

No. 794,650.

PATENTED JULY 11, 1905.

H. F. VOGEL.
CONVERTIBLE AUTOMOBILE BODY.

APPLICATION FILED FEB. 8, 1905.

2 SHEETS—SHEET 1.

Fig. I.

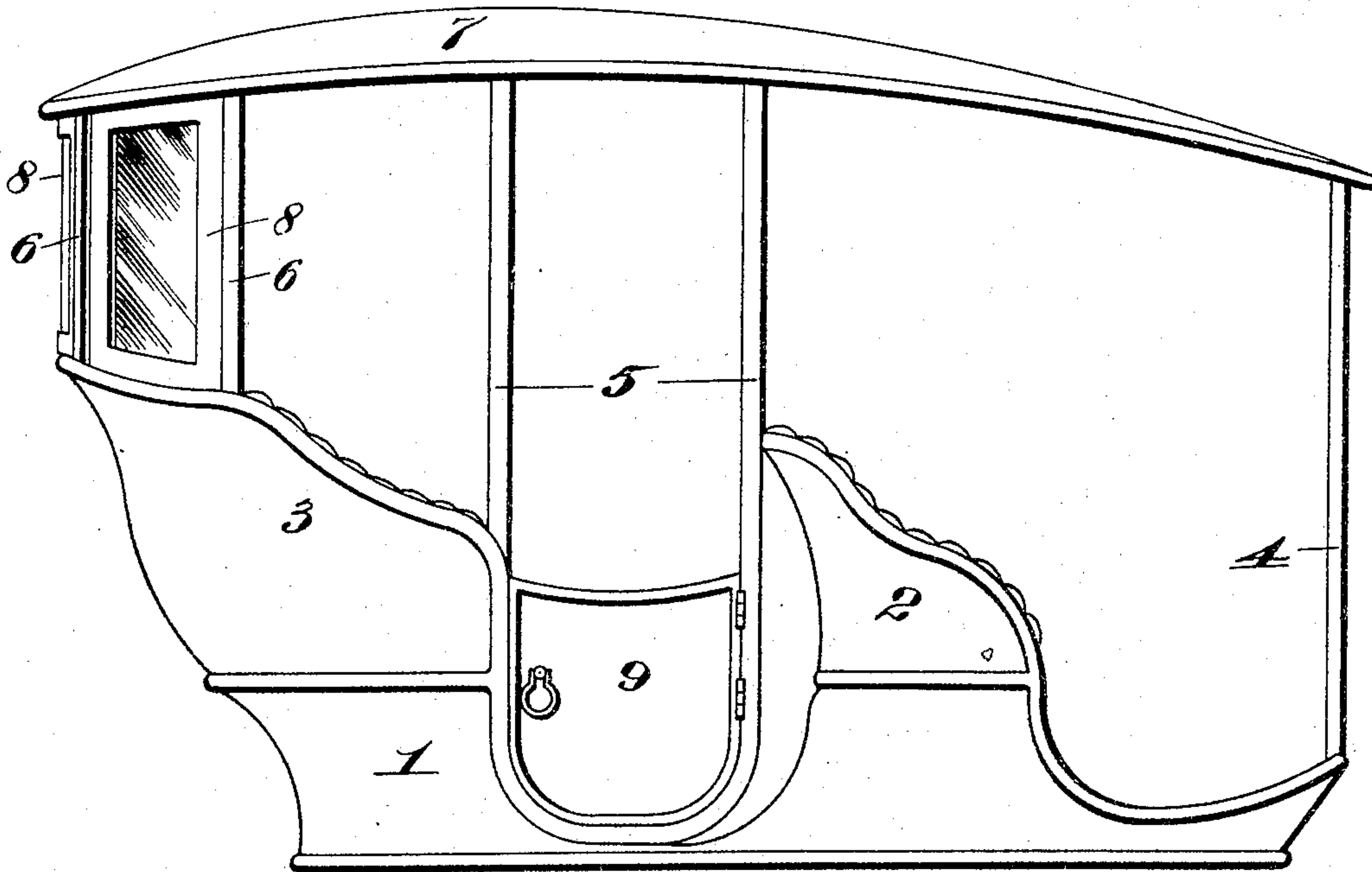
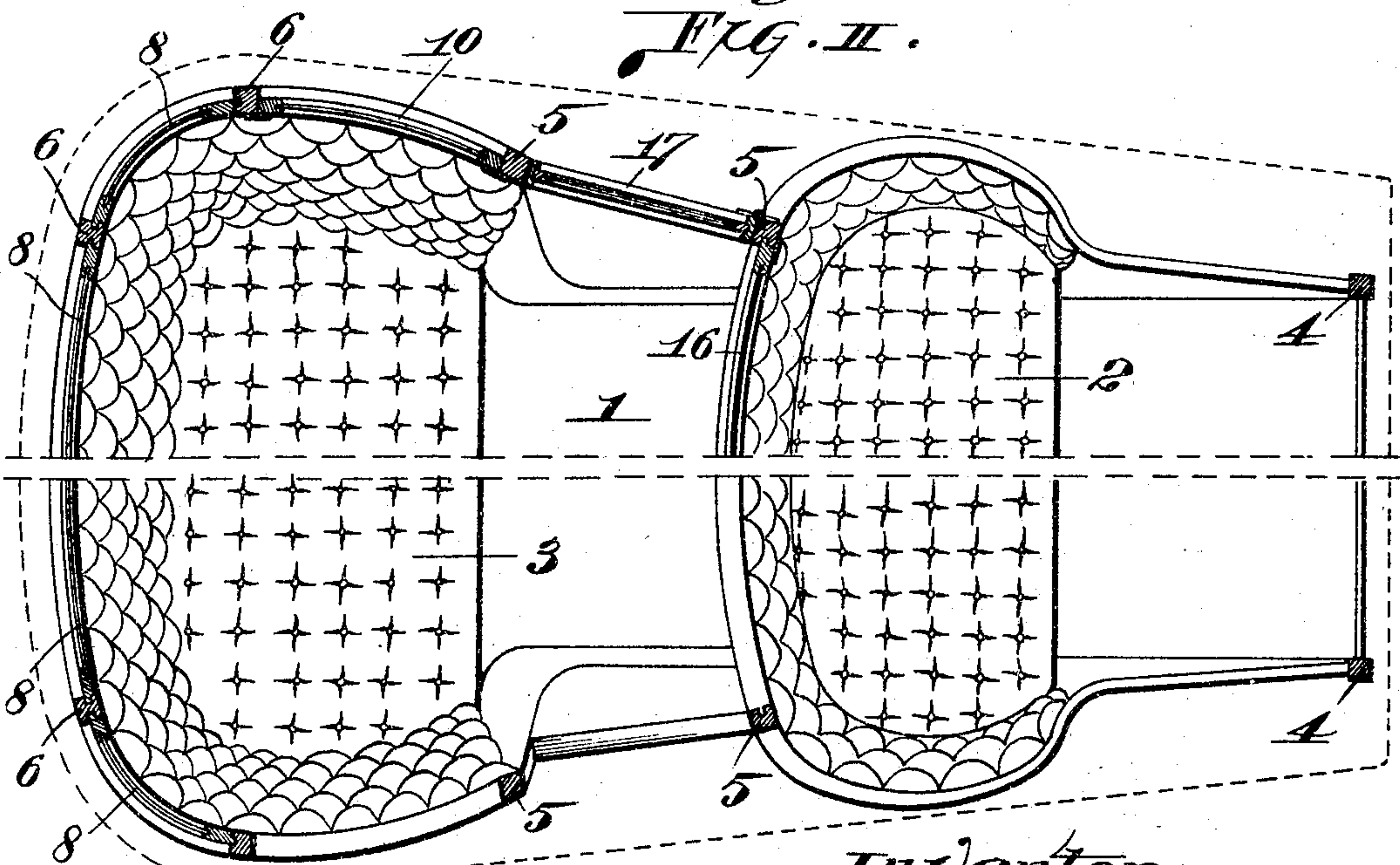


Fig. II.



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Inventor:—
H. F. Vogel:—
By *Wright Bros* Attys.

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2 SHEETS—SHEET 2.

Fig. III.

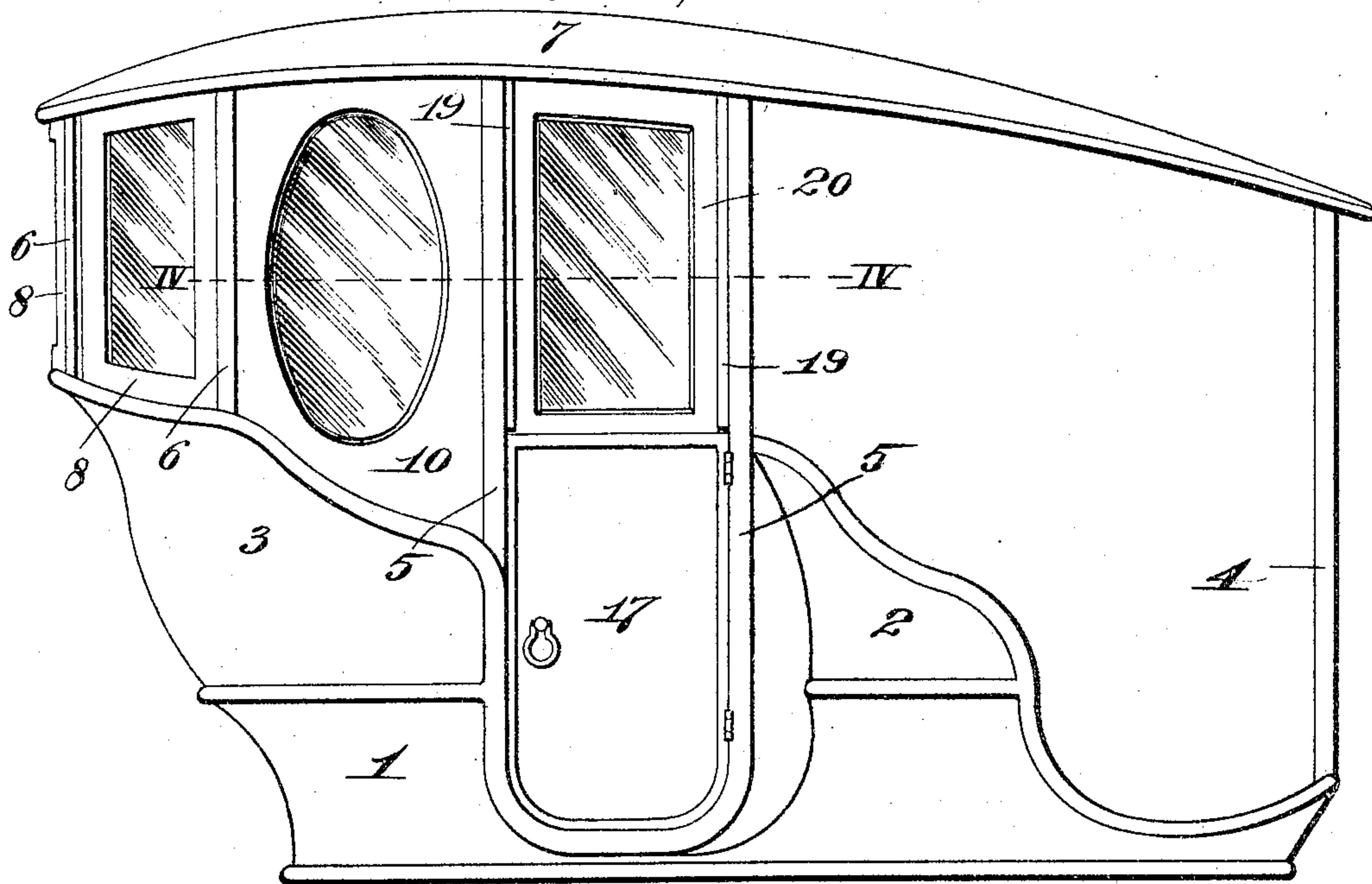
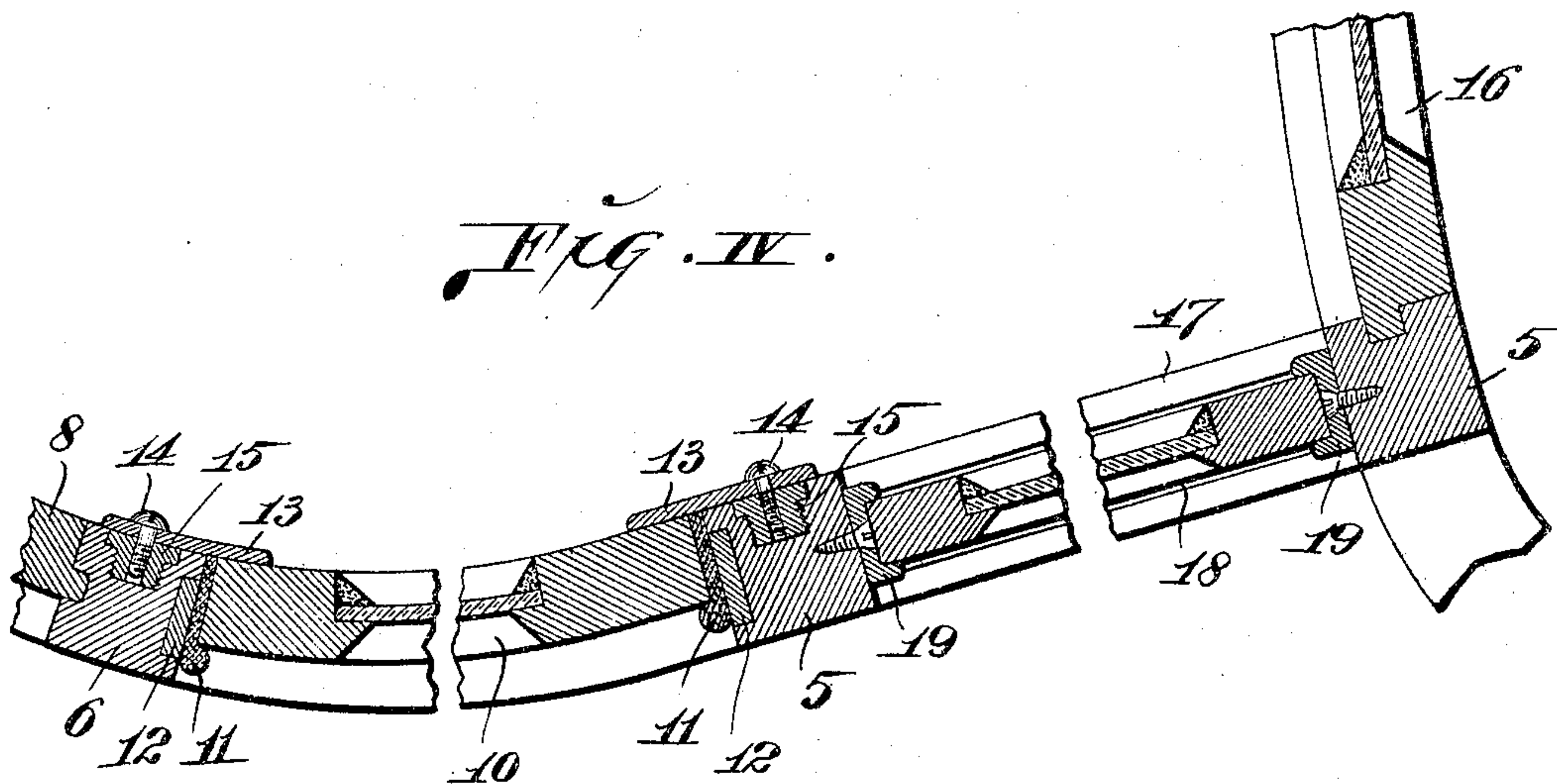


Fig. IV.



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H. F. Vogel:—
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Attys.

UNITED STATES PATENT OFFICE.

HENRY F. VOGEL, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ST. LOUIS CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

CONVERTIBLE AUTOMOBILE-BODY.

SPECIFICATION forming part of Letters Patent No. 794,650, dated July 11, 1905.

Application filed February 8, 1905. Serial No. 244,744.

To all whom it may concern:

Be it known that I, HENRY F. VOGEL, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have
5 invented certain new and useful Improvements in Convertible Automobile-Bodies, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.
10

My invention relates to an automobile-body provided with separable and interchangeable parts, whereby it is susceptible of comfortable service in open or closed condition in either summer or winter use.
15

The improvement includes as novel features a stationary canopy constituting a permanent member of the body, to which it is joined by fixed posts, a stationary wall at the
20 rear of the body beneath said canopy to shield passengers from dust that would be drawn into the body by suction due to the rapid motion of the automobile, removable side panels located forward of the rear wall
25 beneath the canopy, a removable partition at the rear of the front seat of the body, and interchangeable doors, one of which is provided with a drop-sash.

Figure I is a side elevation of my improved
30 automobile-body in condition for summer service. Fig. II is a view, partly in plan and partly in horizontal section, illustrating one side of the body in closed condition for winter service and the other side in open condition for summer service. Fig. III is a side
35 elevation of my automobile-body in condition for winter service. Fig. IV is an enlarged horizontal section taken on line IV IV, Fig. III.

40 1 designates my automobile-body proper, which is provided with a front or driver's seat 2 and a rear seat 3.

4 4 designates front posts extending vertically from the front end of the body proper.

45 5 designates door-posts extending vertically from the body proper intermediate of the seats 2 and 3, and 6 designates rear posts extending vertically from the rear seat 3. All

of these posts are permanently fixed to the body proper to remain constantly in service. 50

7 designates a canopy permanently secured to the upper ends of the posts 4, 5, and 6 and which overhangs the entire body proper.

8 designates panels mounted between the rear posts 6 and constituting the rear wall 55 of the automobile-body above the rear seat 3. These panels, which are preferably in the form of sashes and provided with panes of glass, constitute the rear wall of the automobile-body by which the ingress of dust 60 and dirt is excluded from the body when the automobile is traveling at a high rate of speed, which induces a suction at the rear of the body. The parts thus far described and which are referred to as "permanent" are 65 present in the automobile-body in either its open or closed conditions. When the body is in condition for open service, it is used with the parts described without any addition thereto with the exception of detachable 70 plain low doors 9, (see Fig. I,) that control the doorways between the door-posts 5.

I will next describe the parts by which the rear seat 3 of the automobile is inclosed for winter service. 75

10 designates removable side panels seated between the rear door-posts 5 and the foremost rear posts 6, (see Figs. II to IV, inclusive,) these panels preferably having panes of glass mounted therein. These panels are 80 seated against packing-strips 11, secured to attaching-strips 12, that are seated in the rear door-posts 5 and foremost rear posts 6, as seen in Fig. IV. The strips 11 are enlarged at their outer edges to prevent escape 85 of the panels 10 in outward directions.

13 designates retaining-strips seated against the inner sides of the rear door-posts and foremost rear posts and overlapping the side panels 10 to confine said panels. These retaining-strips are secured to said posts by confining-screws 14, that pass through the strips and enter into nuts 15, embedded in the posts 5 and 6. It will be seen that the side panels 10 may be introduced or removed by 95 the separation of the retaining-strips 13 when-

ever the automobile-body is to be converted from condition for closed service or open service.

16 designates a detachable partition located above the back of the front or driver's seat 2 and seating in the foremost door-posts 5, (see Figs. II and IV,) this partition being preferably provided with a transparent sheet of glass. When the automobile-body is in condition for closed service, the partition 16 is utilized, and when it is in condition for open service said partition is removed, and thereby provides for the inclosing of the rear portion of the automobile-body at the front under one condition and for communication between the front and rear of the body under the other condition.

17 designates a detachable door for use in the automobile-body when it is in closed service and which is provided with a sash-receiving pocket 18. (See Fig. IV.)

19 designates detachable guide-strips secured to the door-posts 5 above the door 17, and 20 is a drop-sash that operates in these guides and is adapted to be lowered into the door-pocket 18. When the rear part of the automobile is entirely closed, the drop-sash 20 is in the elevated condition, (seen in Figs. III and IV,) in which it is suitably upheld. When it is desired to open the door 17, the drop-sash is lowered into the pocket in the door, and the door may then be readily opened. When the automobile-body is to be again converted into condition for open service, the doors 17 and the drop-sash are removed and the doors 9 substituted in their stead.

When the automobile-body is to be converted from condition for winter service to condition for summer service, the door 17 is removed and the door 9 substituted in its stead. The side panels 10 and the detachable partition 16, separating the forward portion of the body from the rear portion thereof, are removed, thereby permitting free circulation of air through the body in its open condition.

The panels 8 and 10 may be of square, oval, or other shape and may be flat or bent into contour corresponding to the size and con-

figuration of the automobile-body, according to the desire of the builder.

I claim as my invention—

1. The combination with an automobile-body proper, of a canopy permanently supported by said body proper, and a rear wall permanently mounted between the rear of said body proper and said canopy, and detachable members for closing the sides and rear portion of said body substantially as and for the purpose set forth.

2. The combination with an automobile-body proper, of posts extending vertically from said body proper, a canopy supported by said posts, a rear wall permanently mounted between the rear of said body and said canopy and detachable side panels located between pairs of said posts, substantially as set forth.

3. The combination with an automobile-body proper, of posts extending vertically from said body proper, a canopy supported by said posts, detachable side panels located between pairs of said posts, and removable retaining-strips secured to said posts and overlapping said panels, substantially as set forth.

4. The combination with an automobile-body proper, of posts extending vertically from said body proper, a canopy supported by said posts, detachable side panels located between pairs of said posts, removable retaining-strips secured to said posts and overlapping said panels, and packing-strips interposed between said panels and said posts, substantially as set forth.

5. The combination with an automobile-body proper provided with front and rear seats, of posts extending vertically from said body proper, a canopy supported by said posts, a rear wall permanently mounted between the top of said rear seat and said canopy and a detachable partition surmounting the back of said front seat, substantially as set forth.

HENRY F. VOGEL.

In presence of—

A. DICKMANN,
M. C. MURPHY.