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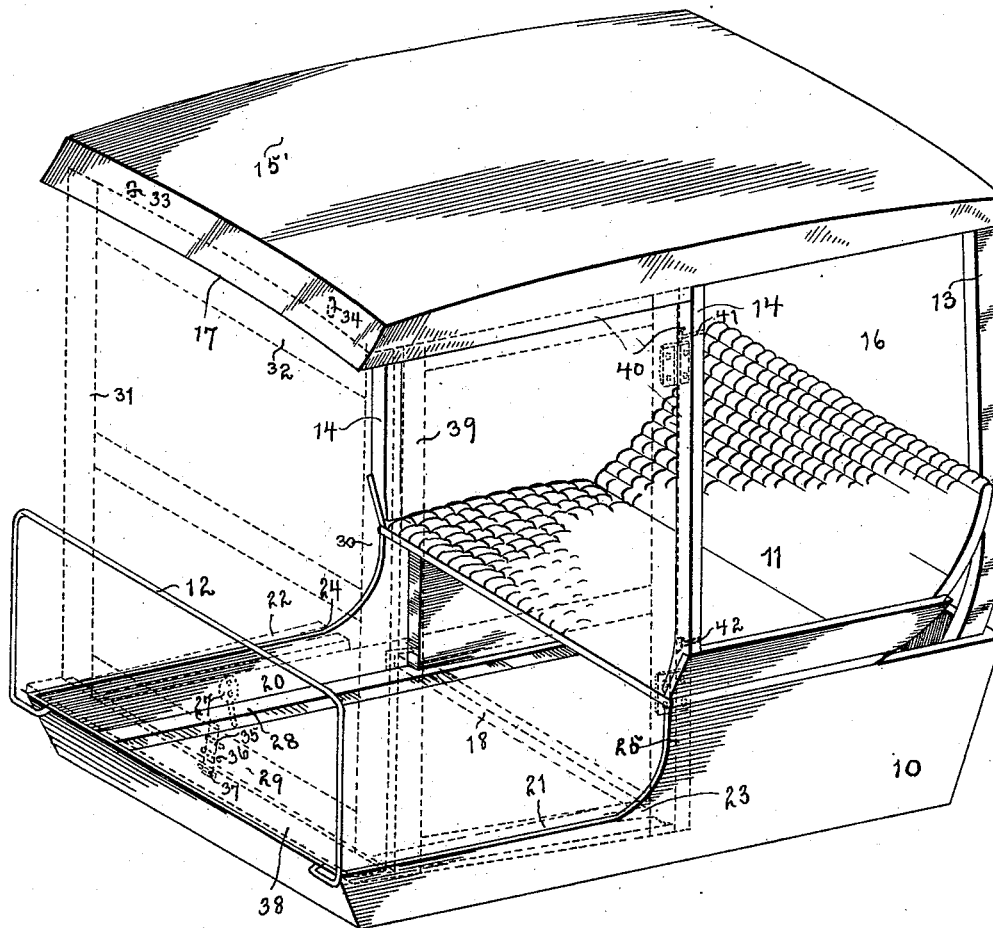
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J. E. W. SCHURICHT.
TRANSFORMABLE CARRIAGE.

No. 523,179.

Patented July 17, 1894.

Fig. 1.



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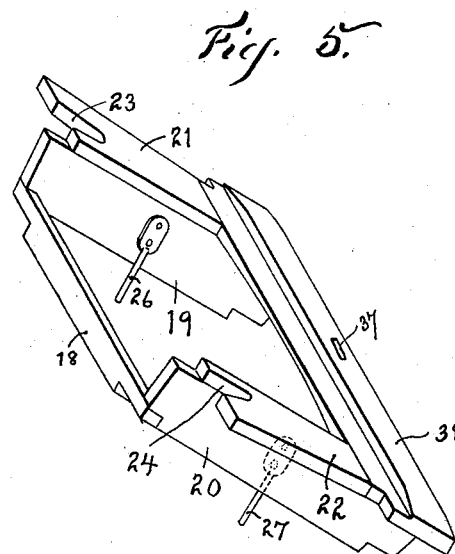
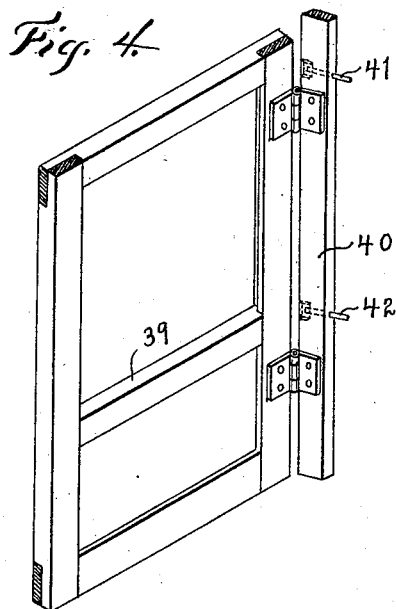
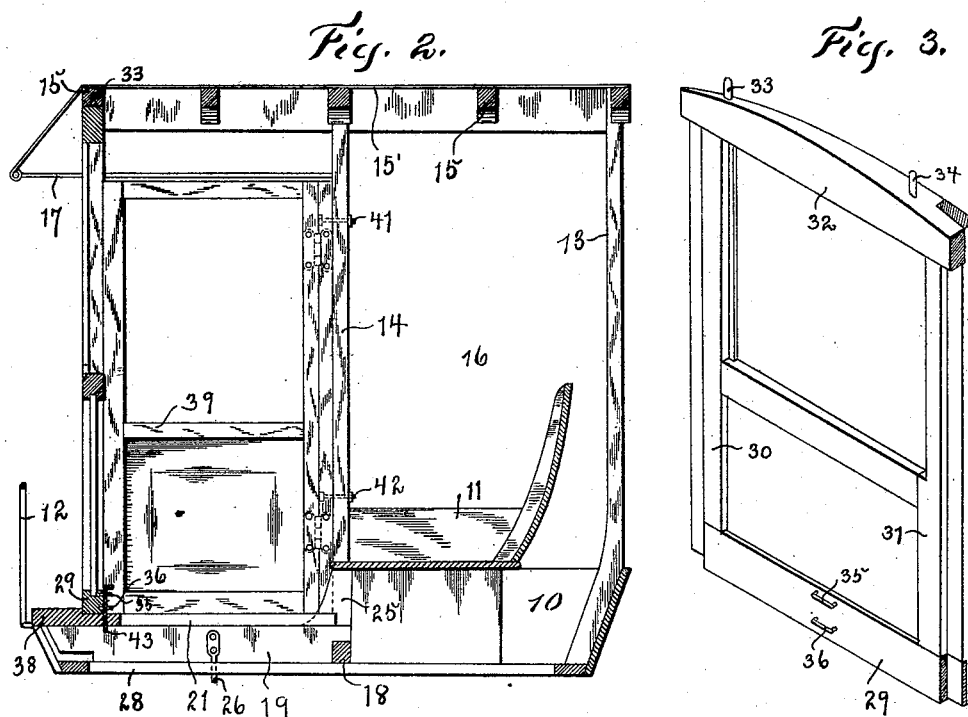
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UNITED STATES PATENT OFFICE.

JOHN E. W. SCHURICHT, OF ST. LOUIS, MISSOURI.

TRANSFORMABLE CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 523,179, dated July 17, 1894.

Application filed April 9, 1894. Serial No. 506,808. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. W. SCHURICHT, of the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Transformable Storm Buggies and Carriages, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

10 The object of this invention is to provide improved means for transforming an ordinary storm buggy into a closed carriage.

This invention consists in the combination with an ordinary storm buggy, of a base frame, 15 a front, and doors removably and replaceably connected with said buggy and adapted to be used, or not, subject to the desire of the owner.

Referring to the drawings: Figure 1 is a perspective view of a storm buggy-body, and the dotted lines therein showing the attachments, whereby said buggy is transformed into a carriage. Fig. 2 is a central longitudinal sectional elevation of the vehicle in the form of a carriage. Fig. 3 is a perspective 20 view of the front. Fig. 4 is a perspective view of one of the doors, and the lintel on which the same is mounted. Fig. 5 is a perspective view of the base frame.

In the construction of the vehicle as shown, 30 the numeral 10 designates the bed, having a seat 11, and a dash 12. The buggy is also provided with posts 13, 13 at each of the rear corners thereof, and 14, 14 at the forward corners of the seat, on the top of which posts is 35 supported a roof-frame 15, having the ordinary oil-skin covering 15', ordinary curtains 16 being also provided inclosing the space between the posts 13 and 13, and the space between the posts 13 and 14. A wire frame 17 40 is fixed to the posts 14, 14 and the forward projecting portion of the roof-frame 15, which wire frame is adapted to receive and hold the depending portion of the covering 16.

Removably and replaceably mounted in the 45 bed 10, in advance of the seat 11, is a base-frame, comprising a horizontal bar 18, adapted to rest upon the bed immediately in advance of the seat; side-bars 19, 20, fixed to said horizontal bar, and extending forwardly therefrom to points of contact with the forward 50 end of the said bed, the said side-bars having notches in the forward corners thereof,

adapted to rest upon, and engage one of the frame bars of the said bed.

Fixed to, and extending longitudinally of, 55 the side-bars 19, 20 are boards 21, 22, having their greatest transverse dimensions at right angles to the greatest transverse dimension of the said side-bars, the rear end portions of which boards are provided with notches 23, 60 24, adapted for engagement with plates 25, 25, fixed to the posts 14, 14, and projecting in front of the seat 11 at either end thereof, thereby preventing lateral movement of the base frame. 65

Fixed to, and extending downwardly from, the side-bars 19, 20 are pins 26, 27, which pins are adapted for engagement in perforations formed in the side-frame 28 of the bed 10.

A front is provided, comprising a base-bar 70 29, vertical standards 30, 31 and a header 32, wooden, leather, or glass panels being seated in the said front, if desired. Seated in, and extending upwardly from, the header 32 are pins 33, 34 adapted for engagement in perforations in the lower portion of the forward 75 bar of the top frame 15, and staples 35, 36 are seated in, and extend inwardly from, the inner face of the base bar 29 in alignment with a vertical aperture 37 in a cross-bar 38 on the 80 forward portion of the base frame.

Doors 39 are provided, which said doors are hinged to lintels 40, which said lintels are provided with pins 41, 42, adapted for engagement with perforations in the posts 14, 14. 85

When it is desired to employ the vehicle as a storm buggy, the doors, front and base frame are removed, and when it is desired to employ the vehicle as a carriage, the base frame is seated within the bed 10, by positioning 90 said base frame, so that the notches 23, 24 in the boards 21, 22 engage with the plates 25, 25, and the pins 26, 27, in the side-bars 19, 20, engage in the perforations in the frame 28 of the said bed. 95

The front is positioned by inserting the pins 33, 34 in the perforations in the roof-frame 15, positioning the said front vertically, and inserting a pin 43 in the aligning staples 35, 36 and aperture 37. The doors are then positioned by inserting the pins, on the lintels 40, in the perforations in the posts 14. 100

Any desired locking device, or handle may be employed for the doors 39, 39, and the car-

riage may be finished in any form, or style, desired by the user, my invention residing in the means of transforming a storm buggy into a carriage, or vice versa, rather than in the
5 details of construction of the carriage, and the finish thereof.

What I claim is—

10 1. The combination with a buggy, of a removable and replaceable front, doors, and base frame.

15 2. The combination with a buggy body having a forwardly projecting roof-frame, a removable base-frame of a front removably and replaceably located vertically between the said roof portion and the removable base-frame, and doors removably and replaceably located between said front and the side portions of the buggy.

3. The combination with a buggy having a bed, posts and roof, of a base frame removably located in said bed in advance of the seat therein, a front detachably connected to said base frame and vertically extending to the said roof, means of connection between the upper end of said front and the said roof, 25 door lintels, doors hinged upon said lintels, and means of detachable connection between said lintels and the forward posts of the said buggy, the said doors being adapted for engagement with the said front. 30

In testimony whereof I affix my signature in presence of two witnesses.

JOHN E. W. SCHURICHT.

Witnesses:

S. C. SWEET,

M. GRIFFIN.