

# ABRIGHT & BURKHARD.

## Carriage-Top.

No. { 2,322.  
33,326. }

Patented Sept. 24, 1861.

Fig. 1.

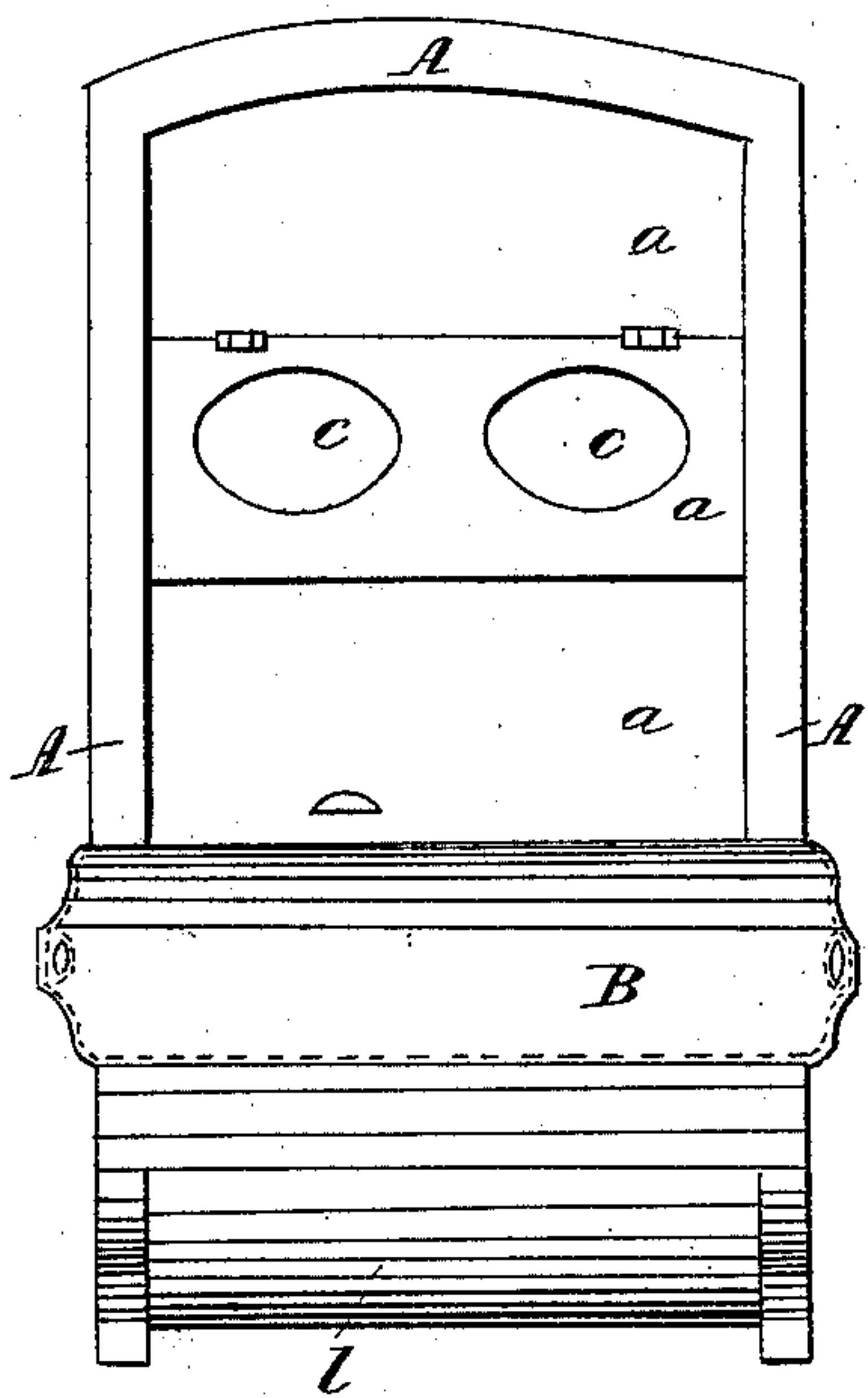


Fig. 2.

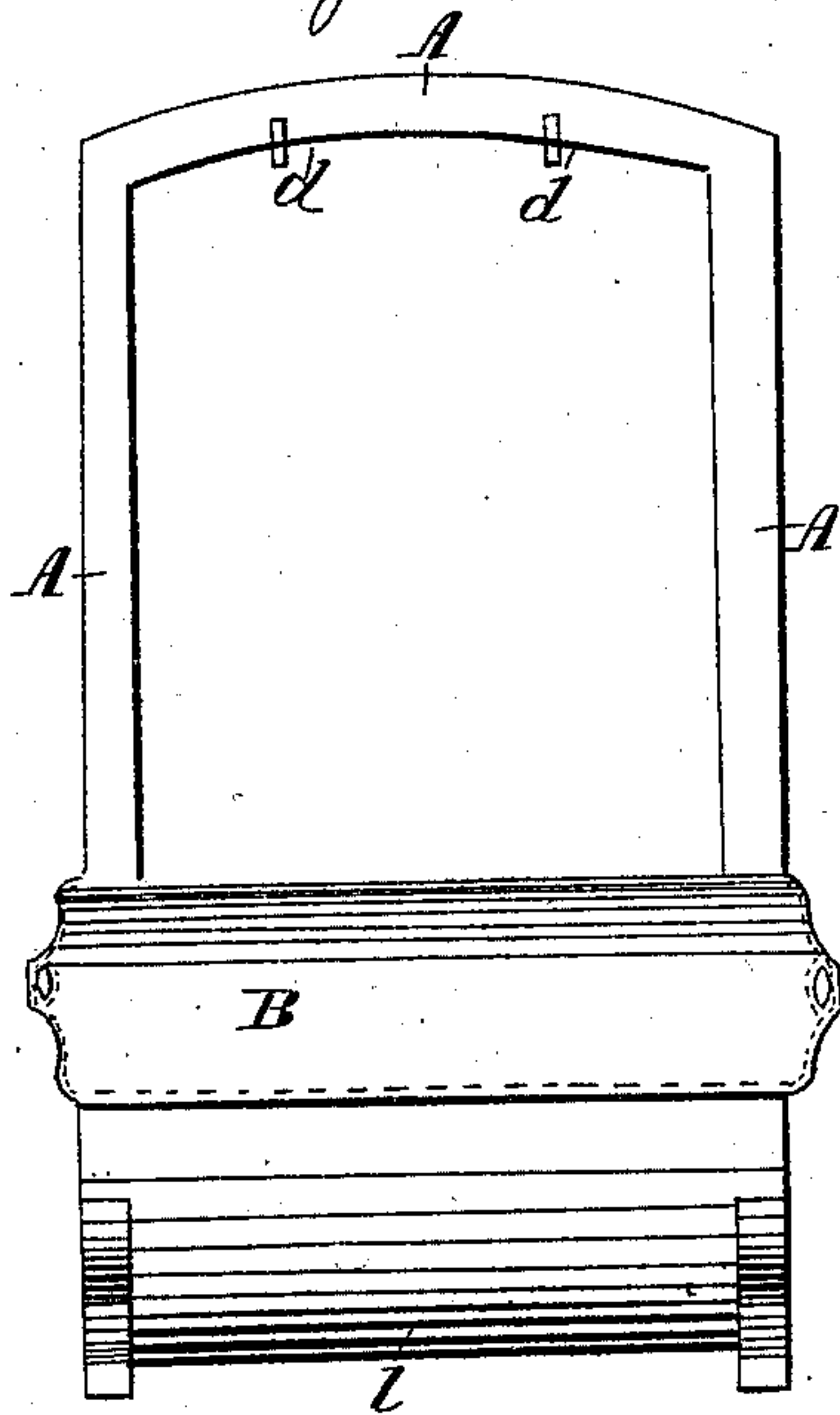


Fig. 3.

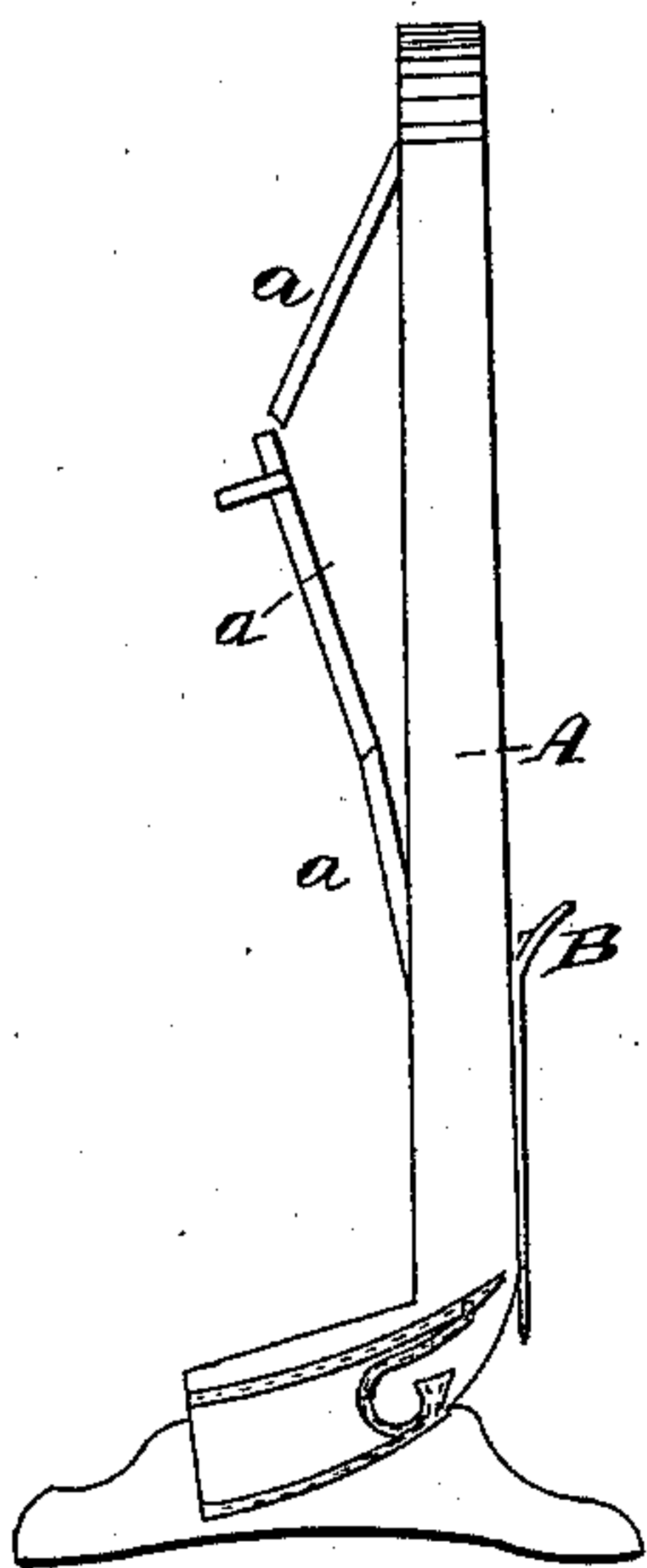
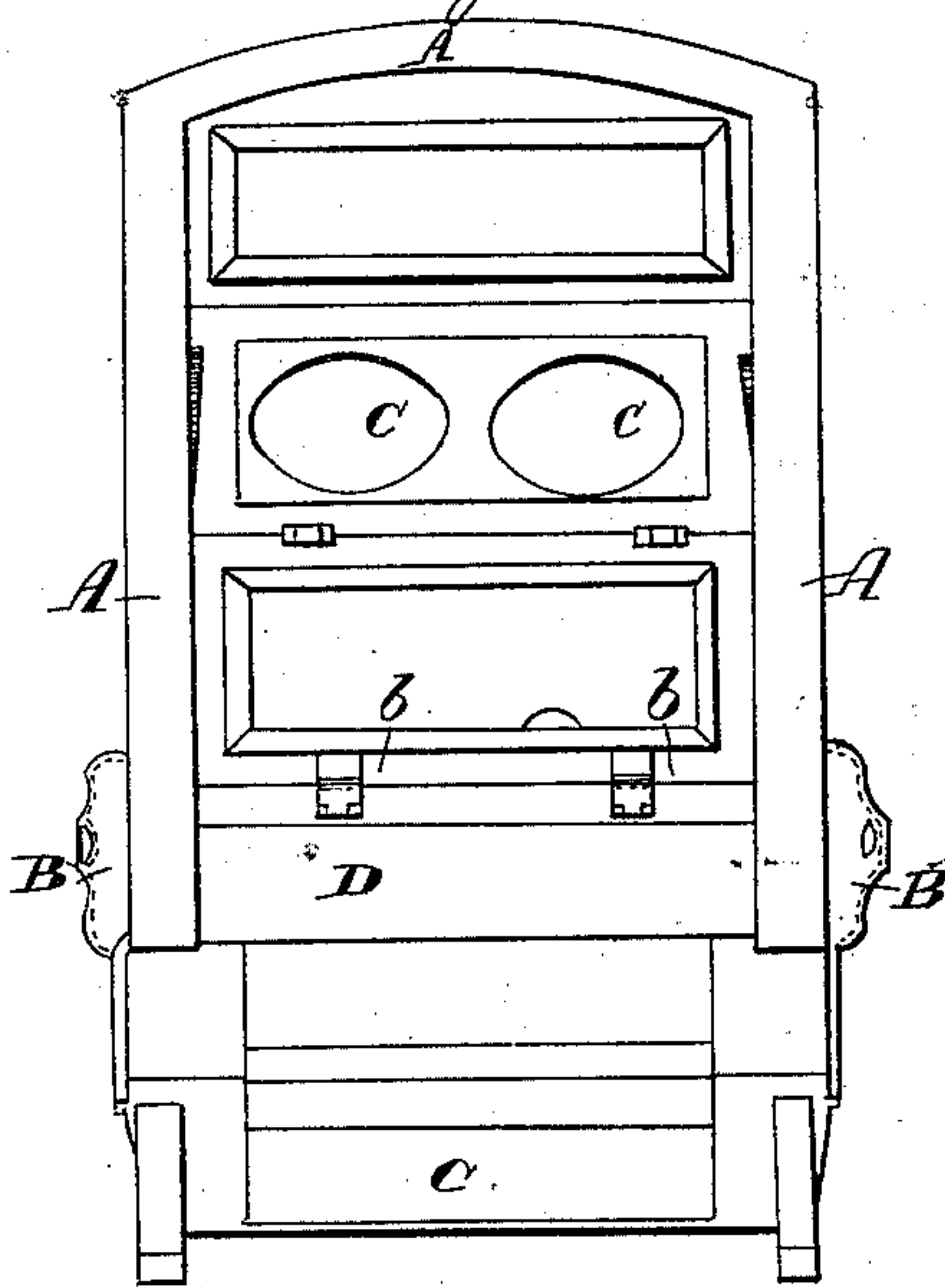


Fig. 4.



Witnesses

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# UNITED STATES PATENT OFFICE.

CHARLES F. ABRIGHT AND LEWIS BURKHARD, OF POTTSVILLE, PENNSYLVANIA.

## IMPROVEMENT IN REMOVABLE CARRIAGE-FRONTS.

Specification forming part of Letters Patent No. 33,326, dated September 24, 1861.

*To all whom it may concern:*

Be it known that we, CHARLES F. ABRIGHT and LEWIS BURKHARD, of Pottsville, Schuylkill county, in the State of Pennsylvania, have invented a new and useful Improvement in Adjustable Fronts for Carriages; and we do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, the same letters in each figure representing like parts.

Figure 1 is a front view with the invention elevated so as to close the front of the carriage. Fig. 2 is a front view with the improvement let down and the front of the carriage open. Fig. 3 is a side elevation. Fig. 4 shows an elevation the reverse of that shown in Fig. 1.

The nature of our invention consists in the manner of closing the fronts of carriages.

To enable those skilled in the art to make and use our invention, we will describe its construction and operation.

In Fig. 1, A represents the posts of the top frame; B, the dash-board; C, the front view of the bottom of the carriage; *a*, the different parts of the folding front attached to each other and to the strip D by folding hinges *b*; *c*, the glass windows; *d*, the pins in the top cross-piece A, which pins let into the top edge of the upper portion of the folding front *a*; *e*, in Fig. 4, springs; *f*, a hole through which the reins pass to the driver.

In the operation of the invention it will be seen that to close the front of the carriage the folding front is turned up to the position shown in Fig. 1, and the pins *d* fit into holes in the upper edge of the top piece *a* of the

folding front. The front is then pressed out until it fits closely up to the frame-posts A, when the springs *e* catch into them. The front is then held firmly in place and the reins are passed through the hole *f* to the driver, the front of the carriage being closed against wind, rain, and cold. When it is desired to drive with the front open, the springs *e* are pressed inward, detaching them from their hold in frame A, and a slight pressure from the outside on the folding front will detach it from position, so that it can be folded up, as seen in Figs. 2 and 3, out of the way, fitting snugly and neatly in front of the driver, thus avoiding any inconvenience to persons in the carriage.

We are aware that the fronts of carriages have been closed by various means; but these, in comparison with our invention, are costly and inconvenient, difficult in operation, and not so effective for the purposes designed. Besides this, our front is not only neater and more durable than any front we have ever known, but is entirely dissimilar in construction and operation.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The hinged or folding movable front for carriages, dispensing with aprons, constructed and operating as set forth, and for the purposes described.

C. F. ABRIGHT.  
LEWIS BURKHARD.

Witnesses:

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