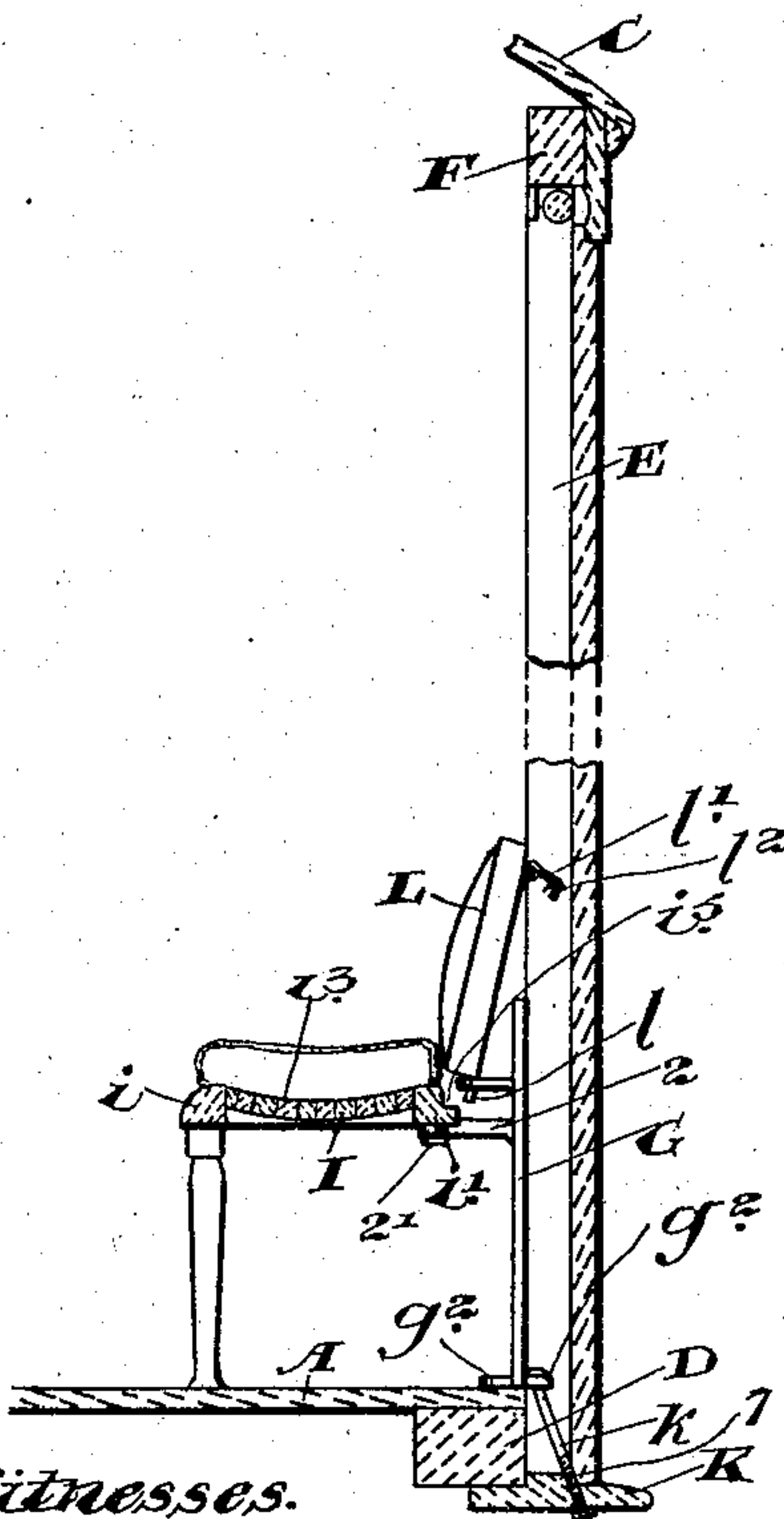


Fig. 5.

Witnesses.
 E. B. Sheffield
 Chas. C. C.

Inventor.
 M. Power.
 by J. B. Selthorst
 atty.

M. POWER.
 CONVERTIBLE CAR.
 APPLICATION FILED DEC. 3, 1904.

4 SHEETS—SHEET 4.

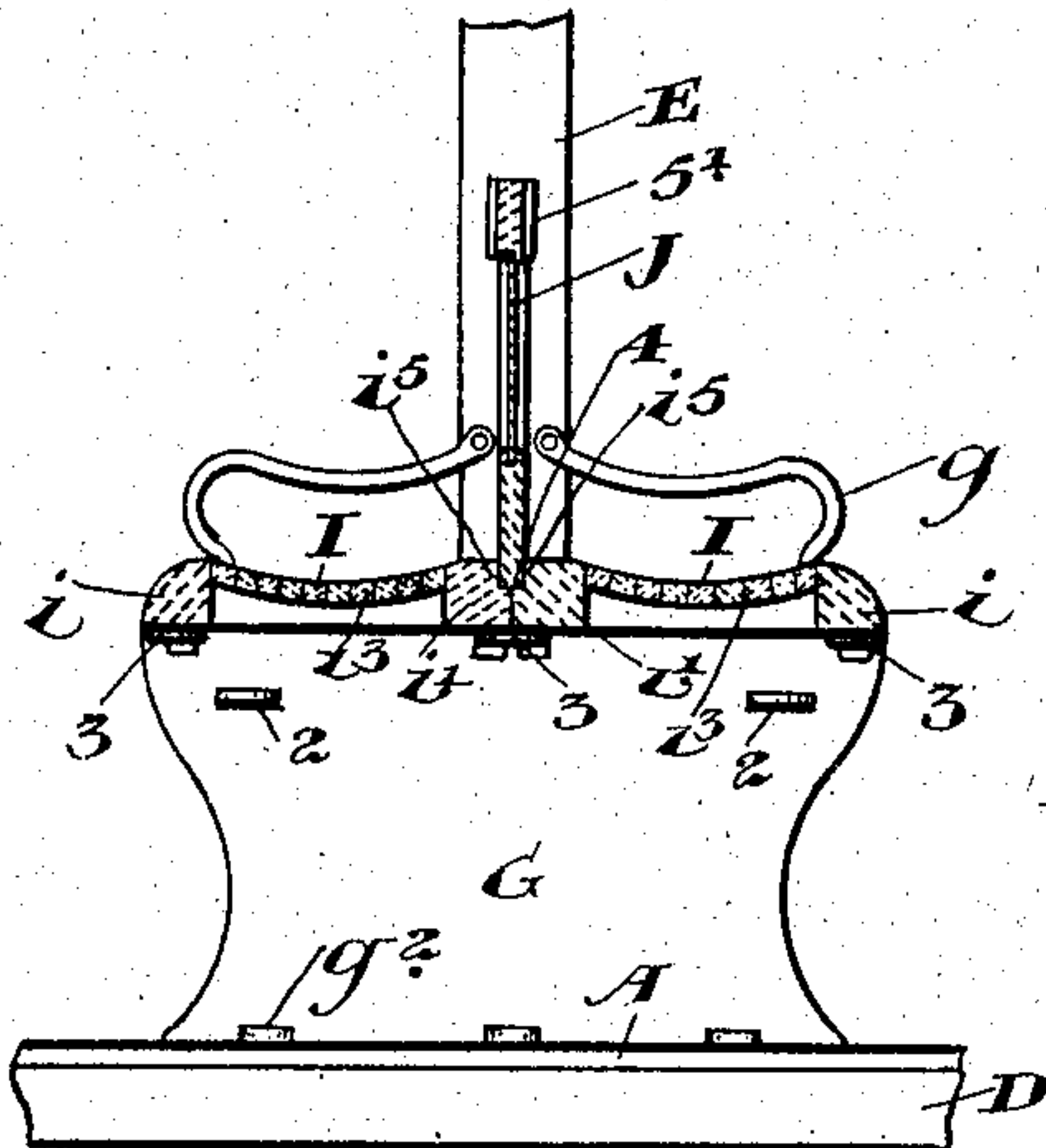


Fig. 6.

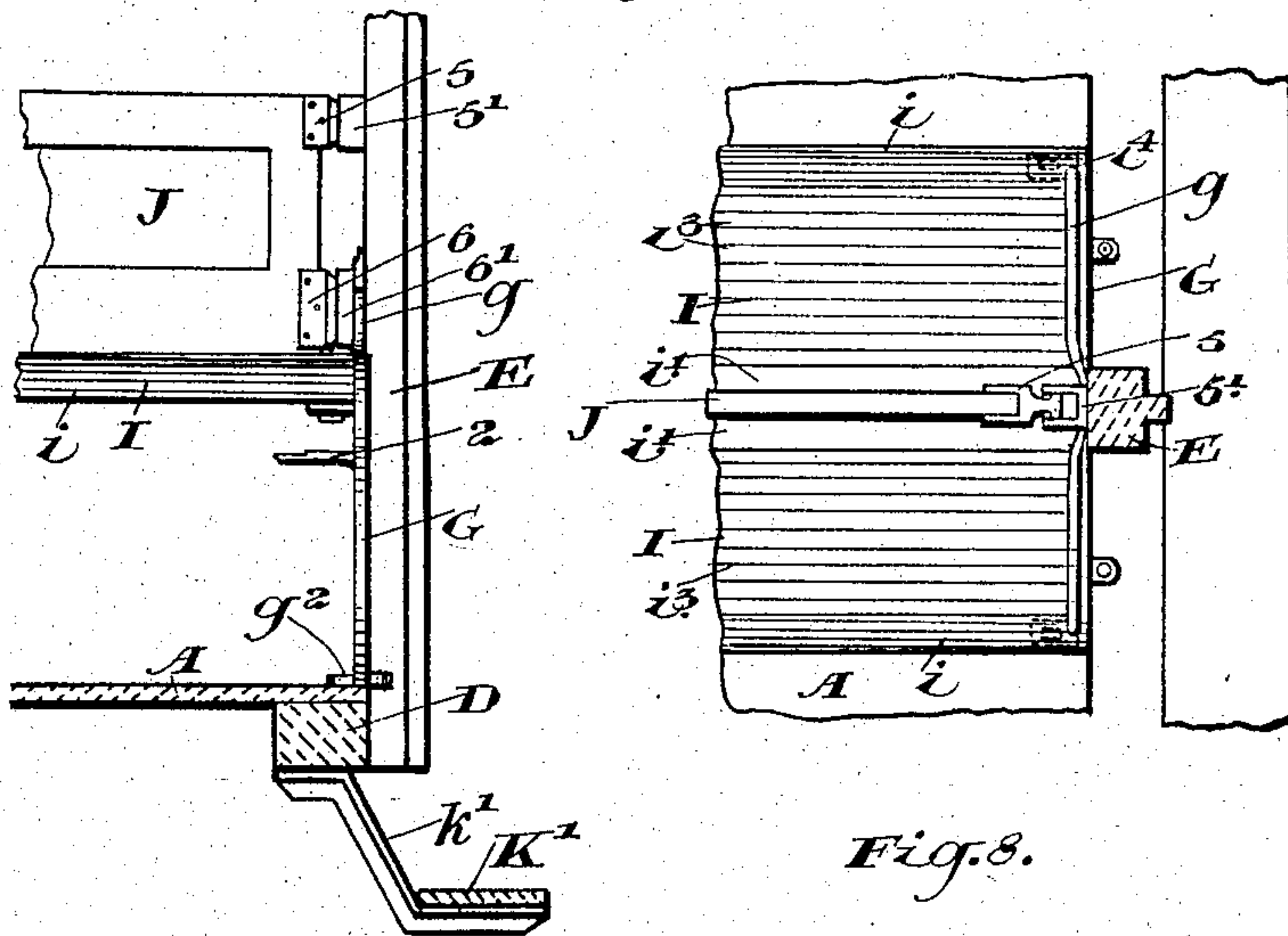


Fig. 8.

Fig. 7.

Witnesses.

B. Sheffield

C. J. Galt

Inventor.

M. Power.

By Fred B. Feltner

UNITED STATES PATENT OFFICE.

MICHAEL POWER, OF TORONTO, CANADA, ASSIGNOR TO THE CONVERTIBLE CAR COMPANY, LIMITED, OF TORONTO, CANADA, A CORPORATION OF ONTARIO.

CONVERTIBLE CAR.

SPECIFICATION forming part of Letters Patent No. 791,575, dated June 6, 1905.

Application filed December 3, 1904. Serial No. 235,376.

To all whom it may concern:

Be it known that I, MICHAEL POWER, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Convertible Cars, of which the following is a specification.

My invention relates to improvements in convertible cars of the general class patented to me in the Dominion of Canada under No. 83,829 on November 10, 1903, and in the United States of America under No. 749,579 on January 12, 1904; and the object of the present invention is to simplify and improve the construction of the car shown in the said patents, so that it may be more expeditiously changed from a winter car to a summer car, or vice versa, and when so changed will be exceptionally adapted for the use intended; and it consists, essentially, of a car provided with vertical supporting-posts and panels located between them, removable footboards designed to be secured to the side sill and form in the winter cars a support for the panels and in the summer cars a side step, suitable seat-supporting standards located to the interior of the posts and on the floor and extending both forwardly and backwardly of the posts and provided with inwardly-extending lugs at the top arranged in two sets, the upper sets being designed to receive and support the seats when arranged crosswise and the lower sets being arranged to support the end seats when arranged longitudinally on the side of the car, a common back for the back-to-back cross-seats, and socket-brackets on the inside of the post designed to receive such back, longitudinal seats for winter use and backs therefor supported on the upper sets of lugs and suitably connected to the posts, the parts being otherwise arranged and constructed in detail as hereinafter more particularly explained.

Figure 1 is a perspective view of portion of a car, showing one of the panels removed to exhibit the interior, the car being in the form adapted for winter use. Fig. 2 is a similar view of a portion of a car, showing it adapted for summer use. Fig. 3 is a longi-

tudinal section of portion of a car, showing the manner of supporting the seats when arranged longitudinally. Fig. 4 is a sectional plan showing the arrangement of the seats longitudinally. Fig. 5 is a vertical section through portion of one side of a car. Fig. 6 is a cross-section through the lower portion of a car, showing the arrangement of the cross-seats. Fig. 7 is a vertical section through the lower portion of one side of a car, showing the arrangement of a cross-seat. Fig. 8 is a sectional plan showing a cross-seat.

In the drawings like characters of reference indicate corresponding parts in each figure.

A is the floor of a car; B, the dashboard; C, the roof; D, the side sills; E, the posts suitably secured to the side sills and to the longitudinal stringers F beneath the roof.

G represents the seat-standards, which extend at equal distances forwardly and backwardly on each side of the posts E.

g represents the arms, which are secured to the inside of the posts and to suitable bolts g' in the seat-supporting standards G. The seat-supporting standards G are suitably secured to the inside of the posts and by lugs g² to the floor A of the car. It will be noticed that the posts E are rabbeted at each side to receive the panels H.

2 2 represent a set of two lugs attached to or forming part of the seat-standard G, and 3 3 represent a set of three lugs attached to or forming part of the standards G and located above the lugs 2 2, one of the lugs 3 being in the center of the seat and necessarily opposite the center of the posts.

I I are the seats, which are placed back to back, and each comprise the outer bars i, the inner bars i', and the cross-bars i², and the slats i³ and the metal U-shaped end bars i⁴. The bars i' are provided with rabbets i⁵, which form a groove 4.

J represents the backs used for the cross-seats, the bottom of the backs J fitting into the groove 4 and the ends being provided with brackets 5 and 6, which fit into the socket-brackets 5' and 6', secured to the inside of the posts.

In the car as arranged for winter use the

panels are supported between the posts by the step K, which is secured to the bottom of the side sills D at the inside and is held rigidly thereto by the bracing-bolts k , which extend through the step and lugs $g^2 g^2$, forming part of the seat-standard G. The step K is preferably provided with a shoulder 7, against which abuts the lower edge of the panel.

The longitudinal seats are supported at the inside by the lower sets of lugs 2, through which extend the stem or bolts $2'$, attached to the seat. The outer sides of the seats when arranged longitudinally are supported by the standards 2^2 . (See Fig. 3.) The end cross-bars 1^4 of the seat, it will be seen, abut each other and leave an opening; but as the seat is designed to be covered by a cushion for winter use the openings are not objectionable.

L represents the backs, which are provided at the bottom with depending stems 1, extending through holes in the upper set of lugs 3 and are thereby retained in position on the lugs. The upper edges of the backs L are provided with hooks $1'$, which fit into eyes 1^2 at the side of the post. The back L is preferably a cushion-back.

For summer use the panels H are removed, as are also the step K and bolts k , and instead a step K' is used, which is located lower than the step K and is secured to the sill by the bracing-brackets k' . In winter use the ordinary step M of a car is provided with a removable inner side m' , which in summer use is removed and a bracket M' substituted in its stead and serves to support the ends of the steps K' .

It will now be readily understood that a car made in accordance with my invention may be readily changed from a summer to a winter car, or vice versa, and the only portions that need be changed are the seats and the backs thereof and the position of the steps and the panels removed, and this can be done expeditiously.

It will be noted that in this form of car I have provided a seat-standard extending both rearwardly and forwardly of the posts, which is different from the construction shown in my patents above referred to, and by this construction I am enabled to dispense with nearly half the posts and make the panels of about double the width. The panels are fastened in the same way as in my former patents and need not further be referred to.

It will be noted that the lugs 2, which support the seats when they are arranged longitudinally for winter use, are located lower than the lugs 3, which support the cross-seats, and this is especially regulated for the reason that in the longitudinal seats cushions are preferably provided for winter use, which will raise the seats to the proper height.

What I claim as my invention is—

65 1. In a convertible car, the combination

with the floor and side sills and roof, of the double-seat standards secured to the floor and provided with outwardly - extending lugs, the post extending from the roof to the bottom of the side sills and located midway of the width of the standards, the panels extending from post to post and inclosing substantially half the seat-standards and the space between them and the footboard or step secured to the bottom of the sill as and for the purpose specified. 70 75

2. In a convertible car, the combination with the floor and side sills and roof, of the double-seat standards secured to the floor and provided with outwardly - extending lugs, the post extending from the roof to the bottom of the side sills and located midway of the width of the standards, the panels extending from post to post and inclosing substantially half the seat-standards and the space between them and the footboard or step secured to the bottom of the sill and on which the bottom of the panel is designed to rest and the bracing-bolts extending through the lugs on the standards through the footboards as and for the purpose specified. 80 85 90 95

3. In a convertible car, the combination with the floor and side sills and roof, of the double-seat standards secured to the floor and provided with outwardly-extending lugs, the posts extending from the roof to the bottom of the side sills and located midway of the width of the standards, the panels extending from post to post and inclosing substantially half the seat - standards and the space between them and the footboard or step secured to the bottom of the sill and provided with a longitudinal shoulder against which the bottom of the panel is designed to abut as and for the purpose specified. 100 105

4. The combination with the car-body and floor and end steps, of the removable inner step-support for the step designed to be interchangeable with a support for the extended step as and for the purpose specified. 110

5. The combination with the floor and vertical posts and double-seated standards secured to the floor and extending equally at each side of the vertical posts and having a lower set of lugs designed to support the longitudinal seats of the car when in winter form and an upper set of lugs designed to support the cross-seats of the car when in summer form, and the backs of the longitudinal seats when the car is in winter form as and for the purpose specified. 115 120

6. The combination with the floor and seat-standards suitably secured to the same and the posts located intermediate of the width of the seat-standards, of the cross-seats for summer use located back to back and the lugs attached to or forming part of the standard and designed to support the ends of the cross-seats as and for the purpose specified. 125

7. The combination with the floor and seat- 130

standards suitably secured to the same and the posts located intermediate of the width of the seat-standards, of the cross-seats for summer use located back to back and provided with a rabbet at the back forming a groove, and a back for both seats suitably supported on the end posts and in the groove as and for the purpose specified.

8. The combination with the floor and seat-standards suitably secured to the same and the posts located intermediate of the width of the seat-standards, of the cross-seats for summer use located back to back and provided with a rabbet at the back forming a

groove and a back having the bottom extending into the groove and provided with end brackets and socket-lugs secured to the vertical posts and designed to receive the end brackets as and for the purpose specified.

9. The combination with the sill, of a step secured to the bottom of the sill and provided with a shoulder against which the bottom of the panel is designed to abut as and for the purpose specified.

MICHAEL POWER.

Witnesses:

B. BOYD,

C. H. BATE.