

J. ALLGAIER.
Coaches or Carriages.

No. 140,666.

Patented July 8, 1873.

Fig: 1

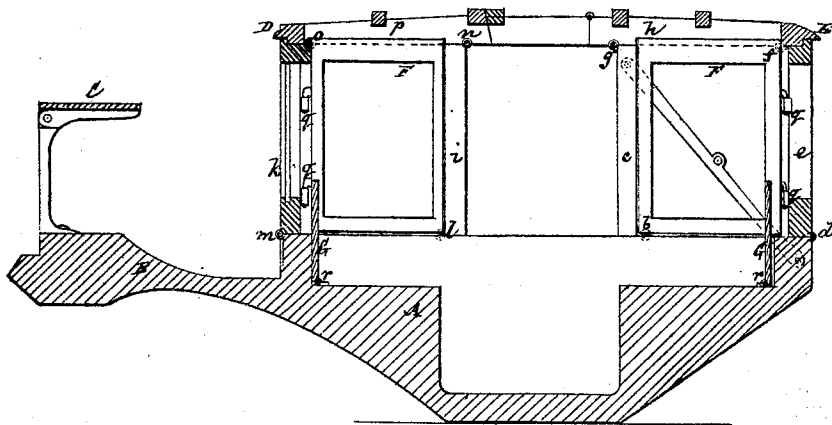


Fig: 2

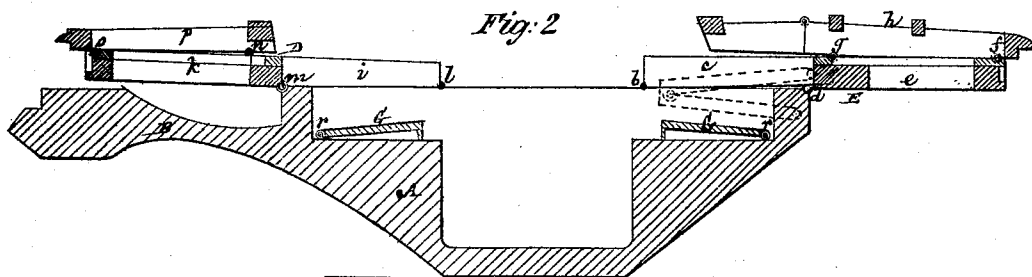
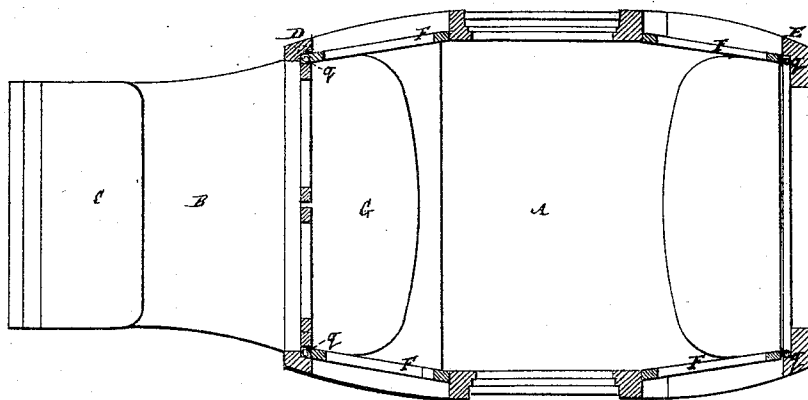


Fig: 3



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JOHN ALLGAIER, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN COACHES OR CARRIAGES.

Specification forming part of Letters Patent No. **140,666**, dated July 8, 1873; application filed December 17, 1872.

To all whom it may concern:

Be it known that I, JOHN ALLGAIER, of the city and county of Philadelphia, in the State of Pennsylvania, have invented certain Improvements in Coaches or Carriages having Opening Tops, of which the following is a specification:

This invention is applicable to landau coaches, various landaus, full clarences, or any other coach, coupé, or coupélet; and consists in a novel construction and attachment of either, here shown as the rear top part of such vehicles, whereby the whole frame of which said top part is composed is free to fold backward without flexing its top or pieces composing its frame intermediately of their length. The front top part may also be similarly constructed and attached to fold forward; and the invention furthermore consists in an attachment of the side windows, whereby the same are made to swing backwardly within the body as regards the rear top part, or forwardly within the body as regards the front top part, which provides for the folding of said top portions, as described. The invention also consists in a hinged attachment of the interior or seat back, both as regards the rear and front top parts of the vehicle, whereby said backs may be thrown down to permit of the side windows swinging over them, and which may be raised again after the top has been lowered or folded, as described.

In the accompanying drawing, which forms part of this specification, Figure 1 represents a longitudinal vertical section of a landau-coach constructed in accordance with my improvements, and with its back and front top parts raised; Fig. 2, a similar view, showing said top parts in their folded or lowered positions to convert the close coach into an open landau; and Fig. 3, a horizontal section with the parts in the position shown in Fig. 1.

Similar letters of reference indicate corresponding parts.

A represents the bed portion of the coach; B, the front portion of its base; and C, the driver's seat. D is the front top part, and E the back top part of the vehicle, each composed of a top frame, a side frame, and a front or back frame, respectively, and both uniting at their tops when closed by any suitable lock-

ing device or fastening. The back top part E is hinged below on its opposite sides to the bed portion A by hinges *b* on the rear side of the front uprights *c*, and by hinges *d* in similar relation as regards the back *e* of said top part. Said back *e* and front uprights *c* are likewise attached, but on their front sides, by hinges *f g* to the top *h*, the joints of said hinges being the same distance from each other that the hinges *b d* are, so that said top part E not only is attached to the bed portion A by a parallel motion, but so that, when folded down and backward, the top frame *h* lies flat or close upon or over the uprights *c* and back *e*, as illustrated in Fig. 2. This construction requires at least four sets of hinges, *b, d, f,* and *g*—that is, eight hinges in all, or four on each quarter side. The front top part D has its back uprights *i* and front or forward uprights *k* hinged in their front by hinges *l m* to the bed portion A, and at their backs above by hinges *n o* to the top *p* to admit of said top part folding down and forward, as also shown in Fig. 2. To provide for this folding of either body part D E the side windows F F are hung to swing inward, as on hinges or pivots *q q* arranged in rear of the back top part E and in front of the forward top part D, so that said windows, when swung inward from the sides, lie, respectively, within or against the back *e* of the back top part and front *k* of the front top part.

This swinging arrangement of the side windows is believed to be new independently of the folding construction of the top. To admit of said windows being thus swung or opened, and so that, when thus adjusted, they will lie out of the way behind the backs G of the seats, said backs are hinged below at *r*, whereby they may be let down, as shown in Figs. 2 and 3, to allow of the windows, as they are swung inward, passing over and in rear of said backs, which latter may be afterward raised in front of the windows and be secured by bolts or other fastenings, if required.

Leather curtains instead of glass may be used for the front windows, if desired.

What is here claimed, and desired to be secured by Letters Patent, is—

1. The top part E having its sides, back, and

top united with one another by hinges *f* and *g*, and with the bed part A by the hinges *b* *d*, as specified.

2. The side windows F hinged to swing or open inwardly against the back of the rear top part E, or inwardly against the front of the forward top part D, respectively, essentially as herein described.

3. The seat back or backs G hinged below to the fixed or bed portion of the vehicle, in combination with the inwardly swinging and opening windows F, substantially as specified.

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Witnesses:

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