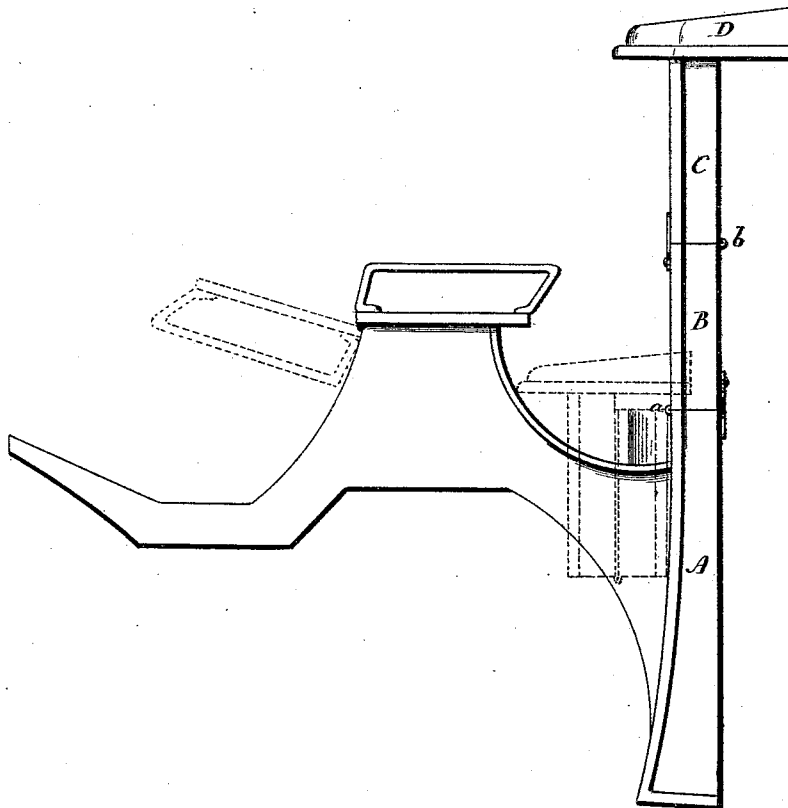


C. W. BLACKMAN.
FOLDING CARRIAGE TOP.

No. 175,412.

Patented March 28, 1876.



Witnessed.
A. Hummer
Clara Broughton.

Carlos W. Blackman
Inventor
By Atty.
John P. Earle

UNITED STATES PATENT OFFICE.

CARLOS W. BLACKMAN, OF NEW HAVEN, CONNECTICUT, ASSIGNOR TO
DURHAM & WOOSTER, OF SAME PLACE.

IMPROVEMENT IN FOLDING CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **175,412**, dated March 28, 1876; application filed
January 24, 1876.

To all whom it may concern:

Be it known that I, CARLOS W. BLACKMAN, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Folding Carriage-Tops; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent a side view of the front portion of a carriage.

This invention relates to an improvement in that class of carriages in which the front portion of the top is made removable, as in coupés and similar constructions, the object being to open the front substantially the same as if the top be removed, and yet without separating the top entirely from the body; and it consists in constructing the front posts with joints, so that they may be doubled and carry the front portion of the top down forward of, and close to, the door-posts.

A is the stationary part of the door-post, to which is hinged a second part, B, as at *a*, and to that a third part, C, as at *b*, the hinged joints being the first upon the outside, and the second upon the inside, the front section D of the top made fast to the upper end of the part C, and so that when set up the three parts form the front post, but when desired to open the front, the meeting-ends of the parts B C are pressed forward, doubling those two parts down and forward, so as to bring the top down to near the upper end of the

stationary part A of the post, and in rear of the driver's seat, as shown, where it is out of the way and no inconvenience, but yet so attached that in case the front is required to be closed the top may be raised by reversing the operation, and when set up the joints secured by suitable hooks, bolts, or other device.

In some cases it may be desirable or necessary to turn the driver's seat forward in order to fold or set up the front. In that case the top of the seat is hung at the forward edge, so that it may be turned over, as denoted in broken lines.

By this construction the inconvenience of entirely removing the front is avoided, and though out of the way for all practical purposes is always present when it is desirable to have the front closed.

I do not wish to be understood as broadly claiming a divided door-post of a carriage hinged so as to be folded, as such, I am aware, is not new.

I claim—

The door-post of a carriage completely divided transversely into the three parts A B C, each hinged to the other, the two sections B C to fold down parallel to each other and to the part A, and combined with a portion, D, of the top attached to the upper section C, all substantially as described.

CARLOS W. BLACKMAN.

Witnesses:

JOHN E. EARLE,
CLARA BROUGHTON.