

No. 679,822.

Patented Aug. 6, 1901.

W. BAHRENBURG.  
VEHICLE DOOR.

(Application filed June 6, 1901.)

(No Model.)

FIG. 1.

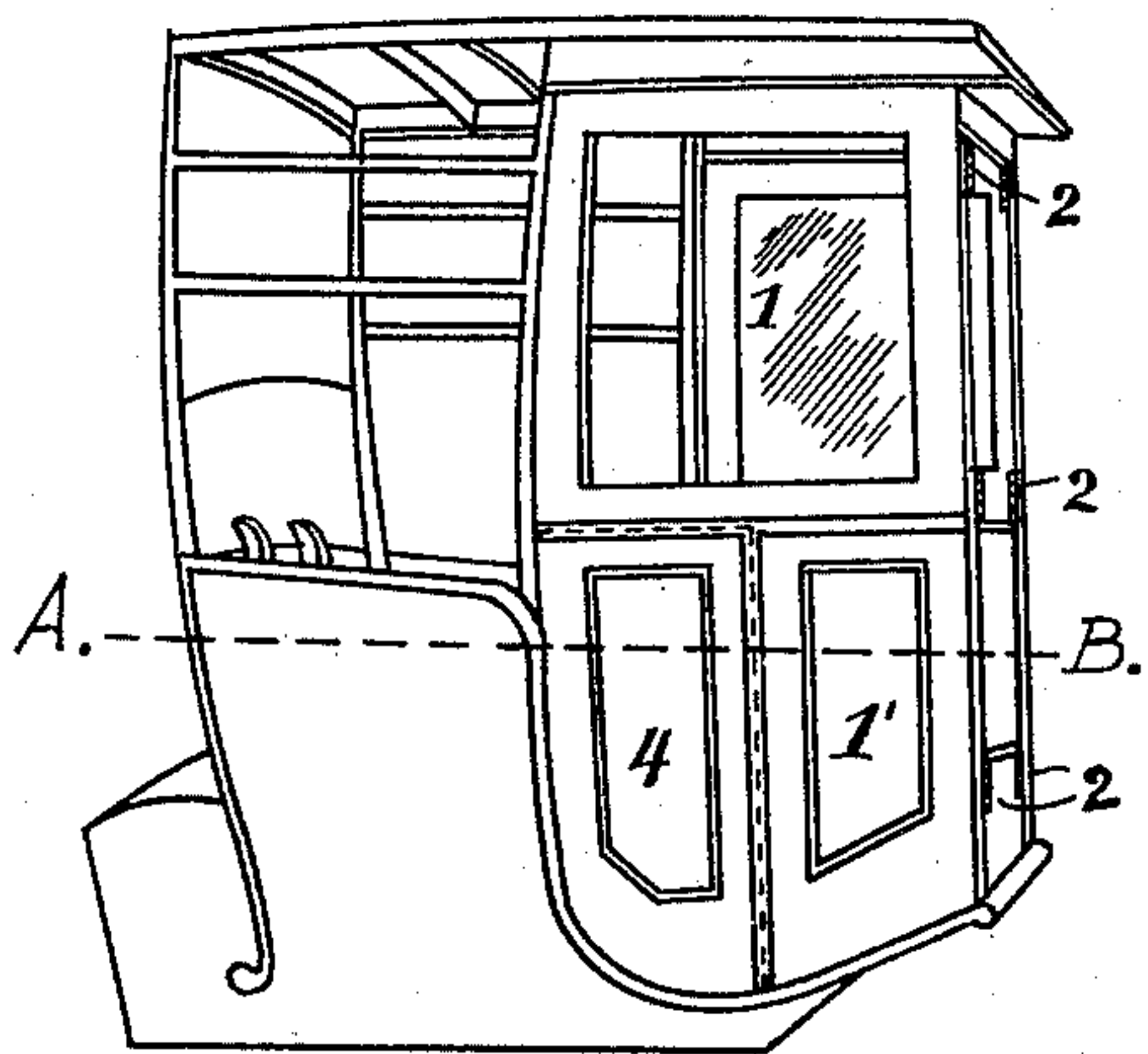


FIG. 2.

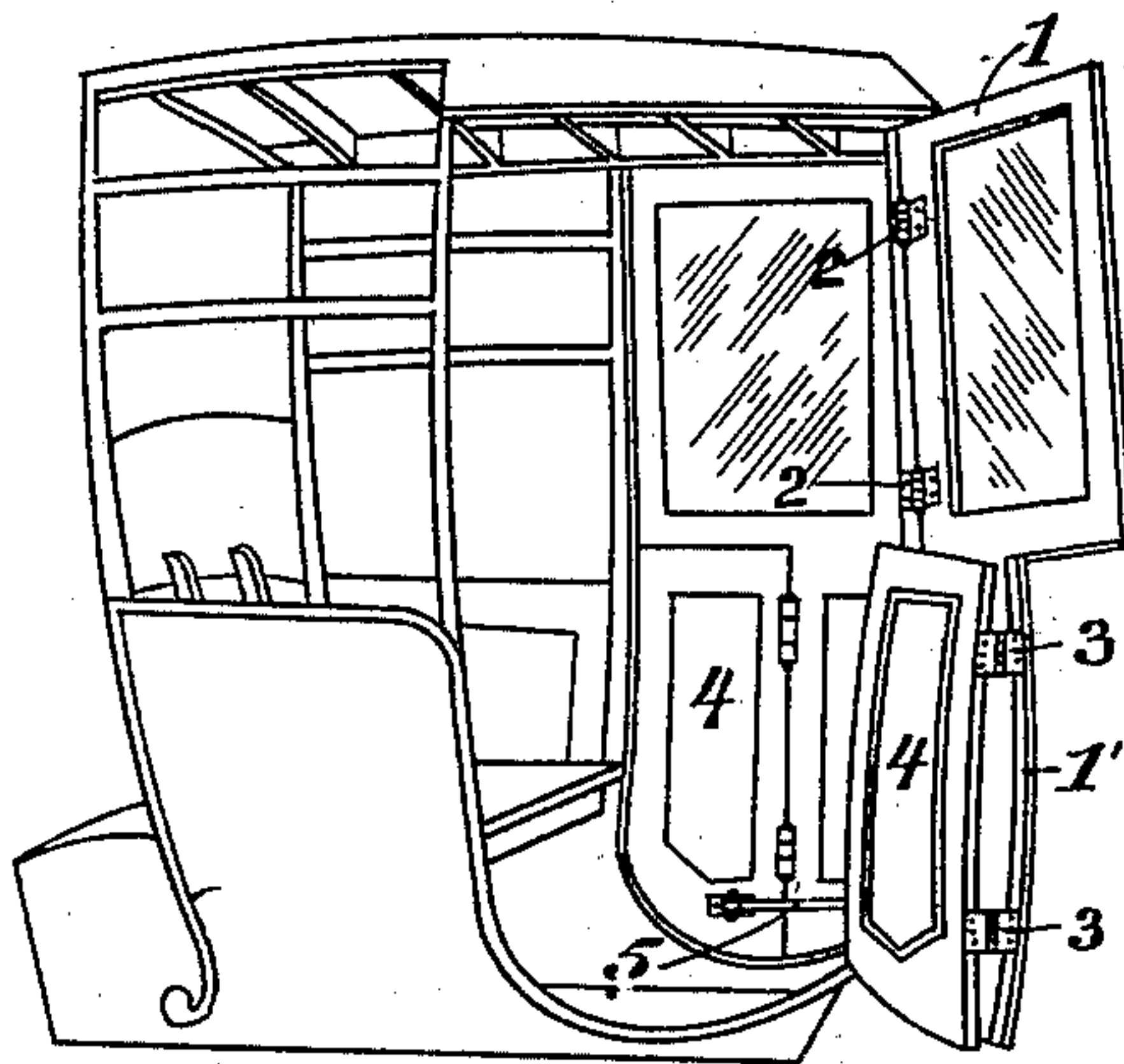


FIG. 3.

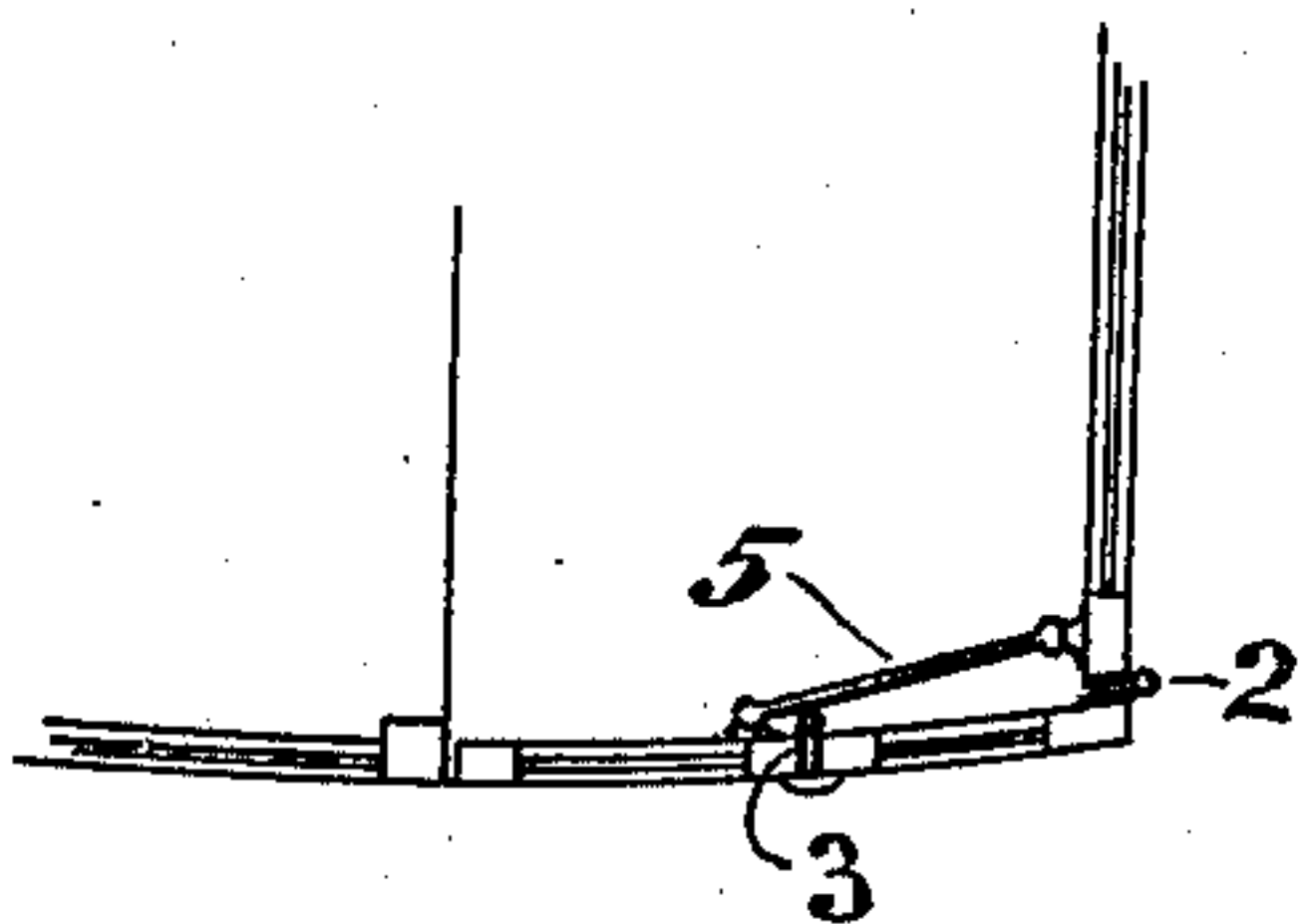
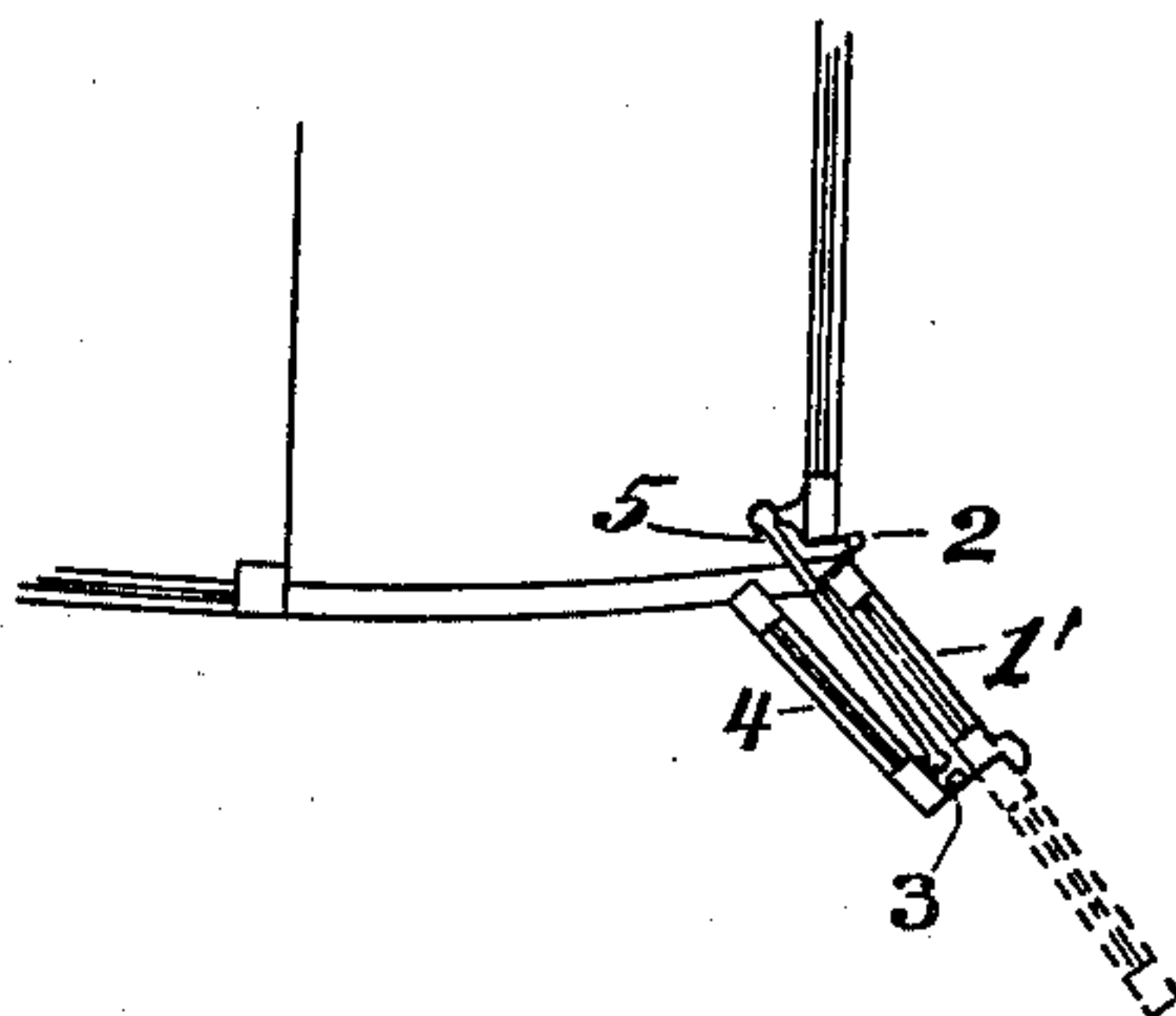


FIG. 4.



WITNESSES.

*Red much*  
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# UNITED STATES PATENT OFFICE.

WILLIAM BAHRENBURG, OF BELLEVILLE, ILLINOIS.

## VEHICLE-DOOR.

SPECIFICATION forming part of Letters Patent No. 679,822, dated August 6, 1901.

Application filed June 6, 1901. Serial No. 63,373. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM BAHRENBURG, a citizen of the United States of America, and a resident of Belleville, in the county of St. Clair and State of Illinois, have invented certain new and useful Improvements in Vehicle-Doors, of which the following is a specification.

My invention relates to vehicle-doors, and has for its object to provide a door the lower part of which has a section adapted to be folded in such manner as to permit door to be opened without striking wheel and means of guiding door clear of wheel and shaft of vehicle, the upper part of door not consisting of sections, permitting use of one large pane of glass.

To this end it consists in hinging at the front of the vehicle the door, the lower part of which is one-half the width of the upper part, to which lower half is hinged a second door of the same width, which may be inwardly folded on said lower half, and thus swung outside of said body, in connection with means for limiting the outward movement of the second door.

It also consists in a guiding link or brace pivotally or by means of brackets connected with said second door, fastened as aforesaid, and the vehicle-body.

It also consists in the parts and in the arrangement of parts hereinafter described and claimed.

In the accompanying drawings, which form part of this specification, and wherein like symbols refer to like parts wherever they occur, Figure 1 is a side view of the vehicle-door closed, mounted in accordance with my invention. Fig. 2 is a side view of a vehicle-door open, mounted in accordance with my invention. Fig. 3 is a horizontal section thereof on line A B, shown in Fig. 1, showing link, the door being closed. Fig. 4 is a horizontal section thereof on line A B, shown in Fig. 1, showing link, the door being open.

The construction and arrangement of doors, link, and brackets is the same for each side of the vehicle.

The door 1 is hinged at its part nearest the front of the vehicle-body by means of the hinges 2. To the lower part—i. e., 1'—of the door 1 there is hinged by means of the hinges 3 a second door 4, said hinges 3 being on the

ends of the doors hinged together, 1' and 4, so as to conceal hinges when closed. This permits the second door 4 being folded inwardly on the lower part of the first door 1' and makes width of lower part of complete door—i. e., 1' and 4—when complete door is opened only half as great as the full width of said door. The door thereby swings clear of the vehicle-wheel and the shaft.

Attention is called to the fact that the door 1 is not folded its entire height, but only the lower part thereof, 1', thus permitting a large pane of glass in upper part of door 1, whereby driver may have unobstructed view, not possible with doors folded entire height.

In order to lessen the width of lower part of complete door enough to permit door when open to clear wheel, the door 4 is connected by means of a link 5 with the body of the vehicle. The link 5, preferably longer than the width of lower part of door 1', is connected at one end to bracket attached to the front of the vehicle-body, at other end to that part or side of door 4 attached to part door 1'. This link 5, fastened as aforesaid, guides the door 4 and limits its outward movement, as aforesaid, when complete door is being opened by folding door 4 on lower part door 1'.

As changes can be made from the particular forms illustrated, I do not wish to be limited to the exact construction herein shown and described.

The complete door, as described, is made with a curve in harmony with and conforming to the swell of the vehicle-body, as shown in Figs. 3 and 4.

I am aware that prior to my invention folding vehicle-doors and vehicle-doors the outward movement of which was limited have been made. I do not, therefore, claim such a combination broadly; but

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A vehicle having doors hinged on its frame or body at the front of the body, the lower part or half being one-half of the width of the upper part, and hinged to said lower part or half another door equal thereto in height and of same width, and means of folding said second door on lower part of first-named door thereby limiting outward movement of the lower part of door to one-half the



full width of complete door, and likewise securing door that does not mar, break or limit the view of driver, substantially as described.

2. A vehicle having doors hinged on its  
5 frame or body at the front of the body, the lower part being one-half the width of the upper part, to this lower part hinged a second door of same height and width, and a link pivotally or by means of brackets connected  
10 at its ends to said second door and the ve-

hicle-body, for folding said second door on lower part of first-named door and guiding said door clear of the wheel and the shaft, thereby likewise securing door giving driver full, unbroken side view.

WILLIAM BAHRENBURG.

Witnesses:

BEN MERCK,  
C. A. MONK.