

(No Model.)

J. FRYE.

DEVICE FOR OPENING OR CLOSING DOORS OF VEHICLES.

No. 543,476.

Patented July 30, 1895.

FIG. 1.

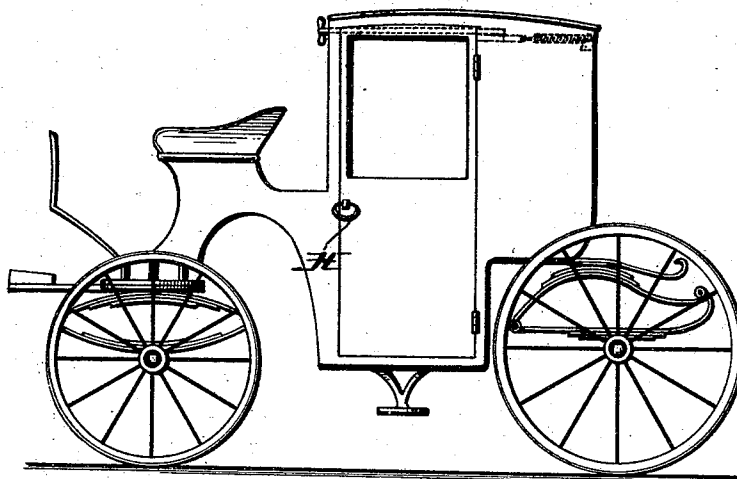


FIG. 2.

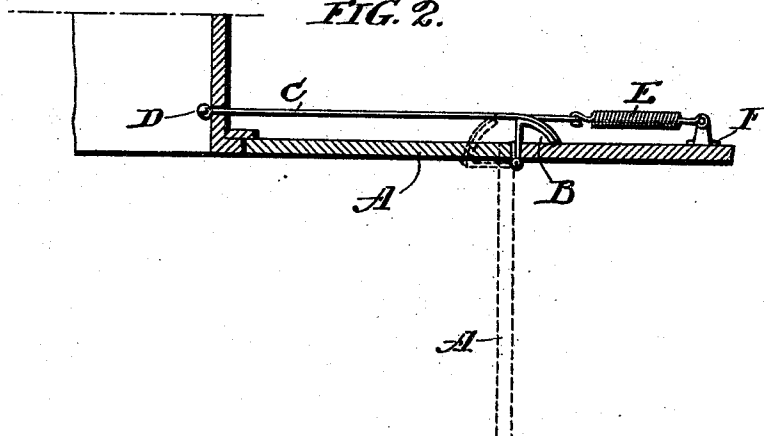
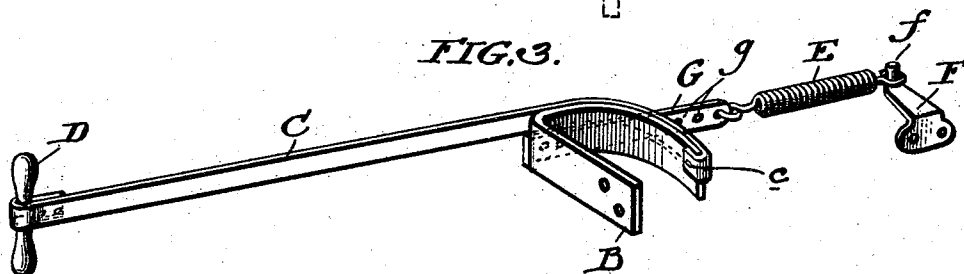


FIG. 3.



WITNESSES:

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DEVICE FOR OPENING OR CLOSING DOORS OF VEHICLES.

SPECIFICATION forming part of Letters Patent No. 543,476, dated July 30, 1895.

Application filed April 25, 1895. Serial No. 547,091. (No model.)

To all whom it may concern:

Be it known that I, JAMES FRYE, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Devices for Opening or Closing the Doors of Vehicles; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in devices for opening and closing the doors of carriages and other vehicles; and it consists, essentially, of a segmental plate secured at the top of the carriage-door, having a strap leading therefrom, with a handle within easy access of the driver, and a spring normally tending to keep the door closed, as will be more fully described hereinafter and particularly pointed out in the claim hereto annexed.

Referring now to the accompanying drawings, Figure 1 is a side elevation of the carriage, showing the position which my device would assume when applied thereto. Fig. 2 is an enlarged sectional plan view of my device. Fig. 3 is a detached perspective view of the same.

A is the door of the carriage, and B is a segmental plate secured thereto by screws.

C is the leather strap secured to the segmental plate by a rivet *c* and having at its opposite end a handle D.

E is a spiral spring, which is secured to a bracket F by means of a pin *f*, said bracket being secured to the inner sides of the carriage. The spring and segmental plate B are joined together by a strap G, having openings *g* in the ends thereof, whereby the spring E is secured.

The spring E, as will be readily seen, normally tends to keep the door of the carriage closed, but by operating the strap C the latter is caused to operate and pass the segmental plate B, thereby opening the door of the carriage.

The door of the vehicle may be locked in position in the usual manner by means of a handle H.

Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

In a device of the character described, the combination of a segmental plate B, a strap C connected therewith, having a handle D, a spring E, a bracket F and a strap G, the latter also being connected to one end of the segmental plate B, all substantially as specified.

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

JAMES FRYE.

Witnesses:

ROBERT W. LLOYD,
HERBERT I. LLOYD.