

J. T. OGDEN.
CARRIAGE WINDOW.

PATENTED FEB. 20, 185

No. 12,430.

Fig. 2.

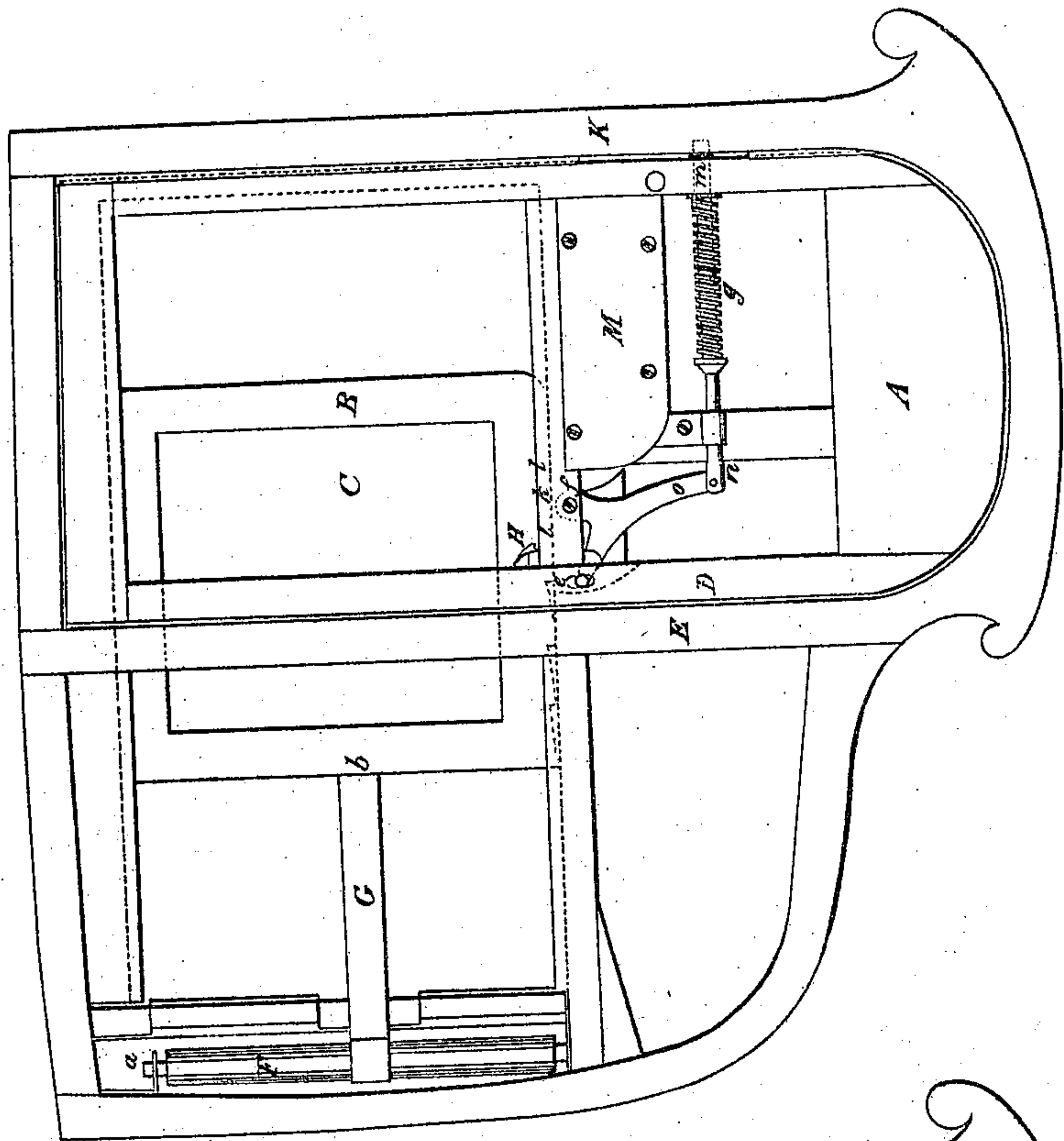
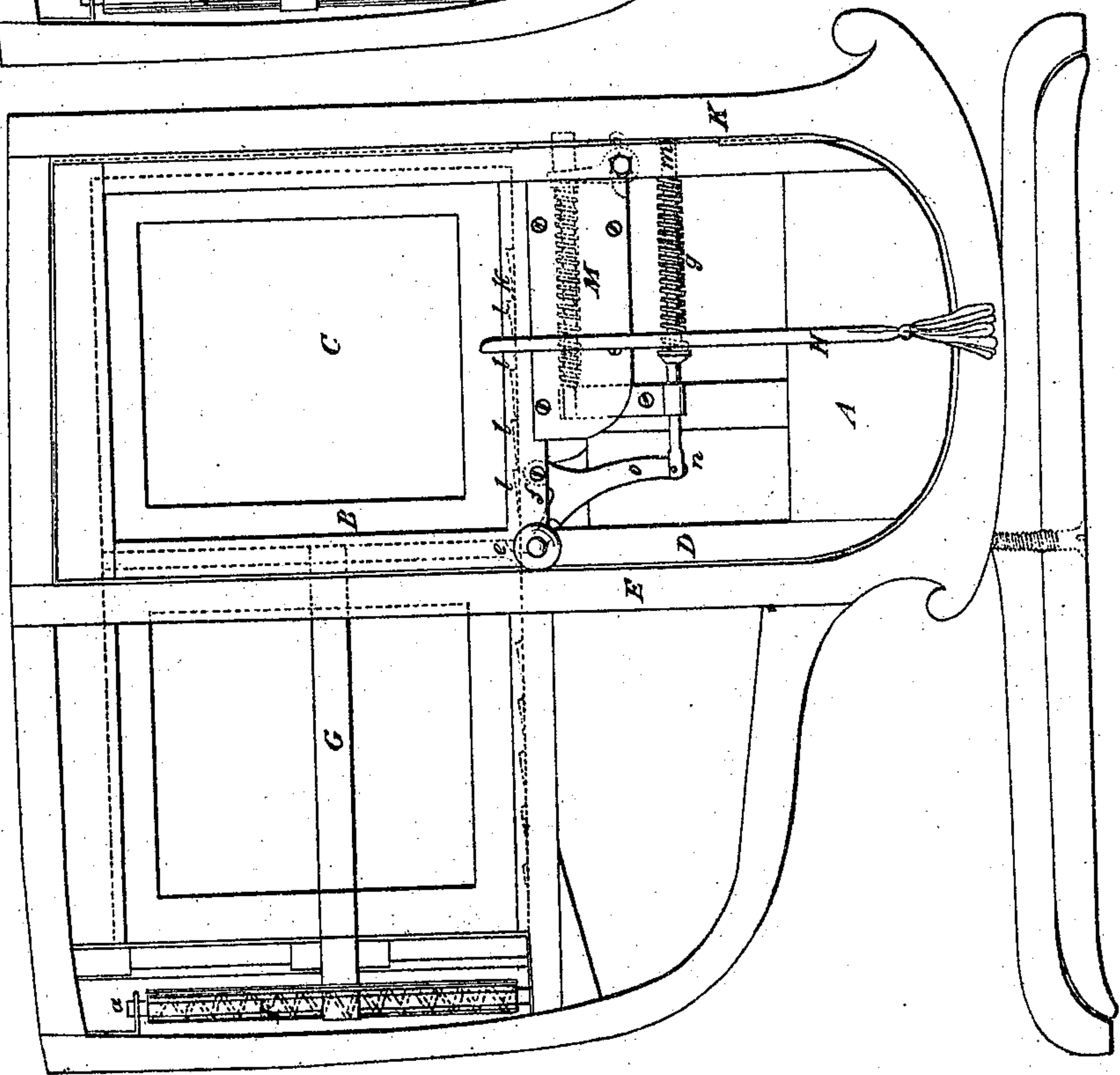


Fig. 1.



UNITED STATES PATENT OFFICE.

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CARRIAGE-WINDOW.

Specification of Letters Patent No. 12,430, dated February 20, 1855.

To all whom it may concern:

Be it known that I, JOHN T. OGDEN, of Boston, in the county of Suffolk and State of Massachusetts, have invented an Improved Method of Hanging the Windows of Carriages of Various Kinds, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is an interior view of the side of a carriage with my improvement attached, the window being represented as closed. Fig. 2 is a similar view the window being half open.

The windows of carriage doors have generally been allowed to drop down within the door and behind the panel, but this is always objectionable as the hole left in the door for the entrance of the sash admits the rain to the interior of the door, which causes the panels to swell up and crack. There are other species of carriages particularly those known as "coupés" and "calashes," and also those where the door is rounded at the bottom, as in the accompanying drawings when it is not possible to drop the window into the door, as above suggested. In such cases the window has been swung outside the carriage and hooked or otherwise fastened open. There are however serious objections to this method of hanging the windows independent of the unsightly appearance which they present; they are very liable to be broken, and it is difficult for those inside either to open or shut them.

A simple method of disposing of the glass without dropping it within the door, or swinging it around outside, at the same time that it may be easily managed by those within the carriage, is exceedingly desirable, and to effect this end is the object of my present invention, which consists in permitting the glass to pass through the rear stile of the door, into the unoccupied space in the side of the carriage, into which space it is drawn by a suitably arranged spring, and from which it is withdrawn by hand when it is desired to close the window, the window being secured in any intermediate position by means of a spring catch, the latter being so connected with a bolt for securing the door that whenever the window is partially open or closed, the door is bolted, and cannot be opened, and whenever the

window is entirely closed or open, that this bolt is relieved and the door is free to be opened.

To enable others skilled in the art of carriage building, to make use of my invention I will proceed to describe the method which I have adopted of carrying it out.

In the accompanying drawings A is the door, B, the sash containing the glass C. The rear stile D of the door and the standard E, are mortised so as to admit the passage of the sash B, as seen in Fig. 2.

F is a metallic cylinder containing a spiral spring, one end of which is attached to its stationary shaft *a*, the other to the cylinder.

G is a webbing or other suitable band, one end of which is attached to the sash at *b*, the other being wound upon the cylinder. The force of the spring is such that when the sash is liberated it shall be drawn through the mortises in the stile and standard of the door, back into the position seen in red in Fig. 1;—it is withdrawn from this position for the purpose of closing, by means of the "glass string" H.

The window is held in any desired position by the catch *e*, which is pivoted at *f*, and is forced up by the spring *g*; this catch when the window is closed passes up behind the sash and locks the latter, as seen in Fig. 1, until the catch is released by depressing the knob *h*, attached to it; when this knob is depressed the window is drawn back by the force of the spring. Upon the bottom of the sash is a metallic bar *k*, having notches *l* upon its under side, into which the catch *e*, enters when the sash is partially opened, by which means the latter is held in any required position, for the purpose of ventilating to any extent desired.

To prevent the door from being opened when the window is partially closed as in Fig. 2, the following device is employed, *m* is a bolt pivoted at *n*, to an arm *o*, projecting down from the catch *e*; when this catch is in any one of the notches *l*, the bolt *m* is projected into the standard K, and the door is securely bolted; this is necessary to prevent injury to the sash by attempting to open the door when the window is in the position seen in Fig. 2. When the sash is closed or entirely open as seen in Fig. 1 the catch *e* rises, the bolt *m* is withdrawn, and the door may be opened; any desired fasten-

ing M, may be applied to the door with the above described arrangement.

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

- 5 The method substantially herein described, of withdrawing the sash through the rear stile of the door, and retaining the

door bolted while the window is partially open, in the manner and for the purpose herein set forth.

JOHN T. OGDEN.

Witnesses:

SAM COOPER,
JOHN S. CLOW.