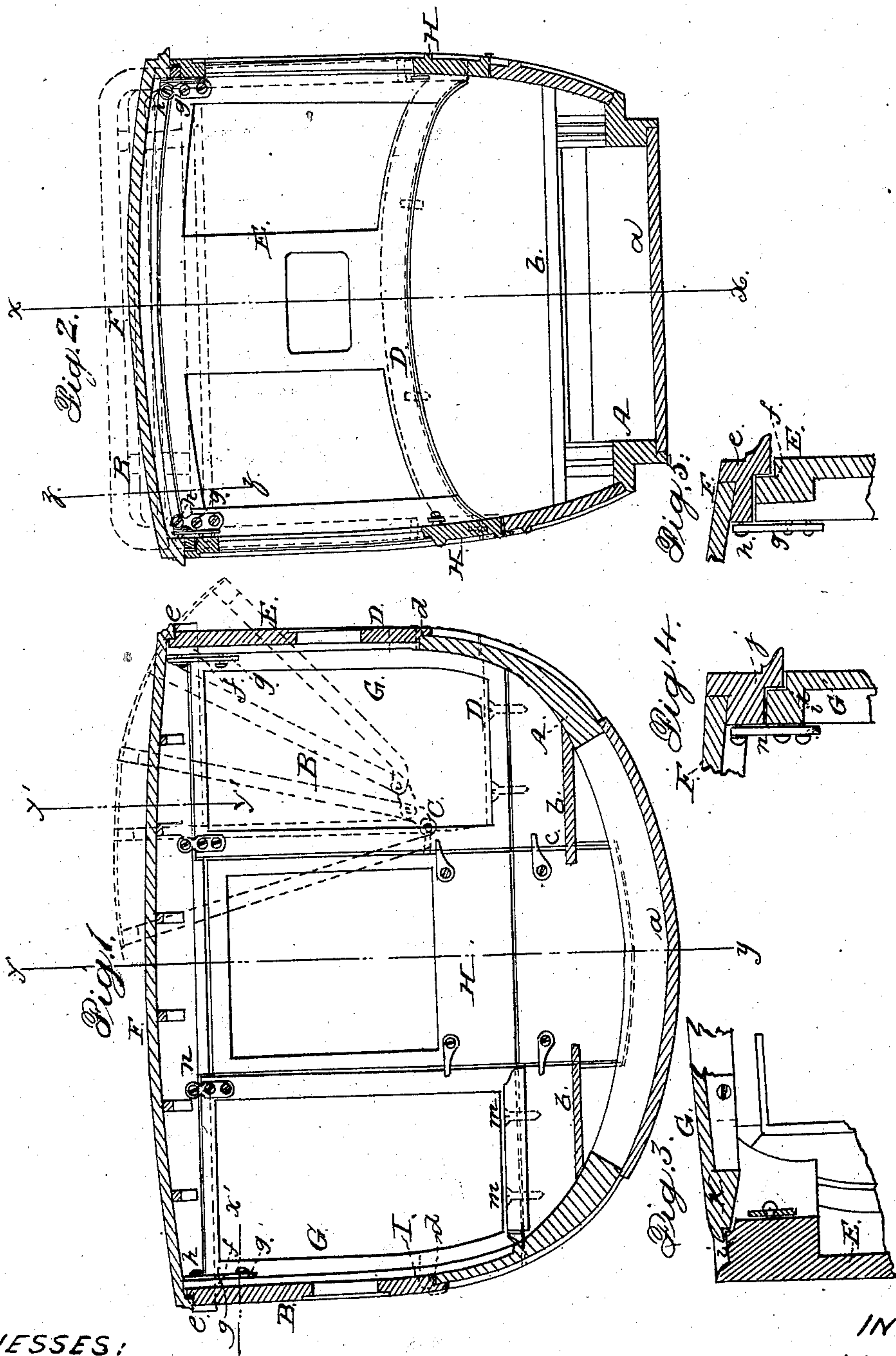


W. C. & J. DUNN.

Carriage-Top.

No. { 1,509, }
32,513. }

Patented June 11, 1861.



WITNESSES:

Wm. W. Phelps
C. W. Conlson

INVENTORS.

Wm. C. & J. Dunn
Per. Quinn

UNITED STATES PATENT OFFICE

W. C. DUNN AND J. DUNN, OF NEW YORK, N. Y.

CARRIAGE-BODY.

Specification of Letters Patent No. 32,513, dated June 11, 1861.

To all whom it may concern:

Be it known that we, W. C. DUNN and J. DUNN, of the city, county, and State of New York, have invented a new and useful
5 Improvement in Wheel Pleasure-Vehicles; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specifica-
10 tion, in which—

Figure 1, is a side sectional view of our invention, taken in the line x, x , Fig. 2. Fig. 2, a transverse vertical view of the same, taken in the line y, y , Fig. 1. Fig. 3, a section of a portion of the same, taken in the line x', x' , Fig. 1. Fig. 4, a section of a portion of the same, taken in the line y', y' , Fig. 1. Fig. 5, a section of a portion of the same, taken in the line z, z , Fig. 2.

20 Similar letters of reference indicate corresponding parts in the several figures.

The object of this invention is to combine an open body, brett or barouche body and close or standing-top coach body all in one
25 vehicle, so that either form of vehicle by a simple manipulation may be used as desired, and the whole device rendered capable of being manufactured nearly as cheap as the ordinary coach.

30 The invention consists in a peculiar construction of the body of the vehicle as hereinafter fully shown and described whereby the same may be changed or transformed into either of the styles or forms above
35 mentioned.

To enable those skilled in the art to fully understand and construct our invention we will proceed to describe it.

40 A, represents a portion of the body of our vehicle which portion is stationary or permanent and is connected to the running gear of the vehicle in the ordinary way. This portion A, has a curved bottom a , like that of a coach and is provided with seats
45 b, b , one at each end.

At each side of the part A, of the body there is an opening c , which serves to admit of the ready ingress of persons into the vehicle and ready egress therefrom. This portion A, is permanent and when used alone
50 forms an open body suitable for summer use and answers the purpose of an ordinary no top carriage or wagon. In order to convert this open body A, into a brett or barouche body, we employ a calash top B, the
55 joint C, of which is attached to a rail D,

which is secured by screws to the back part of the body A, the rail D, being so curved or formed as to fit on the top of the back of the body A, and over a portion of its sides
60 as shown in red in Figs. 1, and 2. The rail D, is provided with dowel pins d , which fit in holes in the back of the body A. These dowel pins and the screws firmly secure the rail D, and consequently the calash top B,
65 to the body A. The calash top is constructed in the usual way and therefore does not require a minute description. Its position is clearly shown in red in Fig. 1.

In order to convert the open body A, into
70 a standing top or coach body, we attach front and end pieces E, E, to the front and back ends of the body A. These end pieces may be constructed of wood and paneled in the usual way, and secured to the ends of the
75 body A, by dowel pins d , precisely in the same way as the calash rail B, it being understood that the latter is removed when the coach body is required. To the upper ends of the end pieces E, E, the top F, is
80 attached. This top may be constructed of wood in the usual form and it is provided with lips e , one at each end, which fit in rabbets f , at the upper ends of the end pieces E, E, as shown clearly in Fig. 1. The end
85 pieces have metal brackets g , attached to them and to these brackets the top F, is secured by screws h , see Figs. 1, 2, and 5. The sides of the coach body are inclosed by panels G, the tops of which are each pro-
90 vided with a rabbet i , into which a pendent lip j , at the sides of the top F, fits, see Fig. 4. The outer edges of the panels G, are also provided with a rabbet k , into which a lip l , at the sides of the end pieces E, E, fit,
95 see Fig. 3. The lower edges of the panels G, rest on the top of the body A, and are secured to it by screws m , see Fig. 1, while the upper parts of the panels are secured to the top F, by brackets n , see Figs. 1 and 5.
100

The openings c , when the coach body is used are filled with the lower part of the doors H, the upper parts of said doors filling the space between the panels G. These doors are hinged to the panels G, as usual.
105 When the open body A, is used, the tops of the ends of the body may have molded rails I, attached, as shown in red on the front end of the body in Fig. 1. These rails serve to give the body a finish and are desirable
110 when the open body is used.

Various plans have been devised to con-

vert an open body into a close body, but in all the plans hitherto devised, that have passed under our observation, leather has been used as a material, arranged on folding or calash tops, and combined with curtains. These have all, so far as we are aware, not proved desirable and are not generally used.

By our arrangement the vehicle body may be readily converted into either of the forms specified, and when the barouche and coach body are not required, the parts composing the same may be compactly stowed away, and without danger of being broken or injured.

We do not claim broadly irrespective of the construction and arrangement herein shown and described the converting of a vehicle body into two or more different forms or styles; but,

Having thus described our invention what we do claim as new and desire to secure by Letters Patent; is—

1. The combination of the open body A, with the standing top, formed of the end pieces E, E, top F, panels G, and doors H, secured together as and for the purpose set forth.

2. The combination of the permanent open body and calash top with a standing top constructed as above explained, the whole being adapted and arranged to form a new and improved convertible body for vehicles as herein set forth.

WILLIAM C. DUNN,
JACOB DUNN.

Witnesses.

M. M. LIVINGSTON,
C. W. COWTAN.