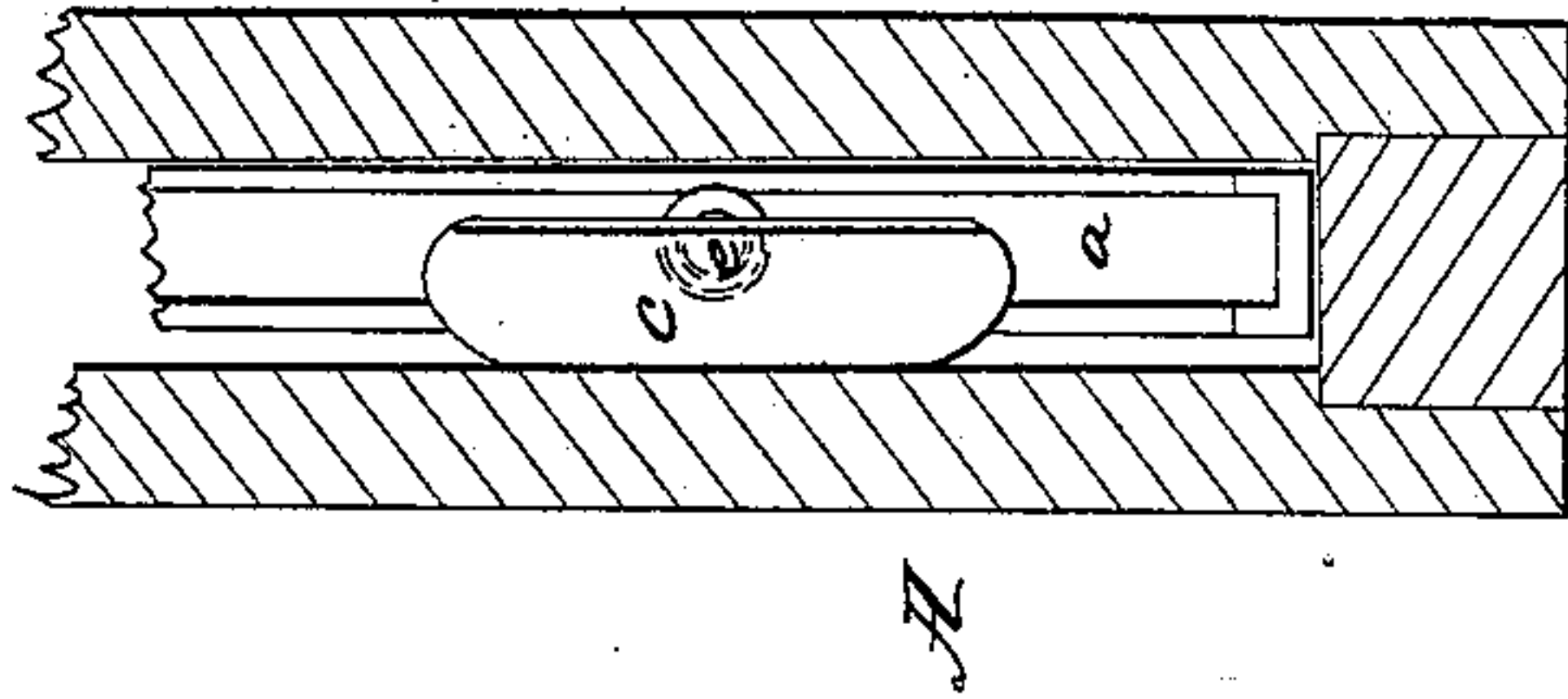


*B. G. Hildreth,*  
*Scapli Holder.*

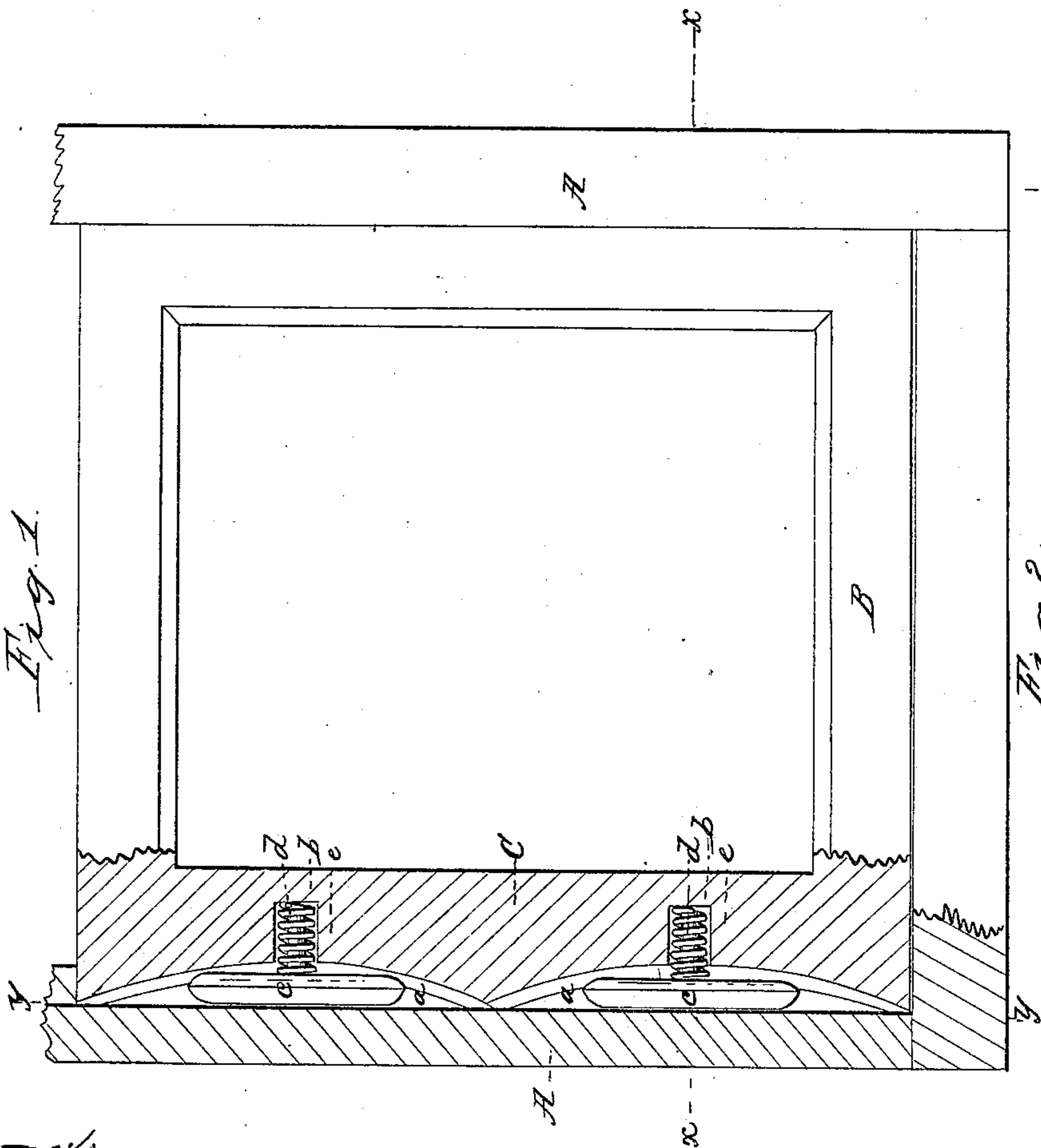
*N<sup>o</sup> 33,647.*

*Patented Nov. 5, 1861.*

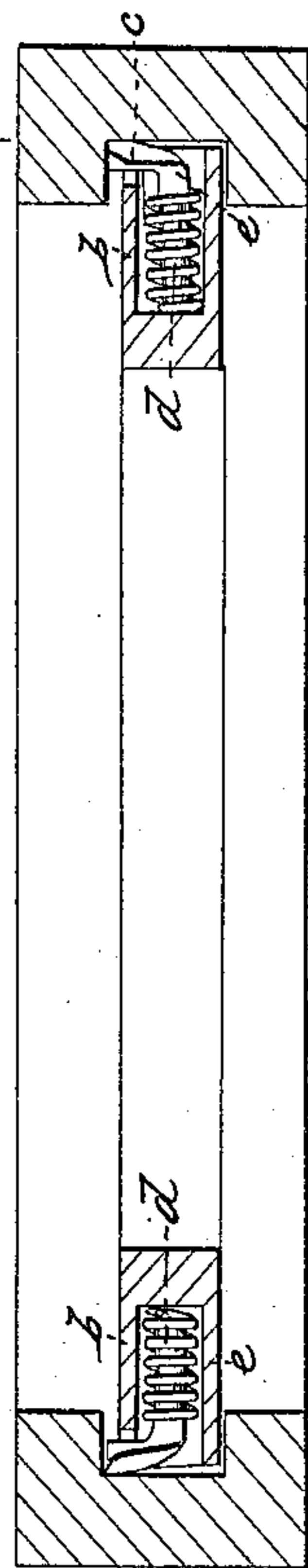
*Fig 3.*



*Fig 1.*



*Fig 2.*



*Witnesses:*  
*J. W. Coombs*  
*J. W. Reed*

*Inventor:*  
*B. G. Hildreth*  
*per Munn & Co*  
*Attorneys*

# UNITED STATES PATENT OFFICE.

B. G. HILDRETH, OF PHILADELPHIA, PENNSYLVANIA.

## IMPROVED SASH-SUPPORTER.

Specification forming part of Letters Patent No. 33,647, dated November 5, 1861.

*To all whom it may concern:*

Be it known that I, B. G. HILDRETH, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and Improved Sash-Supporter; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a front elevation with part of the jamb and sash removed to show the supporter. Fig. 2 is a horizontal section of the same, taken at the line *x x*. Fig. 3 is a sectional edge view of the jamb, taken at the line *y y* of Fig. 1.

Similar letters of reference indicate corresponding parts in the several figures.

This invention is especially designed for the windows of railway-cars and other vehicles which require to be kept tight to exclude the dust, smoke, cinders, and wet from the apartments and to prevent the rattling and jarring noise of the window-sashes consequent upon the motion of the cars.

The invention consists in a peculiar device by which the sashes are kept pressed outward against the jamb, and thereby made to form a tight joint, and by the friction thereof sustain the sashes in the frame in any desired position.

To enable others skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A A represent the jamb-posts, and B the sill or tie, of the window-frame of usual construction.

C is the window-sash, which has a vertical movement in the frame. Each of the stiles of the sashes has two grooves *a a* and the cavities *b b*, in which the T-shaped shoes *c c* and spiral springs *d d* are respectively fitted. The shanks *e* of the shoes are cast on one side thereof midway of their length and are made

slightly tapering from the top downward. Each of these shanks has a spiral spring fitted upon it, which spring is made a trifle smaller in diameter than the cavity in which it is placed and against the bottom of which it acts to force the rounded face of the shoe against the bottom of the rabbet in the jamb. The shoe when in place acts as a lever, the top of the spring being the fulcrum, to press the outer surface of the stiles of the sashes against the inner front side of the rabbet in the jamb, and thereby form a tight joint, which excludes all dust, smoke, and wet from the apartment of the car or vehicle and creates sufficient friction on the jamb to retain the sash in any position in which it may be placed. The recesses in the stiles are cut out on one side to allow the shoe to be pressed therein flush with the sash.

Among the many advantages of this invention are the following:

It is adapted to any and all kinds of window-sashes that move up and down.

The sash does not have to be disfigured by any catch or knob to apply the supporter, and when in place it is entirely out of sight and not liable to get out of order.

It keeps the sash tight in all weathers and allows it to work with the same freedom in wet as in dry weather.

The cost of the supporter is very small and it does not require screws, nails, or other fastening to apply it to any window-sash.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The T-shaped shoe *c* and spring *d*, with the cavity *b* and groove *a*, when combined, arranged, and operating in the manner and for the purposes described.

B. G. HILDRETH.

Witnesses:

JOSEPH HEIDLER,  
CHARLES MCCARHER.