

CHARLES M. OBLENIS.

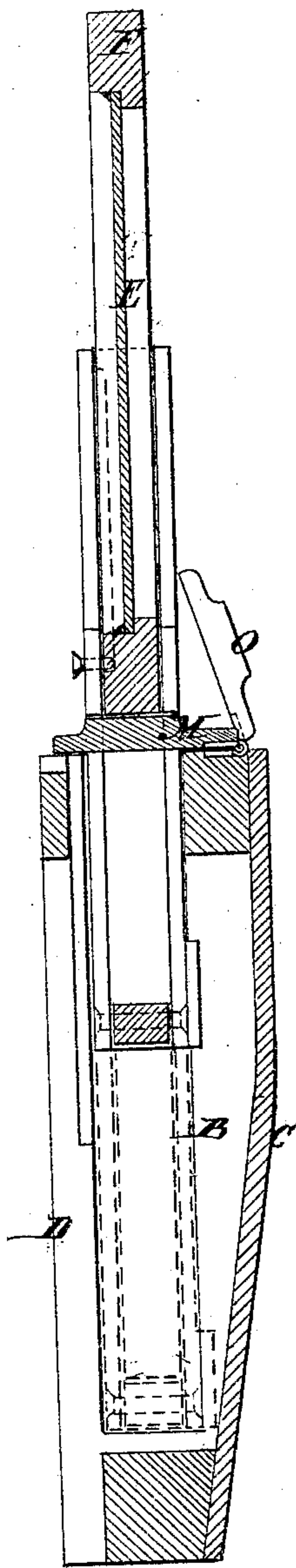
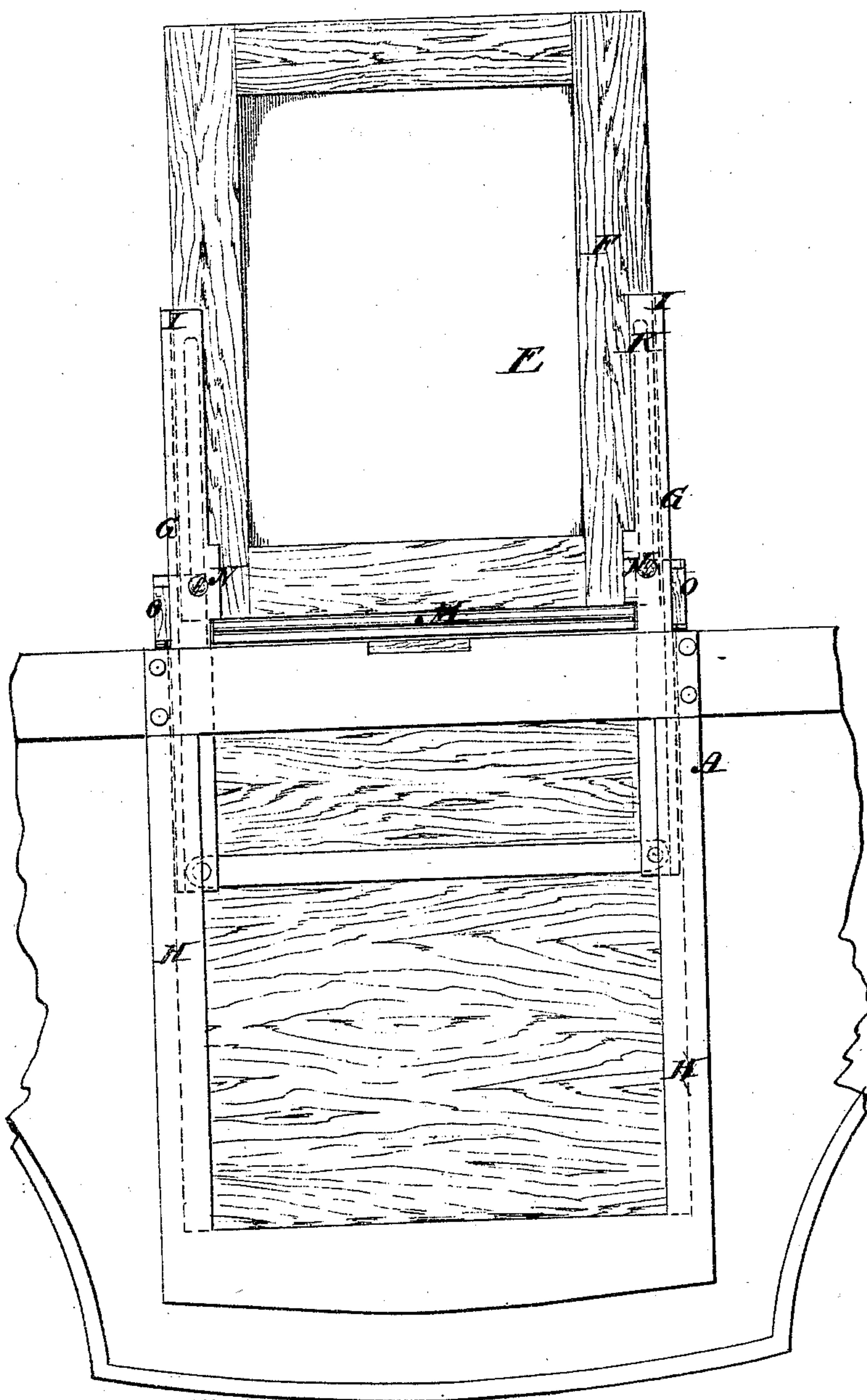
Improvement in Carriage-Windows.

No. 114,592.

Patented May 9, 1871.

*Fig: 1.*

*Fig: 2*



Witnesses:

*C. Raettig*  
Wm. H. C. Smith.

Inventor:  
C. M. Oblenis.

PER *Munn & Co.*  
Attorneys.



# United States Patent Office.

CHARLES M. OBLENIS, OF NEW YORK, N. Y.

Letters Patent No. 114,592, dated May 9, 1871.

## IMPROVEMENT IN CARRIAGE-WINDOWS.

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, CHARLES M. OBLENIS, of the city, county, and State of New York, have invented a new and useful Improvement in Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

This invention relates to improvements in carriages, more especially of that kind known as calashes, which open at the top so as not to afford a support for the usual high doors in which vertically-sliding glasses are arranged, but the invention is applicable also in some measure to other carriages and to street-cars.

The said invention consists in the application to the short doors of the above-named carriages of vertically-sliding glasses and supporting devices therefor of a novel character, for supporting the window in an elevated position when the two parts of the top are raised and connected at the top, all as hereinafter specified.

Figure 1 is a front elevation of a door constructed according to my improvement, and

Figure 2 is a sectional elevation of the same.

Similar letters of reference indicate corresponding parts.

A represents the ordinary doors employed in calashes, landaus, landaulettes, and other like carriages, which doors are only as high as the top of the box sides of the carriage, which are usually the same in height as about half of the ordinary door, and do not therefore afford any means of supporting glass lights when the cloth tops are raised and connected.

Now, I propose to make these doors with hollow spaces B between the outside A and the inside, as in other doors, having lights for raising up to be supported in the open upper part of the door, and I also fit a glass light, E, together with a sash, F, therefor, in the said hollow space to slide up and down; and I also provide with the sash and the door the vertical guides G for raising with the sash a short distance, but extending enough below the top of the door to brace and support the sash when raised to the top of the door.

The said guides work in grooves or channels in the door-frame, indicated by the dotted lines H, and they have grooves for the sash-stiles, as indicated by the dotted lines I.

The sash-stiles have a groove, K, also shown in dotted lines, in one side, into which the end of a pin,

L, in the guide projects, by which to raise the guides by the raising of the sash.

The grooves are to allow the sash to rise as far, before lifting the guides, as it is to extend above the guides when both are lifted, and to let the sash fall after the guides have been arrested at the bottom of the cavity B.

For holding these guides up, and also the sash, I provide a cover, M, for falling down upon the top of the door over the space through which the sash is lifted, and under the projections N on the guides.

This cover is hinged to the top of the door, and is to be provided with a spring for throwing it down as soon as the sash and the projection N have risen above it.

When they are down this cover closes over the space, shutting the sash and guides out of view, and making a neat finish upon the top of the door.

In addition to this cover, which must of necessity be short enough to fall between the guides K, I provide other short covers O, to close down over the guides when let fall.

This cover which falls down over the top of the sash may be used in street-cars, omnibuses, and the like, to hold the sash up, instead of shifting the lower edges of the sash backward over the seat, as now provided for them, by which the space from which the sash is raised is left uncovered, whereby they present an unsightly appearance, and they become receptacles for small articles inadvertently dropped over them, especially by children.

I propose, therefore, to employ these covers in connection with the sash and the doors or windows of such carriages as may have permanent guides and supports for the sash, as well as in connection with the same and the vertically-adjustable guides and supports K, as here shown.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

1. The combination of the vertically-adjustable guides and supports K, and the cover M or M O, with the sash and the door, substantially as specified.

2. The combination, with the sash and a door or window-frame having permanent guides and supports for the sash, of the cover M or M O, substantially as specified.

CHARLES M. OBLENIS.

Witnesses :

GEQ. W. MABEE,

ALEX. F. ROBERTS.