





# UNITED STATES PATENT OFFICE.

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## VEHICLE-BODY.

No. 820,343.

Specification of Letters Patent.

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*To all whom it may concern:*

Be it known that I, WILLIAM H. F. BLUME, a citizen of the United States, and a resident of St. Louis, Missouri, have invented certain new and useful Improvements in Vehicle-Bodies, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates generally to vehicle-bodies, and more particularly to a transformable vehicle-body or a body so constructed as that a vehicle-body of the Stanhope pattern may be transformed into a coupé.

My invention consists in a Stanhope body, swinging brackets carried by the rear end of said Stanhope body, a coupé body adapted to be arranged against the Stanhope body upon said brackets, and a suitable fastening device for securing the two bodies together.

To the above purposes my invention further consists in certain new and novel features of construction and arrangement of parts, that will be hereinafter more fully set forth, pointed out in my claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved vehicle-body in the form of a Stanhope. Fig. 2 is a side elevation of the vehicle-body transformed into a coupé. Fig. 3 is an enlarged detail section illustrating one of the fastening devices used for securing the upper portion of the coupé to the top of the Stanhope body. Fig. 4 is a vertical section taken on the line 4 4 of Fig. 3.

Referring by numerals to the accompanying drawings, 1 indicates the body of a Stanhope, which is of the usual well-known construction, provided at its lower end with a horizontally-arranged rearwardly-extending frame 2 and with the usual seat 3, back 4, hood 5, and foot-rest 6. These parts are all of well-known common construction, and therefore need not be described in detail.

An L-shaped bracket 7 is secured by means of a hinge 8 at the outer end of its horizontal arm to the top of its extended frame 2, and said bracket is adapted to swing upwardly and rearwardly, as indicated by the dotted line A, Fig. 1, so that its vertical arm, which normally rests against the rear of the Stanhope body 1, assumes a horizontal position, as shown by dotted lines in Fig. 1 and the solid lines in Fig. 2.

The coupé portion of the vehicle comprises the body 9, in each side of which is formed the usual window 10 and there being the usual hinged door 11 on each side of said body, the back 12, and the top 13. The under side of the body 9 is made perfectly flat, and when the vehicle is transformed into a coupé said body rests directly upon the bracket 7. The door 11 of the coupé-body is detachably secured to said body by means of suitable hinges 14, and when desired the doors may be entirely removed from the coupé-body and the vehicle will then be transformed into an open coupé or surrey. Fixed to the edges of the Stanhope body 5 is a drip-molding 15, and formed in this molding on the rear side of the top 5 is a series of elongated apertures, such as 16, Figs. 3 and 4. Rigidly secured to the under side of the edge of the top 13 of the coupé-body is a transversely-arranged strip 17, in which is rotatably seated a series of locking-bolts 18, the inner ends 19 of which are bent at right angles to the body portion and are adapted to enter the slots 16 when the coupé-body is mounted on the Stanhope body. That portion of each bolt 18 that extends outwardly through the strip 17 is screw-threaded and adapted to receive a winged nut 20. The extreme outer end 21 of the bolt is made square in order to receive a suitable tool for rotating the bolt 18 to turn the bent end 19 thereof upwardly or downwardly. When my improved vehicle-body is arranged as a Stanhope, the coupé-body is detached from said Stanhope body and the bracket 7 is swung forwardly into the position as seen in Fig. 1, and it has the appearance of a piece of molding or fancy bracket, and it serves the purpose of an ornamental part of the Stanhope body. When the body is transformed into a coupé, the bracket 7 is swung upwardly and rearwardly, and the coupé-body is positioned on said bracket with the front edge of the top 13 bearing directly against the rear side of the top 5. The laterally-bent ends of the bolts 18, which have previously been swung into horizontal positions, are now swung downwardly into the slots 16 by rotating said bolts 18, and the winged nuts 20 are now tightened upon said bolts against the strip 17 to rigidly retain them in locked positions. This forms a very complete coupé of neat and finished appearance and which can be readily unlocked and detached from the Stanhope body.



A vehicle-body of my improved construction is simple, strong, and durable, combines the advantages of both a Stanhope and a coupé, and can be readily transformed from  
5 one to the other.

I claim—

1. The combination with a Stanhope body, of a supporting-bracket hinged to the rear side of said Stanhope body, and a coupé-  
10 body constructed to be positioned on the bracket against the Stanhope body; substantially as specified.

2. The combination with a Stanhope body, of a supporting-bracket hinged to the rear  
15 end of said Stanhope body, and a coupé-body detachably secured to the Stanhope body

and supported by the bracket; substantially as specified.

3. A vehicle-body comprising a Stanhope body, a bracket hinged to the rear side of  
20 said Stanhope body, a coupé-body adapted to be positioned against the rear side of the Stanhope body upon the bracket, and locking devices for securing the bodies together; substantially as specified. 25

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

WILLIAM H. F. BLUME.

Witnesses:

M. P. SMITH,  
E. M. HARRINGTON.