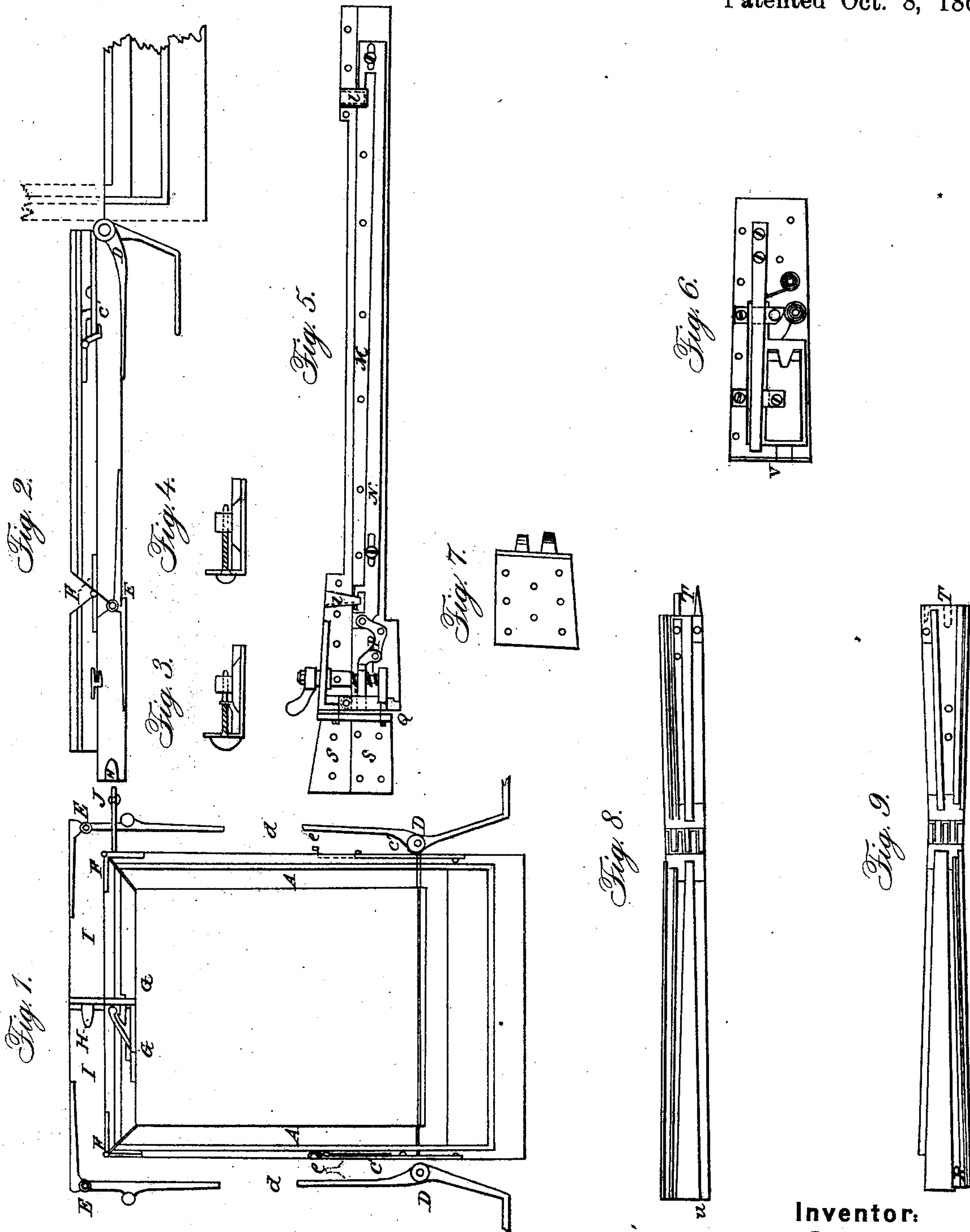


# DEVILLIARD & POSTWEILER.

## Carriage-Door.

No. 69,641.

Patented Oct. 8, 1867.



Witnesses:

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# United States Patent Office.

PHILIPPE DEVILLIARD AND ACHILLE POSTWEILER, OF PARIS, FRANCE.

*Letters Patent No. 69,641, dated October 8, 1867.*

## IMPROVEMENT IN CARRIAGE-DOORS.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL TO WHOM IT MAY CONCERN:

Be it known that we, PHILIPPE DEVILLIARD and ACHILLE POSTWEILER, of Paris, in the Empire of France, have invented a new and improved Mode of Constructing Doors to Landau and other similar Carriages; and we do hereby declare that the following is a full and exact description thereof, reference being made to the accompanying drawings, and to the letters of reference marked thereon.

The nature of our invention consists in adapting a jointed framework to the door, to which it is connected by bolts, the object of such framework being to admit of the door opening and shutting without the necessity of lowering the glass each time.

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

Figure 1 is a front view of our improved door, having the glass up and the hood closed.

Figure 2 is a similar view of the same, the hood being thrown back and the glass down.

Figures 3 and 4 are enlarged views of the bolts *c' c'*, in figs. 1 and 2. This is a simple mode of securing the framework to the door when the hood is closed, but the bolt we prefer for this purpose is represented in figs. 5, 6, and 7, and will be mentioned hereafter. *A A* are the uprights of the door, *c' c'* are bolts, furnished with hooks at the upper ends, which, on the bolts being turned, catch in rings *e e* attached to the hood-frame *d d*, and connect it to that of the door when the carriage is open. *D D E E* are the jointed bars usually employed for opening and closing this species of carriage. *F F* are hinges at the upper angles of the frame of the door. *G G* is a spring-catch for securing the said frame at the top. *H* is a tenon, serving the same purpose to the frame *I I* of the hood. *J* is a pivot-hinge attached to the door and frame of the hood, guiding the door-frame in opening or closing the hood.

Figure 5 is a modification of the bolts *c' c'*, figs. 1, 2, 3, and 4. It consists of a copper or other metal plate, *M*, on which the bolt *N* is mounted. *b b* are sockets thereto. *O* is a square thread-nut screw, on turning which the bolt is set in motion by means of the crank-piece *P*. These bolts are employed for the same purpose as those of *c' c'*, namely, to secure the uprights of the door-frame to the door. The part or plate *M* is attached to the upright, Figure 9, so that the end of the lock *Q* is even with that, *R*, of the upright of the door. *S S* is the other part of the lock, and is fixed to the corresponding frame of the hood. *T T*, figs. 8 and 9, are the parts forming the cross-piece or bar of the top of the door. It will be seen that the catch *G G*, fig. 1, is here dispensed with for a more simple mode of connection.

Figure 6 is placed at the end *U*, inside the upright of the door, Figure 8, so that the end of the lock *V* is even with the extremity *U*.

Figure 7 is the other part of the lock, and is fixed to the upright of the hood corresponding with that of the door, fig. 8.

It will thus be observed that the essential features of our invention consist in the adaptation to the usual door of a jointed framework, capable of folding together with that part attached to the hood, such latter part being simply arranged to admit of the door opening and shutting freely. In throwing back the hood it is simply necessary to give one single turn to the nut-screw, which disconnects the door-frame from the door, when it will fold back with the hood-frame, to which it is then attached. In closing the hood the reverse operation must be performed, or, in other words, the locking or unlocking of the parts is effected by the motion communicated to the bolt by turning the nut either one way or the other.

What we claim as our invention, and desire to secure by Letters Patent, is—

The application to the doors of landau, and carriages similar thereto, of a jointed framework, connected to the door by means of bolts, as herein described, and illustrated by the accompanying drawings.

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