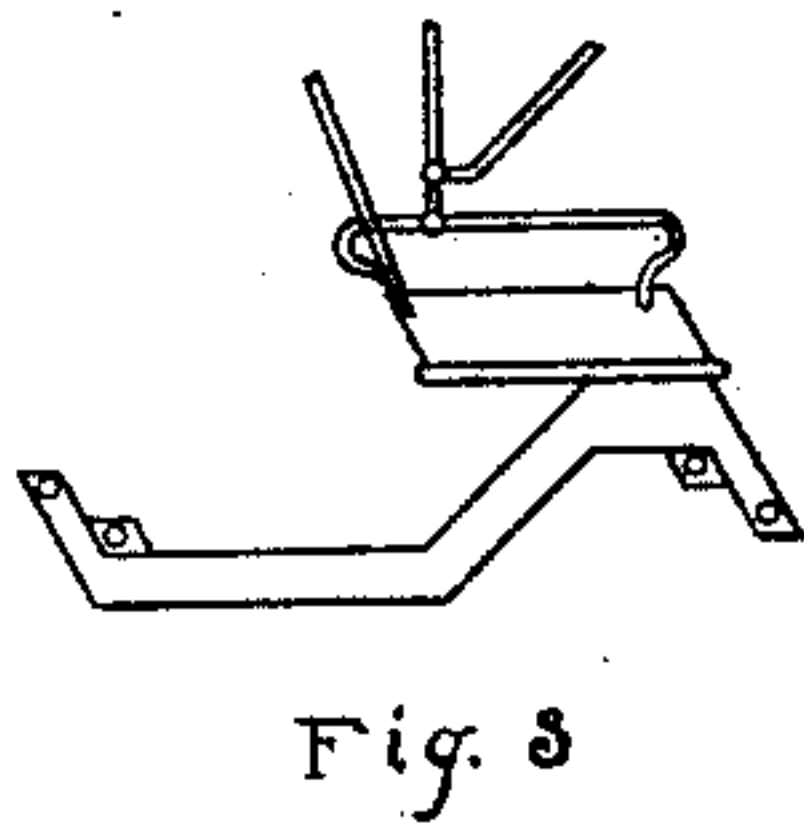
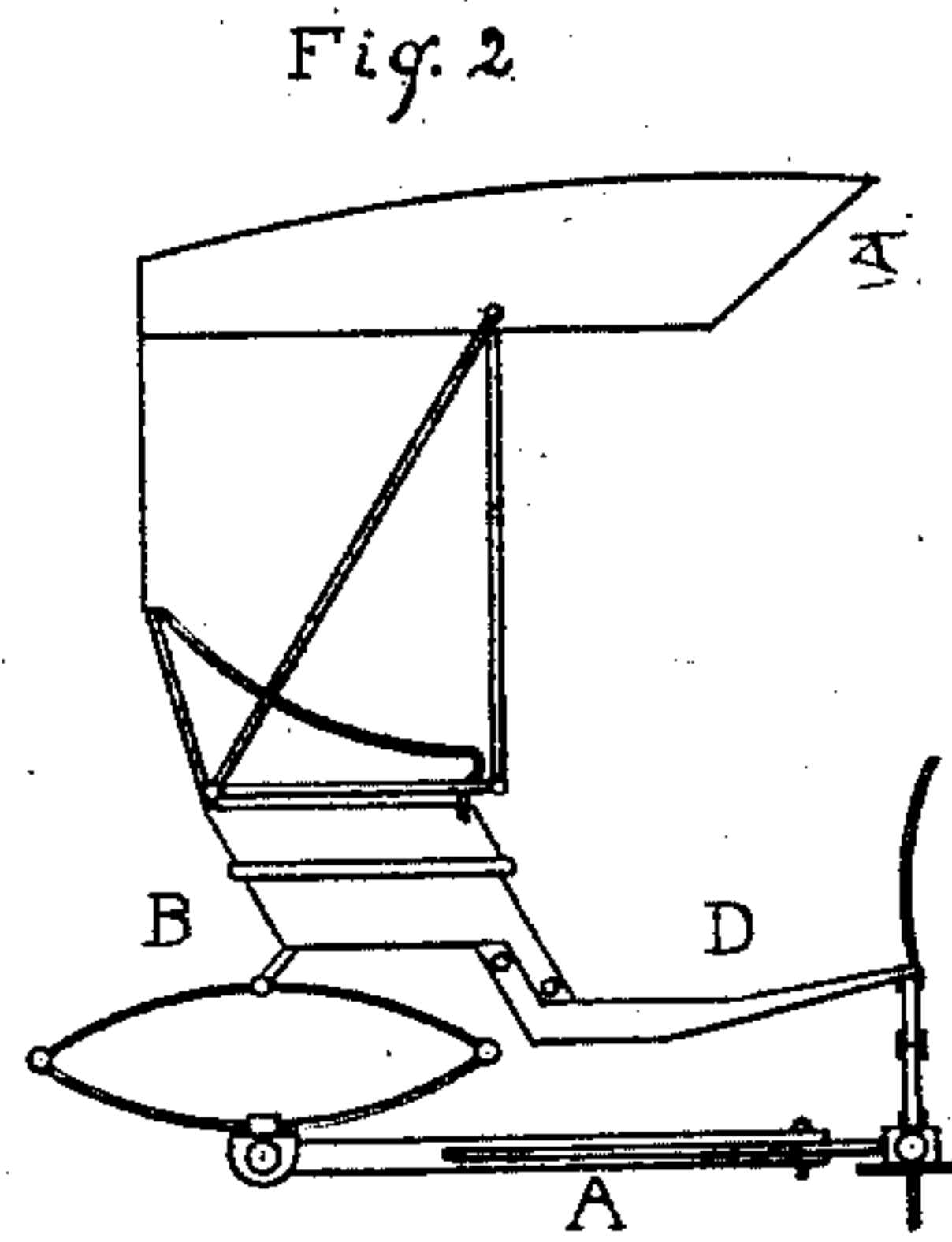
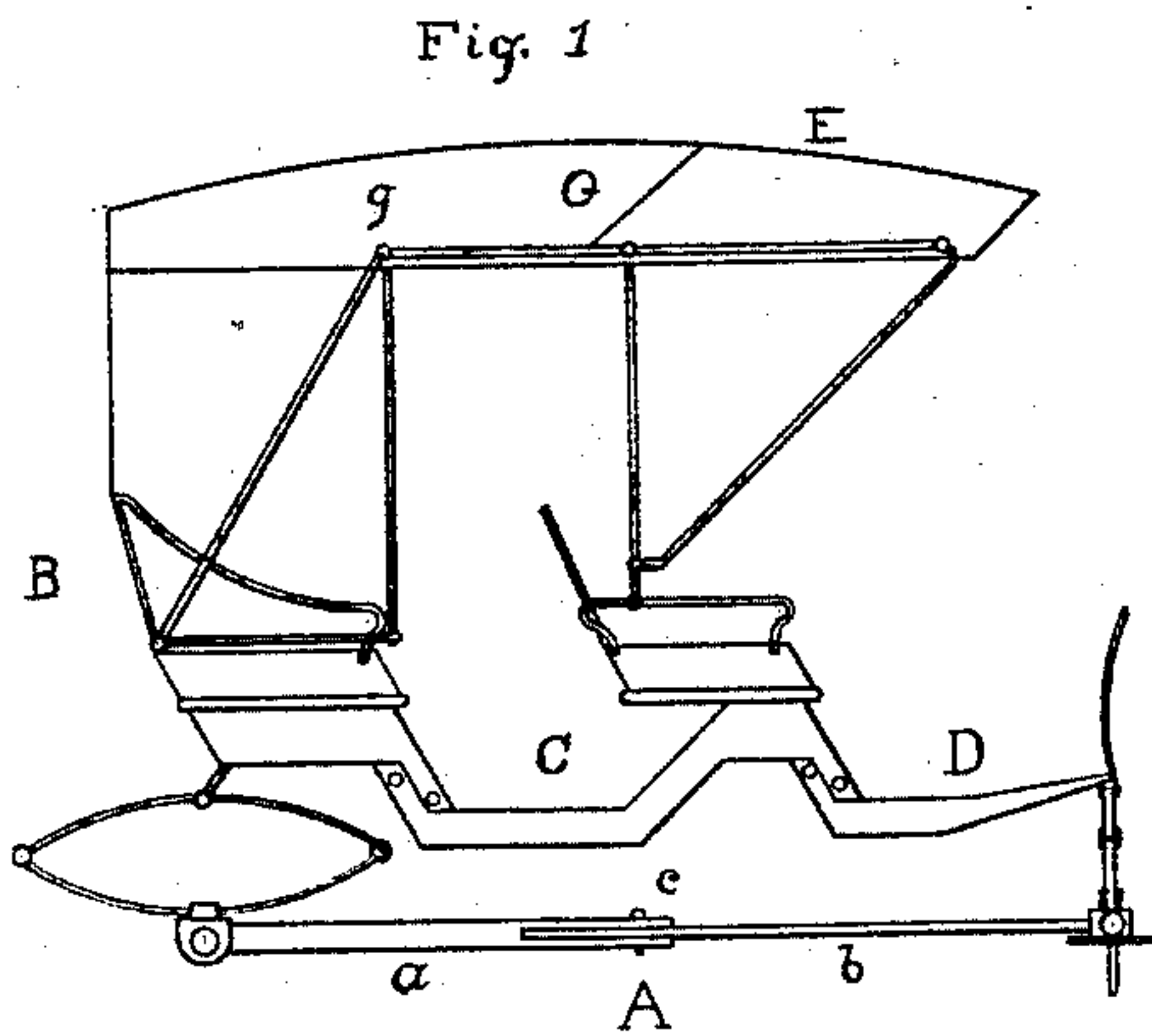


(No Model.)

C. P. WALDO.
EXTENSIBLE VEHICLE.

No. 362,129.

Patented May 3, 1887.



WITNESSES:

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CHARLES P. WALDO, OF MINNEAPOLIS, MINNESOTA.

EXTENSIBLE VEHICLE.

SPECIFICATION forming part of Letters Patent No. 362,129, dated May 3, 1887.

Application filed January 7, 1887. Serial No. 223,706. (No model.)

To all whom it may concern:

Be it known that I, CHARLES P. WALDO, a citizen of the United States, and a resident of Minneapolis, county of Hennepin, State of Minnesota, have invented a new and useful Extensible Conveyance, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to carriages, and has for its object to render the ordinary carriage convertible at will from a single to a double seated conveyance, or the reverse. I do this by making the carriage or body with a removable central section, and providing means for firmly attaching its sections. When used as a single-seated conveyance, the end sections are detachably fastened to each other. When used with two seats, the end sections are detachably connected to the central section.

In the case of a carriage the running-gears are made correspondingly extensible by a telescoping reach-pole. With carriages as now in general use two or more of each class must be kept to meet the requirements of individual and of family use. My invention makes the one conveyance answer both purposes, by a construction which is simple, economical, and efficient.

In the drawings, like letters referring to like parts throughout, Figure 1 is a side elevation of my invention as it appears in a two-seated carriage. Fig. 2 is a similar view of the same as it appears after the central section has been removed and the running-gear is shortened for a single-seated rig. Fig. 3 is a detail showing the removable section of the carriage-body.

A is the reach-pole connecting the two parts of the ordinary running-gear. It is composed of the two parts, *a* and *b*. The former is made hollow and the latter telescopes within the same. A pin, *c*, secures the parts of the reach-pole in their extended or shortened positions.

B C D is the vehicle-body. It is composed of sections B, C, and D.

E F is the top of the carriage, in two sec-

tions, E and F. The section E is attached to the removable body-section C. The top is a falling top, and is provided with the customary pivoted braces, G G'. The front brace, G, is detachably connected to G' at *g*. The front part of the rear section, B, is made of exactly the same shape as the front part of the middle section, C, and the rear parts of the front and central sections are alike in shape; hence the rear and front section will joint either together or to the central section in the same manner. The sections may be connected in any suitable way. All that is necessary is that the parts be held firmly and detachably together. I may connect them by bolts and nuts, or I may use the principle of the common door-hinge, attaching one part to each section and connecting them by a common draw-bolt.

The operation is evident from the description already given. All that is necessary to convert the conveyance from a double to a single rig is to take out the central section, telescope the reach-pole, and connect the end sections.

What I claim, and desire to secure by Letters Patent of the United States, is as follows:

1. In combination, a sectional carriage-body composed of end sections and a removable central section, as described, a sectional carriage-top with one section attached to the removable section of the carriage-body, and running-gear provided with a telescoping reach-pole, substantially as and for the purpose described.

2. In combination, the sectional carriage-body B C D, means, substantially as described, for detachably connecting the sections, sectional top F E, the section E being attached to the removable body-section C, and the telescoping reach-pole A, composed of the sections *a* and *b*, and provided with the pin *c*, substantially as and for the purpose described.

CHARLES P. WALDO.

In presence of—

EDWARD WALDO,

J. F. WILLIAMSON.