

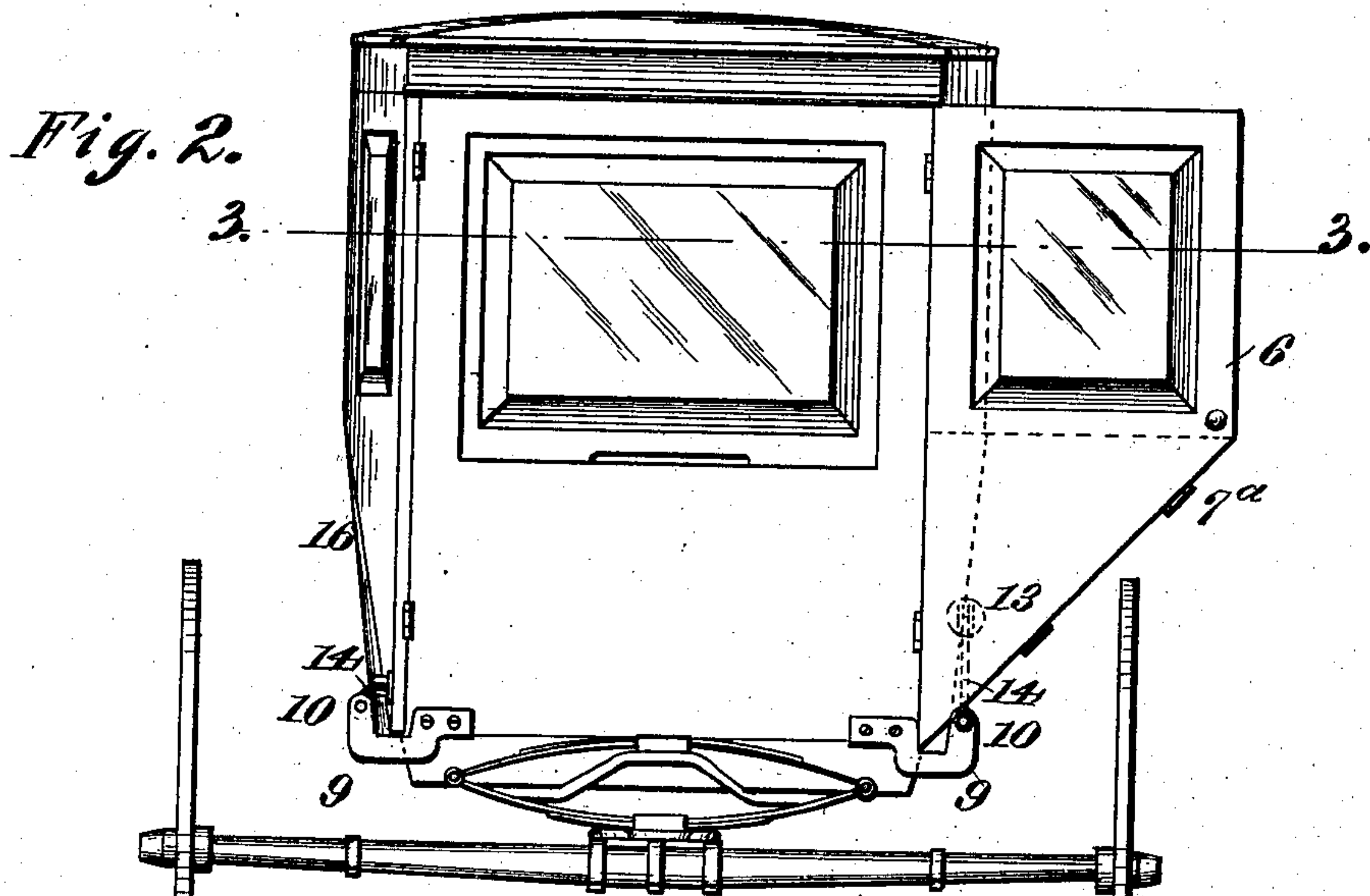
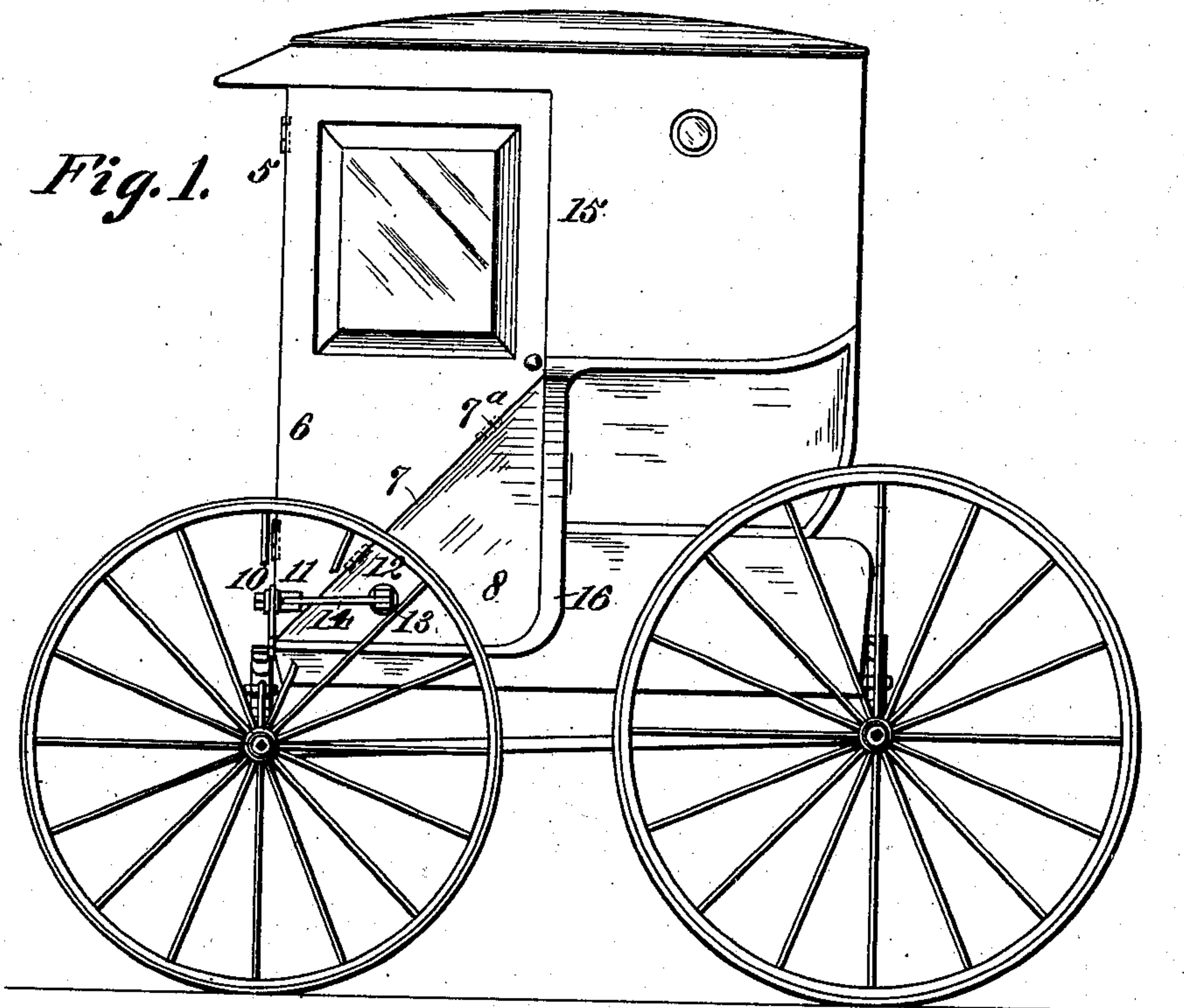
R. HEINZELMAN.

STORM BUGGY.

APPLICATION FILED FEB. 13, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 3.

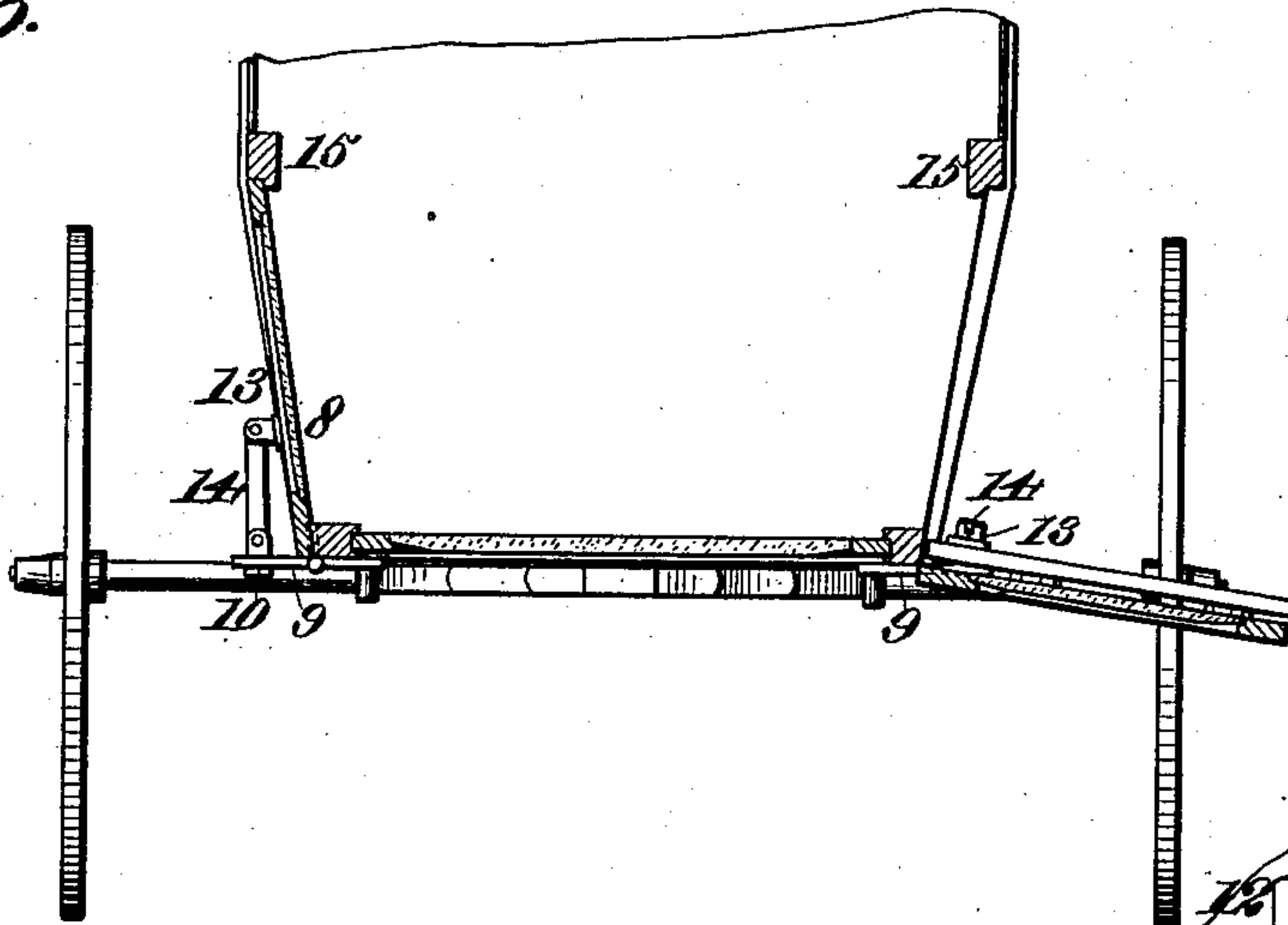


Fig. 4.

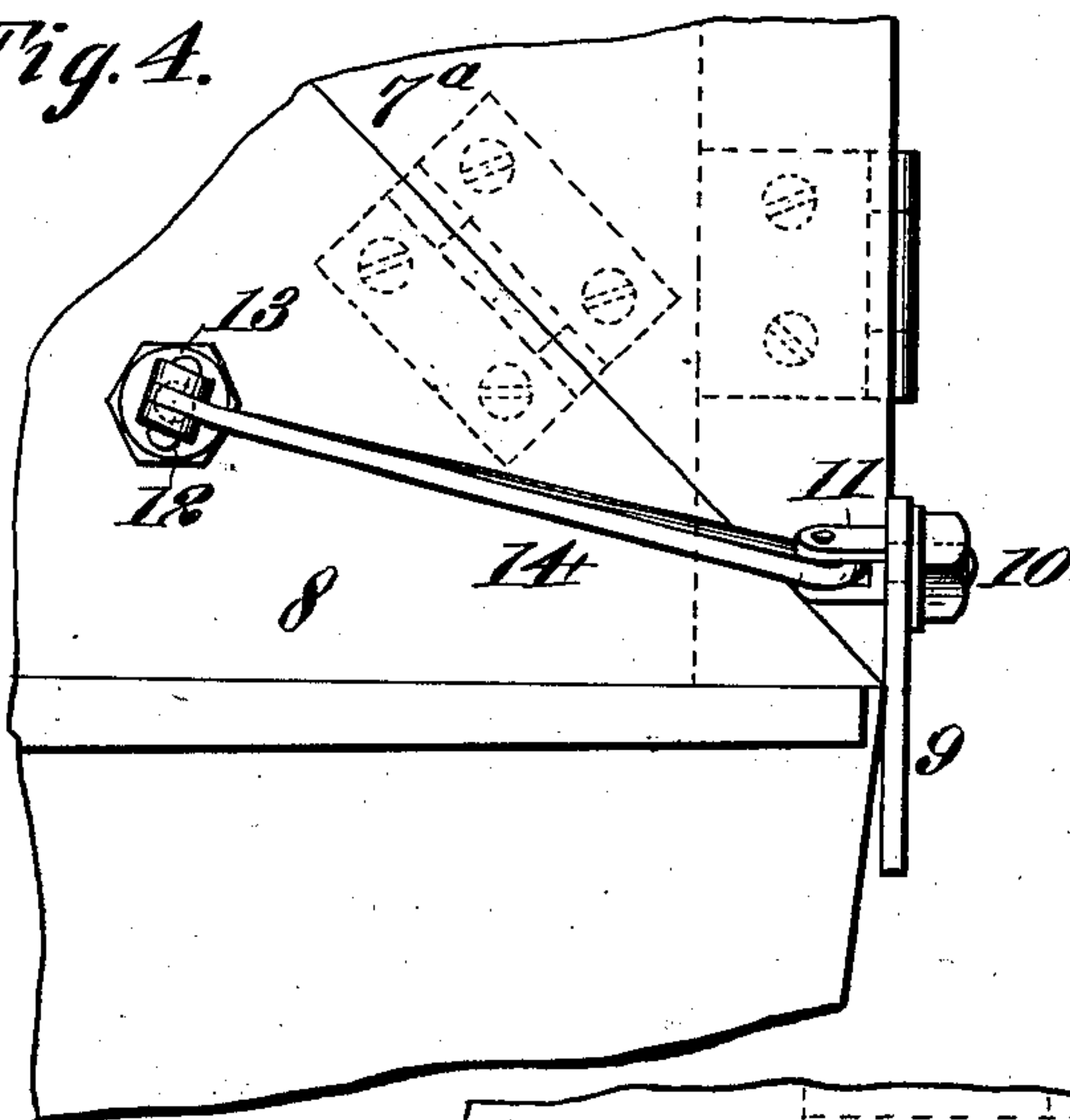


Fig. 5.

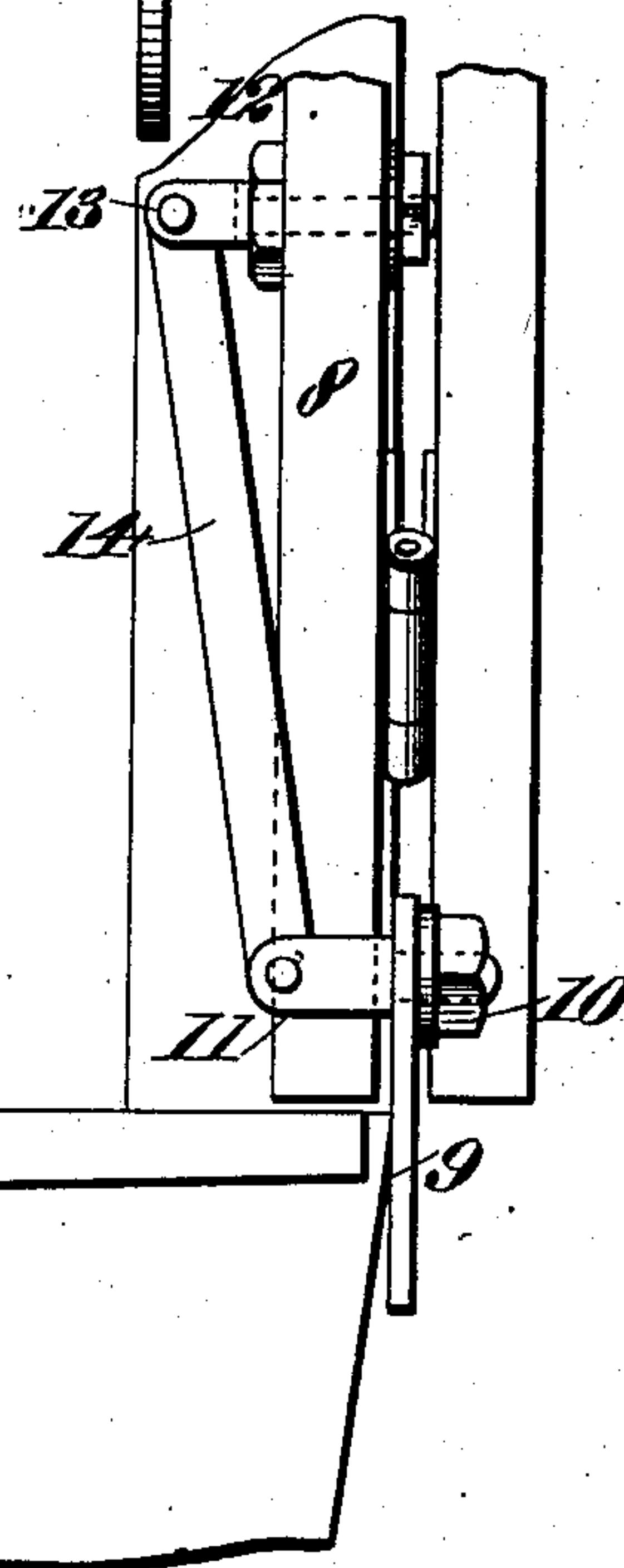
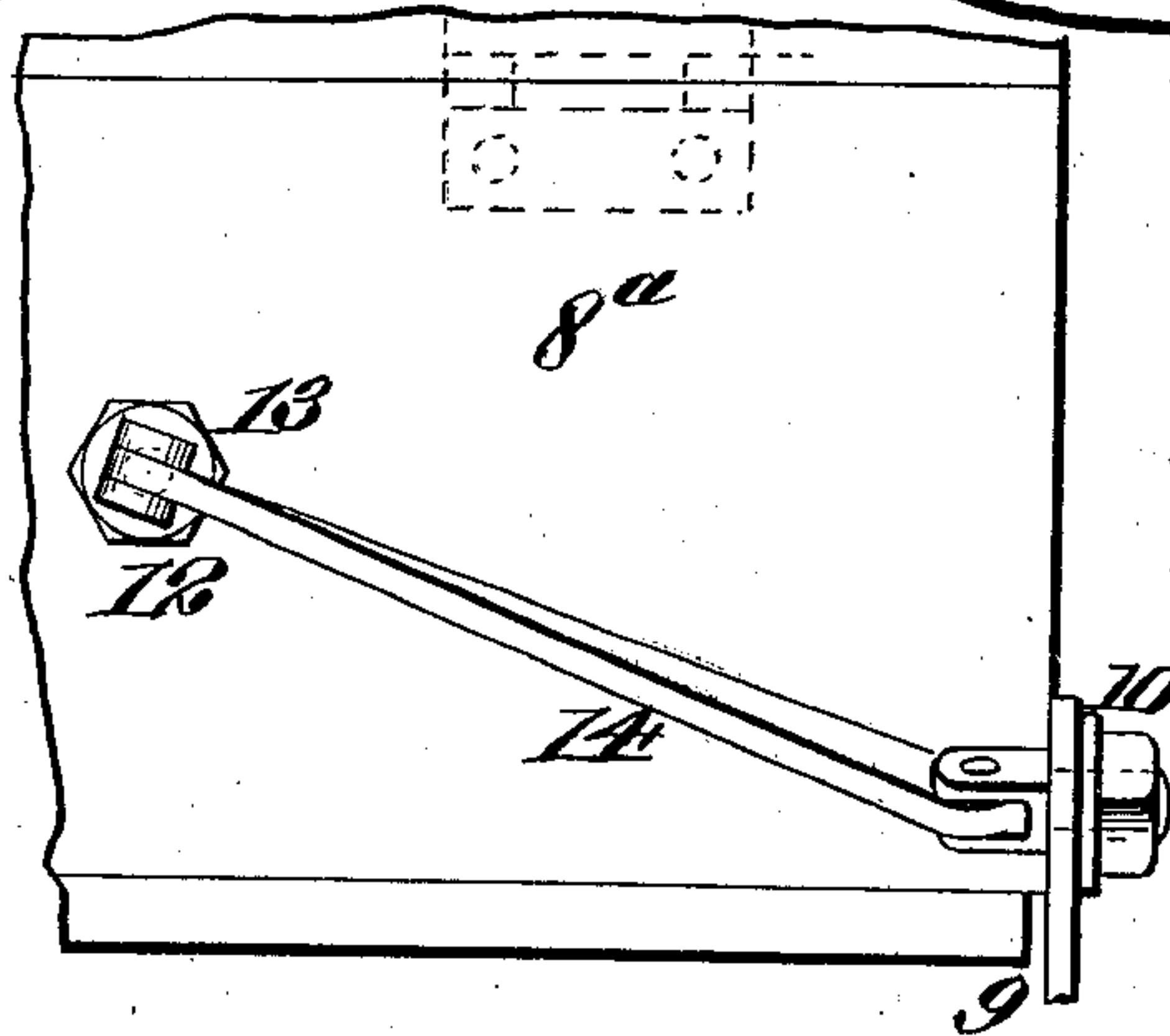


Fig. 6.



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UNITED STATES PATENT OFFICE.

REGINALD HEINZELMAN, OF BELLEVILLE, ILLINOIS, ASSIGNOR TO HEINZELMAN BROS. CARRIAGE CO., A CORPORATION OF ILLINOIS.

STORM-BUGGY.

SPECIFICATION forming part of Letters Patent No. 742,319, dated October 27, 1903.

Application filed February 13, 1903. Serial No. 143,187. (No model.)

To all whom it may concern:

Be it known that I, REGINALD HEINZELMAN, a citizen of the United States, and a resident of the city of Belleville, county of St. Clair, State of Illinois, have invented a certain new and useful Improvement in Storm-Buggies, of which the following is a specification.

The principal object of my invention is to provide a door or like moving part with a hinged section which will be folded upon the main part of the door when the same is opened.

With this object in view my invention consists in the construction hereinafter described and claimed.

In the accompanying drawings, which form a part of this specification, and in which like symbols refer to like parts wherever they occur, Figure 1 is a side view of a carriage provided with my improvement. Fig. 2 is a front elevation thereof, showing one of the doors thrown forward on its hinge. Fig. 3 is a cross-section on line 3 3 of Fig. 2. Fig. 4 is a detail view showing the link connection between the movable sections of the door and the framework, the door being in its normal or closed position; and Fig. 5 is a view of the parts shown in Fig. 4 as they appear when the auxiliary section of the door is folded upon the main section. Fig. 6 is a view of a modification showing the lower part of the door hinged on a horizontal line.

The buggy to which my invention is intended to be applied may be of the ordinary type with a front wall or frame removably secured to the dashboard below and the front of the top of the buggy. This frame is preferably provided with one or more glass windows. To the edges of this front frame I pivot, preferably by hinges 5, a door comprising a main section 6, preferably provided at its upper end with a glass window. This main section has a lower edge 7, inclined at an angle of about forty-five degrees to a horizontal, which runs from the lower front corner thereof upwardly and rearwardly, as shown. To this inclined edge is hinged, preferably by hinges 7^a, an auxiliary section 8 of a general triangular shape, which, in connection with the main section, is intended to

close entirely the door-opening. Secured to the lower edge of the front frame by any suitable means is a bracket 9, to which is swiveled a pin 10, provided with suitable ears 11. Secured to the auxiliary section is a stud 12, provided with ears 13. A rigid link 14, preferably of metal, has its respective ends pivoted to the ears 11 and 13.

As shown in Fig. 6, the auxiliary sections 8^a may be rectangular in shape instead of triangular, as illustrated in Figs. 1 to 5. When this form is used, the link will be arranged substantially as in the preferred construction.

In using the device a knob on the door will be grasped and turned on its hinges 5. Inasmuch as one end of the link 14 is rigidly secured, the auxiliary section will not be free to follow the movement of the main section, but will be forced to turn inward on its hinges 7^a and to thereby fold inward, as represented, upon said main section, out of the way of the wheel of the vehicle or other obstruction.

One of the principal advantages of the construction herein described is that it permits the use of straight parts, and thereby effects great economy over the curved parts heretofore customary. For this purpose the upper portion of the front pillar 15 of the buggy is made vertical from the top down to a point opposite the corner of the main section of the door. From this point to the vehicle-body the front pillar inclines inwardly at a slight angle and in a straight line, as shown at 16, so that the straight edge of the auxiliary section of the door may conform thereto.

While the invention is shown as being applied to the front portion of a carriage, it is obvious that the main section of the door may be hinged to the opposite edge of the door-opening, also that the link 14 may be arranged on the inside of the buggy instead of on the outside and that the lower or auxiliary section may be arranged to fold outwardly instead of inwardly, if desired, also that the invention may be used wherever it is desired to fold one section upon another for any purpose whatsoever, and although I have herein described and shown a specific construction of my invention and have de-

scribed it as being used on a storm-buggy I desire it to be understood that my invention is not limited to the precise details of construction described and shown, but that it
5 may be considerably modified without departing from the spirit and scope thereof, and it may be used in many other relations than that described and shown.

What I claim is—

10 1. In a door construction a frame, a door pivotally secured thereto and comprising a main section having an inclined lower edge, an auxiliary section pivoted to said main section, and a guide for folding said auxiliary
15 section upon the main section.

2. A storm-carriage having a removable front frame, a door hinged to said frame, said door comprising a main section with its lower edge inclined and an auxiliary section hinged
20 thereto along said inclined edge, and a guide

for folding said auxiliary section against the main section.

3. A storm-carriage having a removable front frame, a door hinged thereto, said door comprising a main section having a rear- 25 wardly and upwardly inclined lower edge and an auxiliary section of substantially triangular shape hinged thereto, a bracket secured to the frame carrying a swivel-pin, a stud secured to the auxiliary section, and a link con- 30 necting the stud and swivel-pin.

In testimony whereof I have signed my name to the specification, in the presence of two subscribing witnesses, this 11th day of February, 1903.

REGINALD HEINZELMAN.

Witnesses:

J. B. MEGOWN,
M. A. THOMSON.