A. BINK.

Folding Carriage Door.

No. 202,091. Patented April 9, 1878.

Fig. 2.

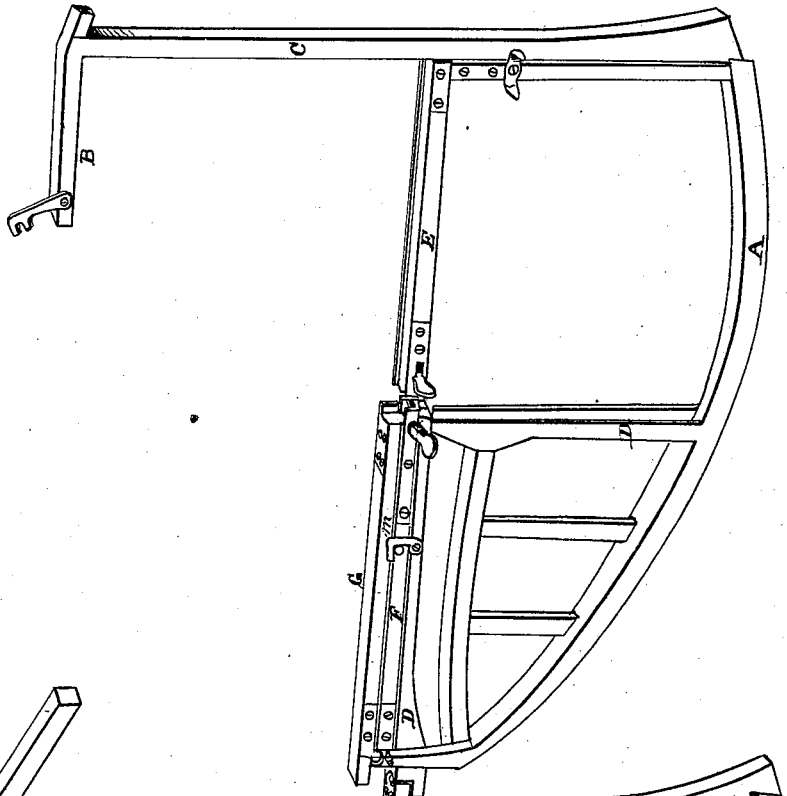
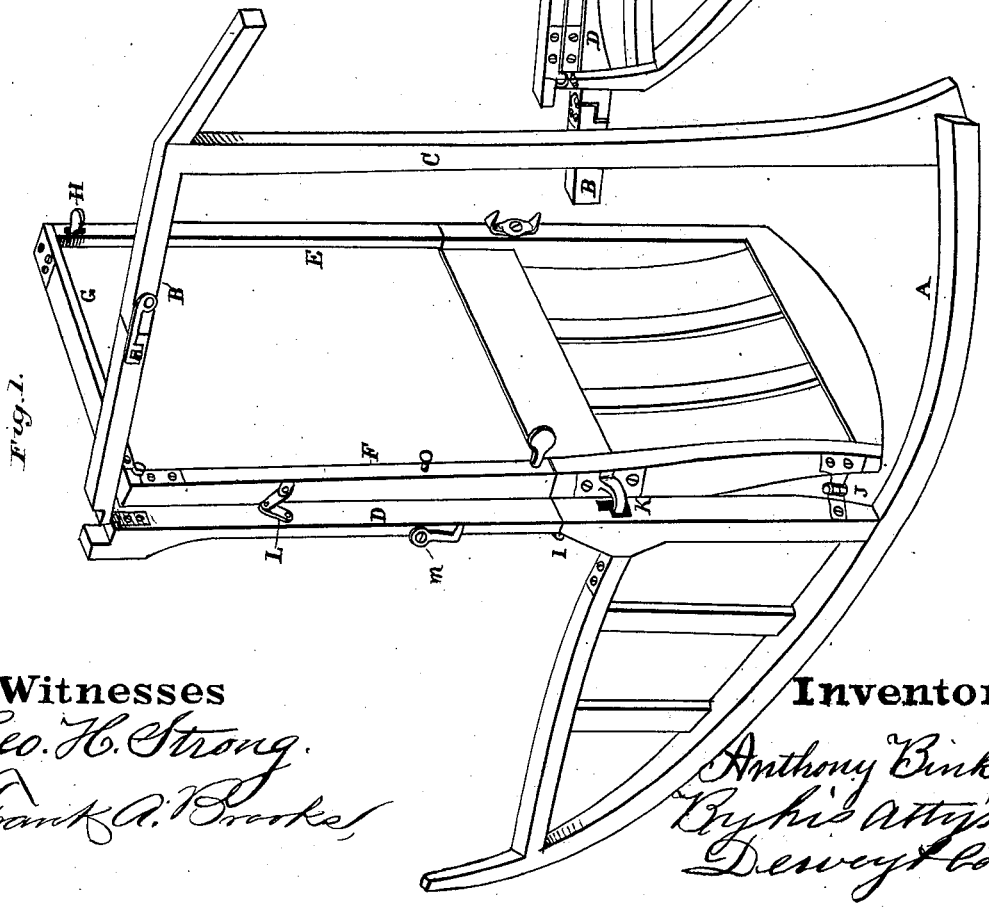


Fig. 1.



Witnesses

Geo. H. Strong.

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By his Atty's

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UNITED STATES PATENT OFFICE.

ANTHONY BINK, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN FOLDING CARRIAGE-DOORS.

Specification forming part of Letters Patent No. **202,091**, dated April 9, 1878; application filed September 3, 1877.

To all whom it may concern:

Be it known that I, ANTHONY BINK, of the city and county of San Francisco, and State of California, have invented a Folding Carriage-Door; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings.

My invention relates to certain improvements in carriages in which the top or hood is made to be thrown back or forward, so as to leave an open carriage; and it consists more particularly in a novel construction of the door with its pillar, top bar, the rear standing pillar and link, so that, while they may be folded down out of the way in the open carriage, it will be possible to form a complete door-frame when the hood is up.

In the drawings, Figure 1 is a view showing the door-frame in position when the hood is up, and Fig. 2 shows it folded down.

A is the sill, and B the top rail, of a carriage. C is the front standing pillar, forming one side of the door-casing of the carriage; and D is the rear standing pillar. E is the front, and F the rear, pillar of the door proper, and G is the top rail of the door. These pillars E and F are grooved on their inside faces, so as to guide the sash and allow the window to slide up and down, and they form a complete door-frame and protection to the window when they are locked in position and the hood of the carriage is up.

When it is desired to let the hood down and form an open carriage, it is also necessary to let down the window and fold the frame down compactly.

My door is complete, the top rail G being hinged to the rear pillar F, and fitted to the upper end of the front pillar by a dovetail joint and a suitable locking device, H, so as to be perfectly rigid.

The top rail B of the carriage is divided centrally above the door, and the rear portion is hinged to the rear standing pillar D, so as to fold back with it in the usual manner. The rear standing pillar also has its lower end hinged to the carriage-body at I, so as to fold backward.

The rear pillar F of the door has the usual hinges J K, upon which the door turns, and, in addition, I have employed the link-hinges L, which unite the pillar F to the pillar D, and serve the double purpose of supporting the upper part of the door when it is opened in its complete state, and also to unite the two posts D and F, so that they will not separate when folded down.

The post F is united with the lower part of the door by a dowel or catch, which holds it perfectly rigid, but which may be easily detached by a thumb piece or screw, so as to allow this pillar to fall backward with the pillar D, and thus be entirely separated from the door.

The operation will then be as follows: The glass being first let down, the rail B being separated in the middle, the front pillar E is detached from the top rail G of the door-frame, and will then fold inward, so as to extend entirely across the door-panel above the glass, which it thus covers and forms a finish for. The rear pillar F is then detached from its connection with the lower part of the door, and, as it is united with the standing pillar D by the link-hinge, it will fold backward with this latter pillar, and the top rail G will fold down upon the pillar F, the whole lying perfectly flat and out of the way.

The pillars D and F may be united by a hook or other device, *m*, after they are folded down, and thus held securely in place.

By this construction I am enabled to make a complete door-frame, and at the same time one which can be folded completely out of the way.

Having thus described my invention, what I claim as new, and desire to protect by Letters Patent, is—

1. The rear pillar F of the door, provided with the supplemental hinges L, connecting it with the standing pillar D, and united with the lower part of the door by a detachable catch, so that the pillar F and rail G, may be folded back, substantially as herein described.

2. The front pillar E, so constructed as to fold inward across the door-panel, covering the sash and forming a finish therefor, in combination with the backwardly-folding rear pillars and top rail G, said parts capable of being united to form a door-frame, substantially as herein described.

In witness whereof I have hereunto set my hand.

ANTHONY BINK.

Witnesses:

GEO. H. STRONG,

FRANK A. BROOKS.