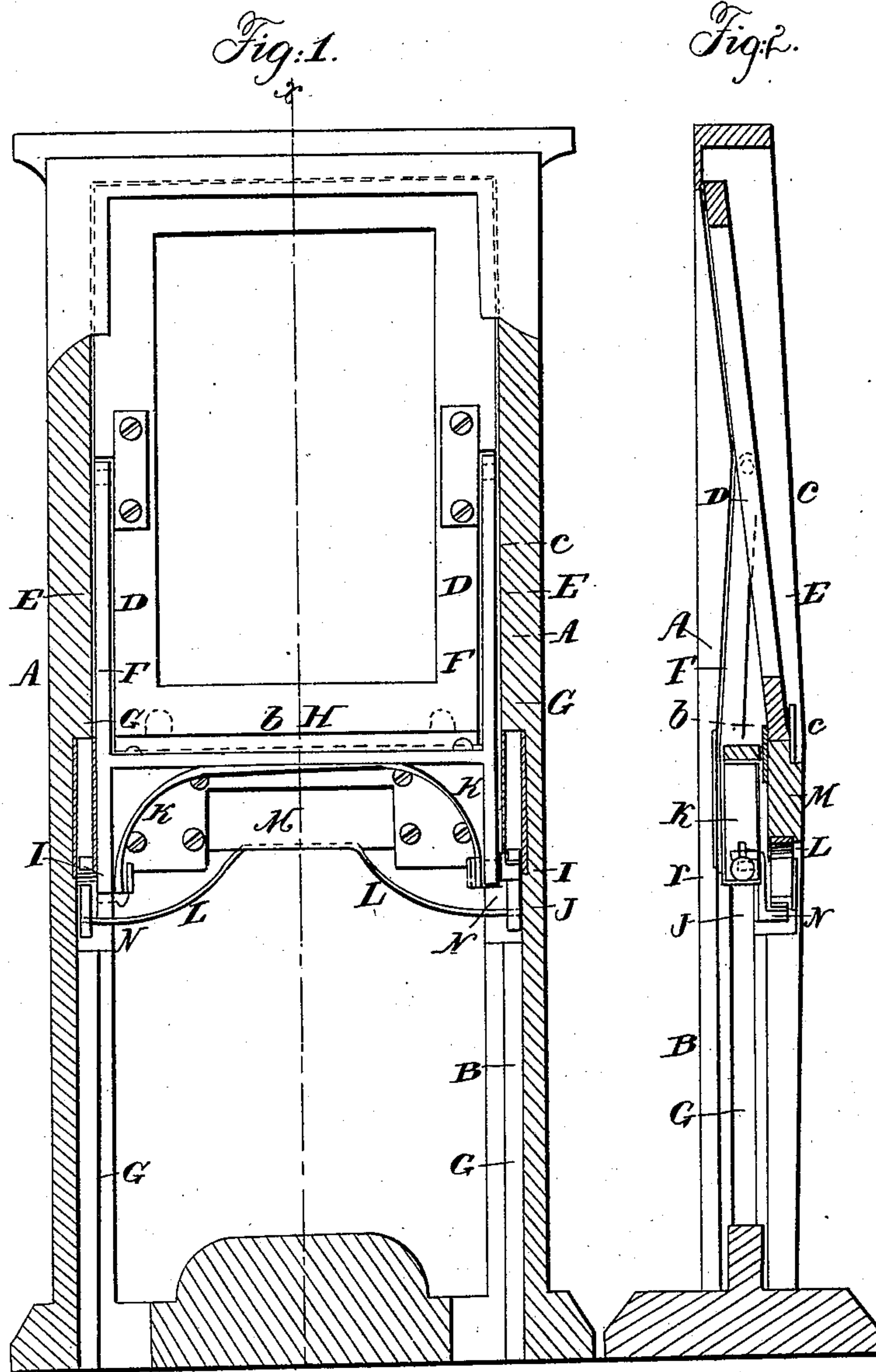


F. BAKER.
Carriage-Window.

No. 64,829.

Patented May 21, 1867.



Witness
Thos Tusch
J. A. Service

Inventor
F. Baker
Per Munn & Co
Attorneys

United States Patent Office.

FRANCIS BAKER, OF NEW YORK, N. Y.

Letters Patent No. 64,829, dated May 21, 1867.

IMPROVEMENT IN CARRIAGE-WINDOW FRAMES.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, FRANCIS BAKER, of the city, county, and State of New York, have invented a new and useful "Improvement in Carriages," and that the following description, taken in connection with the accompanying drawings hereinafter referred to, forms a full and exact specification of the same, wherein I have set forth the nature and principles of my said improvement, by which my invention may be distinguished from all others of a similar class, together with such parts as I claim and desire to have secured to me by Letters Patent.

The present invention relates more particularly to that class of carriages commonly known and called "landaous," although it can be applied to other carriages, especially those having low or half doors; and the invention consists in a novel arrangement of parts for supporting the glass or window-frames therein, as will be now described, reference being had to the accompanying plate of drawings, in which—

Figure 1 is an elevation of the frame of the door, with the lower portion of such frame in vertical section to show the mode of hanging the window-frame therein; and

Figure 2, a transverse vertical section taken in the plane of the line *xx*, fig. 1.

A, in the drawings, represents the frame to the door, the lower portion or half B of which it is intended to box up or encase with the upper half or portion C open, but provided with a window-frame, D, hung to and between the side-pieces E to the door-frame. This window-frame is suspended by pivots *a* to the upper end of upright bars F arranged to slide or move in grooves or ways G, in the side or end-pieces of the box portion B of the door. These bars F are connected together through a horizontal cross-bar, H, below which the said side-bars extend, and each has in its lower ends a stud or pin, I, that projects outward therefrom into the cut-out portion J of the side or end-pieces to the closed or boxed-up part of the door. The pins I are each secured to the outer ends of bent springs K, permanently affixed to under side of cross-bar H of the uprights F, hereinbefore referred to. L, a bent spring, secured in box portion of door, below and to the under side of its upper cross-rail M, with its two ends resting upon the lower arms of right-angular shaped hooks or catches N, placed within and against the inside edge of the side-pieces of the door. *b* and *c* raised flanges or lips along the top of rail M, in and between which flanges the lower rail or strip of the window-frame sets, when such frame has been sufficiently drawn out of the box portion of the door to be brought over and into the same, swinging upon the uprights, where, by the action of the bent spring L compressed through the drawing of the catches or hooks N by the studs or pins I, it is held, the window-frame then standing in the closed position shown.

To open the window raise it from its seat upon the rail M to the door, sufficiently to clear its inside flange *b*, when, bringing the lower strip of the window-frame over the opening in the top edge of the box portion to the door, it will then fall down into the same from its own weight or gravity.

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

A carriage-window frame, swivelled or pivoted to uprights F, arranged to move in and through the carriage body and bent springs K or L, hooks or catches N, and studs I; substantially as and for the purpose described.

FRANCIS BAKER.

Witnesses:

WM. F. McNAMARA,

ALBERT W. BROWN.