

No. 719,975.

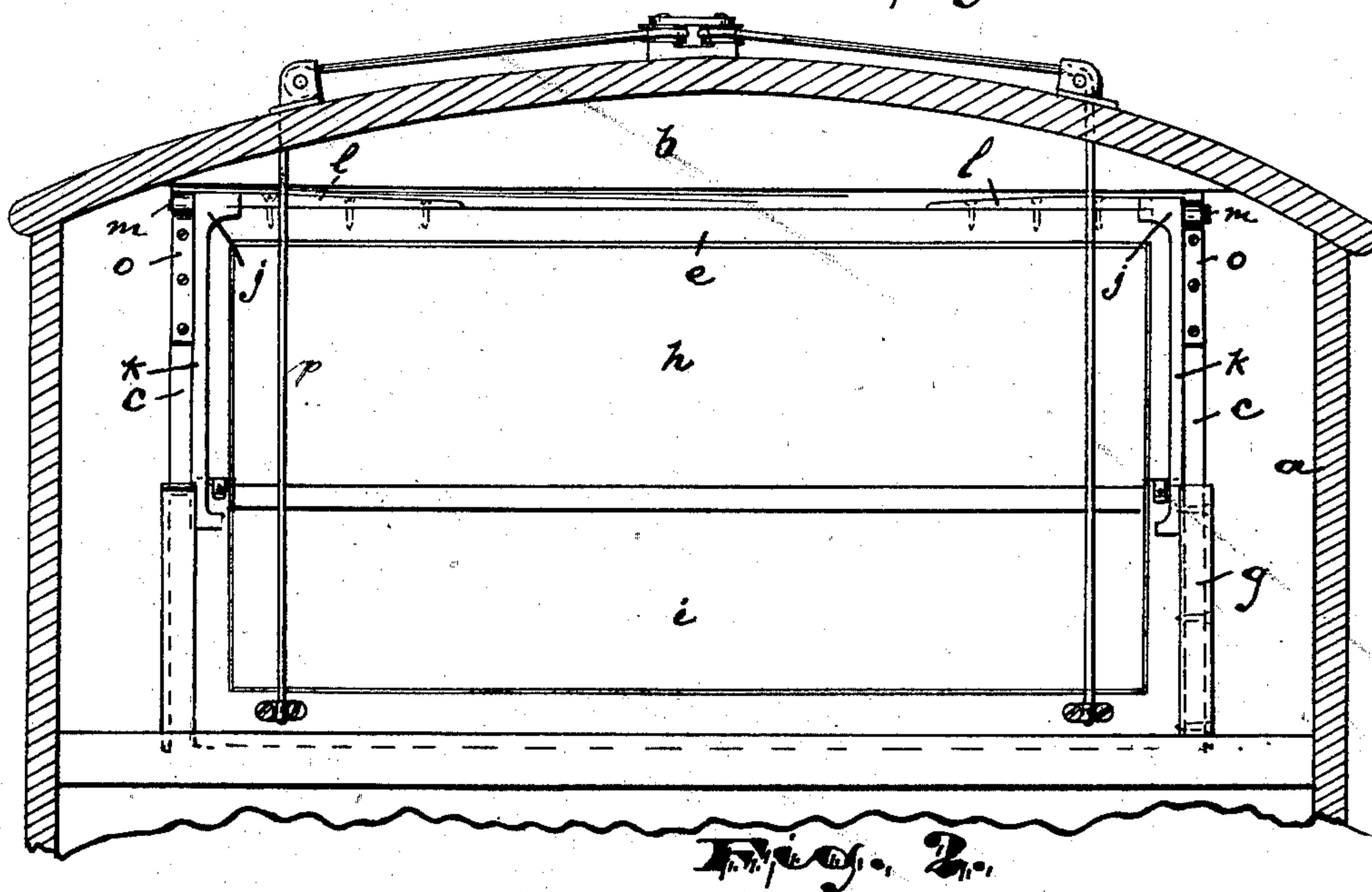
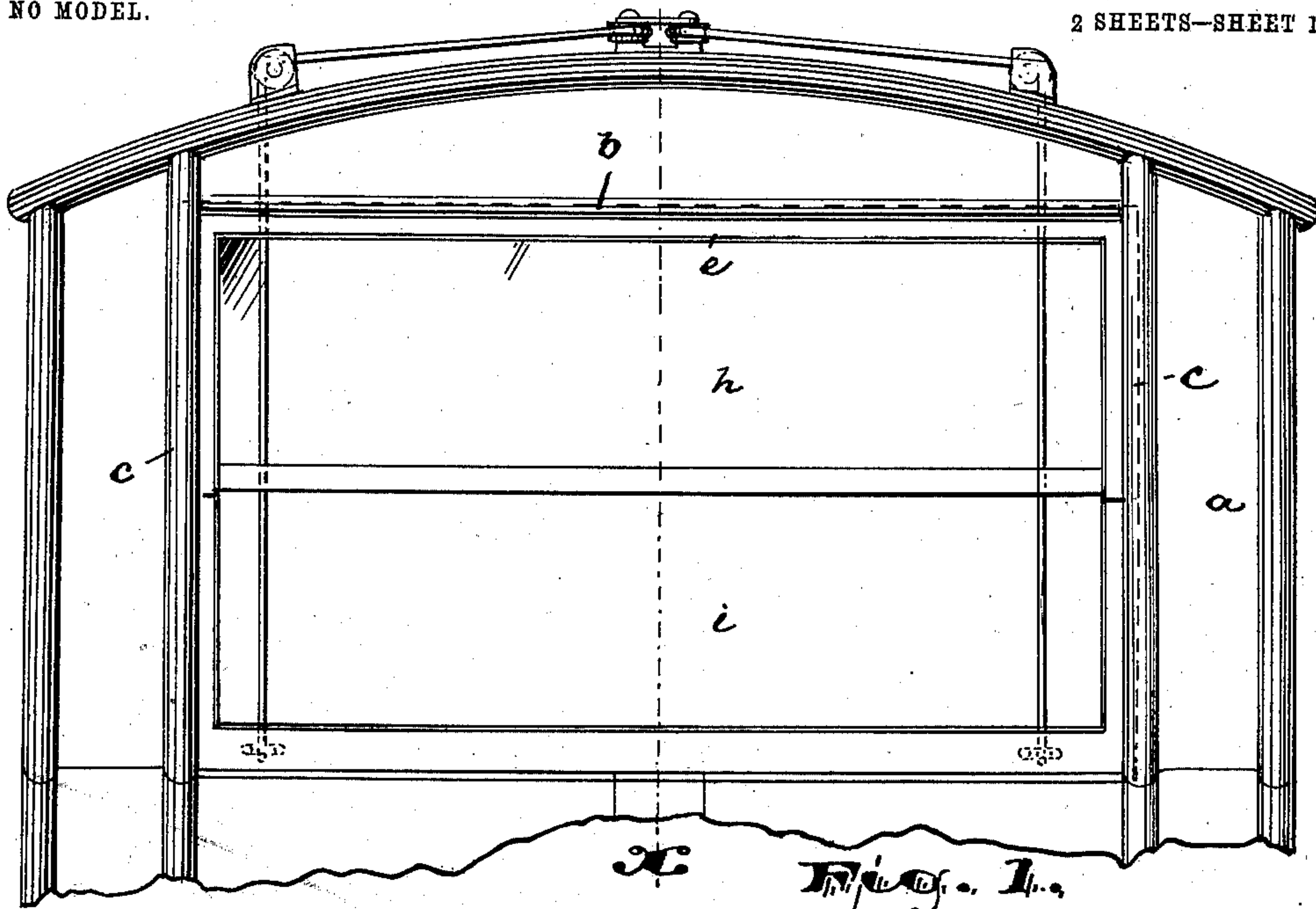
PATENTED FEB. 3, 1903.

W. C. YELTON.
FRONT SASH SUPPORTING AND OPERATING APPARATUS FOR
HANSOM CABS.

APPLICATION FILED MAY 8, 1902.

NO MODEL.

2 SHEETS—SHEET 1.



WITNESSES:

Henry Krug

Russell M. Everett

INVENTOR:

Walter C. Yelton

BY

Drake & Co.
ATTORNEYS.

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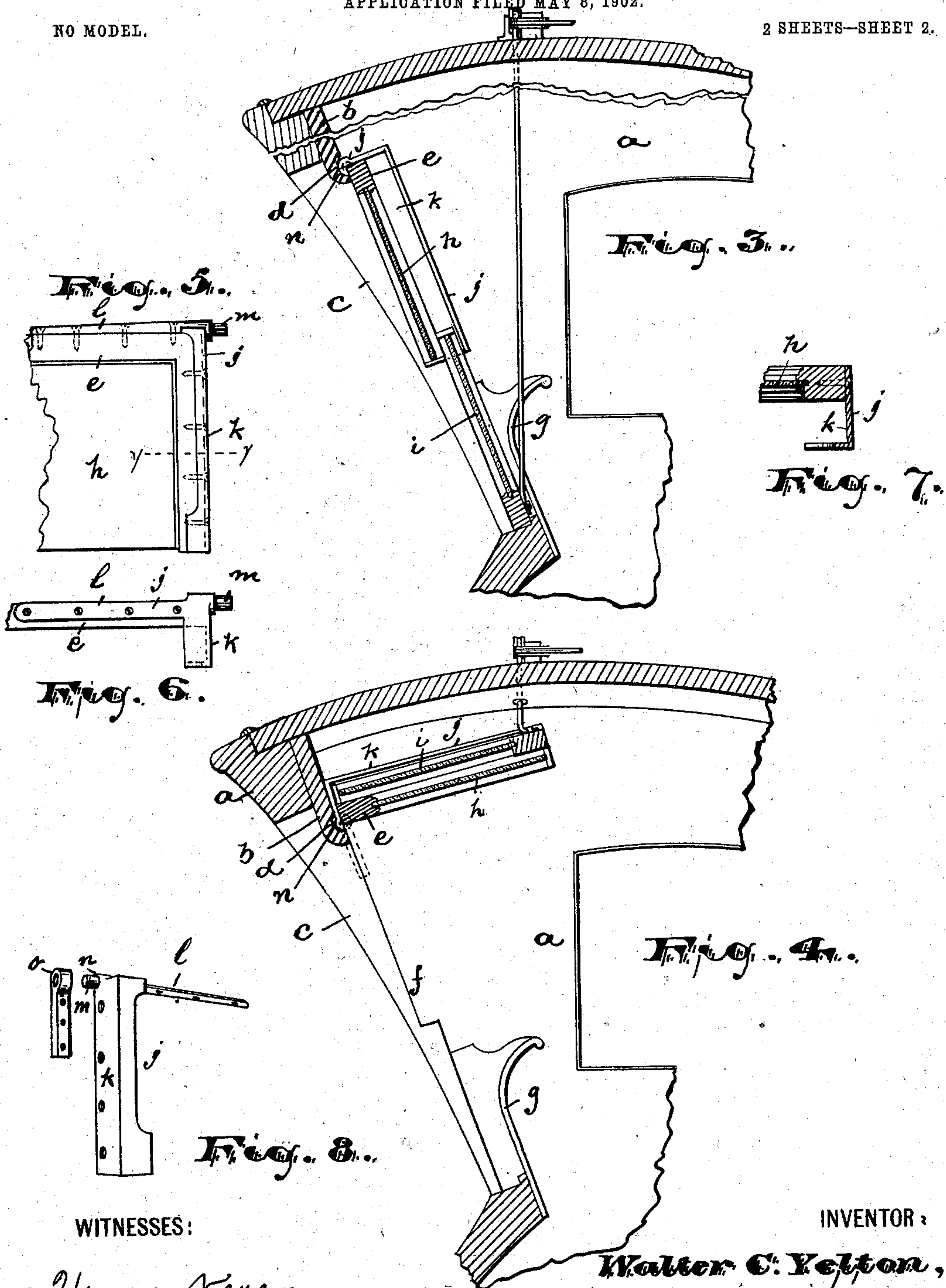
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UNITED STATES PATENT OFFICE.

WALTER C. YELTON, OF NEWARK, NEW JERSEY, ASSIGNOR TO J. M. QUINBY
AND COMPANY, A CORPORATION OF NEW JERSEY.

FRONT-SASH SUPPORTING AND OPERATING APPARATUS FOR HANSOM-CABS.

SPECIFICATION forming part of Letters Patent No. 719,975, dated February 3, 1903.

Application filed May 8, 1902. Serial No. 106,420. (No model.)

To all whom it may concern:

Be it known that I, WALTER C. YELTON, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Front-Sash Supporting and Operating Apparatus for Hansom-Cabs; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The objects of this invention are to secure greater convenience and ease in the manipulation of the front window-sashes of a hansom-cab, to obtain greater neatness and finish in the outside appearance of the cab where said window-sashes are suspended or hinged, to more effectively conceal the said hinges and at the same time secure a close joint between the sash and cab-body or frame about said sash, and to secure other advantages and results, some of which may be referred to hereinafter in connection with the description of the working parts.

The invention consists in the improved hansom-cab, in the front-sash appliances therefor, and in the arrangements and combinations of parts, all substantially as will be hereinafter set forth, and finally embraced in the clauses of the claim.

Referring to the accompanying drawings, in which like letters of reference indicate corresponding parts in each of the several figures, Figure 1 is a front view of the upper part of a hansom-cab. Fig. 2 is a transverse vertical section showing the inside or rear of the sash and its connections. Fig. 3 is a section taken at line *x* of Fig. 1, showing the window closed. Fig. 4 is a similar section showing the window open. Fig. 5 is an elevation of one end of the pivotal member of the sash. Fig. 6 is a detail edge view of the same. Fig. 7 is a section at line *y* of Fig. 5, and Fig. 8 is a perspective view showing the hinge members for said sash.

In said drawings, *a* indicates the body of the cab, having an open front, which at the

lower part is closed by hinged doors of any suitable kind, but preferably such as are shown by me in a contemporaneous case before the Patent Office, and at the upper part is closed by sashes, which, with their connections, embrace the subject of this invention. At the top of said front opening of the cab is a header *b*, fastened to the frame of the cab-body and projecting therefrom downward an inch, more or less, into the said opening and extending laterally from one post or stile *c* to the other. At the back of the header *b*, near the longitudinal lower edge thereof, is a groove *d*, adapted to receive the forwardly-projecting part of the hinge member and permit of a turning of the sashes and yet when the sashes are closed enabling a neat joint to be obtained between the top rail *e* of the upper sash and the said header, as shown in Fig. 3. The side stiles *c c* are each recessed, as at *f*, Fig. 4, to receive the closed upper sash, and at the lower parts said stiles are provided with flaring guides *g* to be engaged by the downwardly-moving sashes as they lower by gravity and guide said sashes into proper closed position, as shown in Fig. 3.

The upper sash *h* is provided with the hinge members *j*, each of which has an integral slideway *k*, and the lower sash at its opposite ends is to be arranged in said slideways and be thus adapted to lie face to face with the upper sash and in that position be raised with said upper sash to a position approximately parallel with the roof of the cab. Said hinge member *j* has a straight strap-like extension *l* extending at right angles to the part *k*, said parts *k l* together forming an angle-iron by which the upper-sash frame is held in proper shape. Said angle-iron *j* is perforated to permit the parts thereof to be screwed to the frame, as indicated in Fig. 5. The slideway *k* projects inward from the sash *h*, and at the angle of the iron *j* the casting projects outward, as at *n*, beyond the plane of the outer face of the sash and lies in the rear groove of the header *b*, as shown in Figs. 2 and 4. On this projection is the pivotal stud or pin *m*, the center of said stud or pin lying in or very nearly in the said plane of the front face of the sash. Said pin or stud *m* projects laterally from the sash and enters

the frame member *o* of the hinge secured to the post or stile *c*.

It may be here observed that by the construction described the hinge is completely hidden from an outside view of the cab and the said construction thus conduces to a more pleasing finish.

To the bottom rail of the lower-sash member is attached a cord or chain *p*, or preferably two of such cords or chains, which extends vertically upward through the roof of the cab and over wheels or pulleys to a hand-operable pulley or means by which the cord or cords may be pulled upward. When the cords are so pulled, the lower sash first slides upward in the slideway *k*, and when at its limit of sliding movement the power is transmitted to the upper sash, which turns on its pivots or pins *m*, carrying the lower sash with it until stopped by engagement with the roof of the cab or other suitable stop.

Having thus described the invention, what I claim as new is—

1. The combination with the cab having posts or stiles *c*, *c*, and header *d*, of the pivoted sashes *h*, *i*, the latter of which slides on the former a limited distance and the former of which is pivoted behind the header, and means for raising the sashes to a horizontal position in the cab, substantially as set forth.

2. The combination with a cab having an

open front, and at the top of the opening on said front a longitudinally-grooved header, the groove of which is near the bottom edge of the said header, of sashes the lower of which is slidable on the upper and the upper sash of which has projecting pivotal pins lying at the groove of the header, substantially as set forth.

3. The combination with upper and lower sashes, of an angle-iron comprising a slideway for the lower sash, a strap-like extension at right angles to said slideway and a pivot at the angle formed by said extension and slideway said pivot projecting from the end of the upper sash and having its center substantially in line with the plane of the front of said upper sash, substantially as set forth.

4. In a cab-sash, the angle-iron comprising in one integral piece a slideway for a lower sash, an extension at right angles to said slideway, and a forward extension having a pivotal pin projecting from the angle-iron at or near the angle therein, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 23d day of April, 1902.

WALTER C. YELTON.

Witnesses:

CHARLES H. PELL,
C. B. PITNEY.