J. WOODS, Jr.
Carriage Window.

No. 202,131. Patented April 9, 1878.

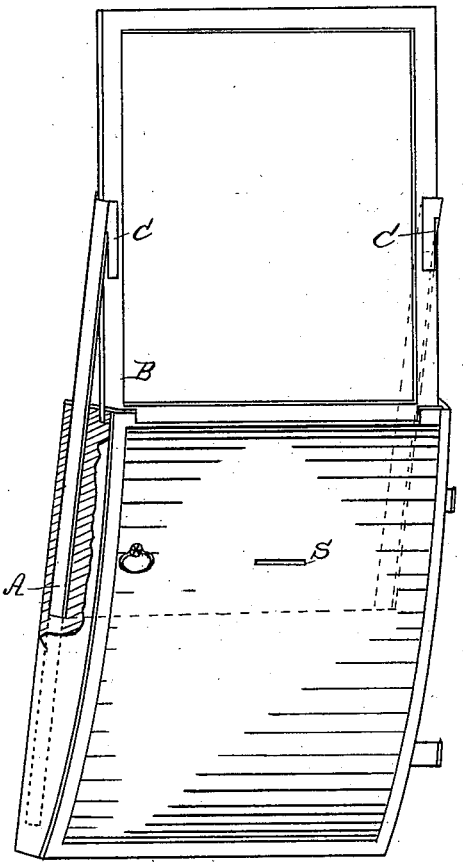

Fig. 1

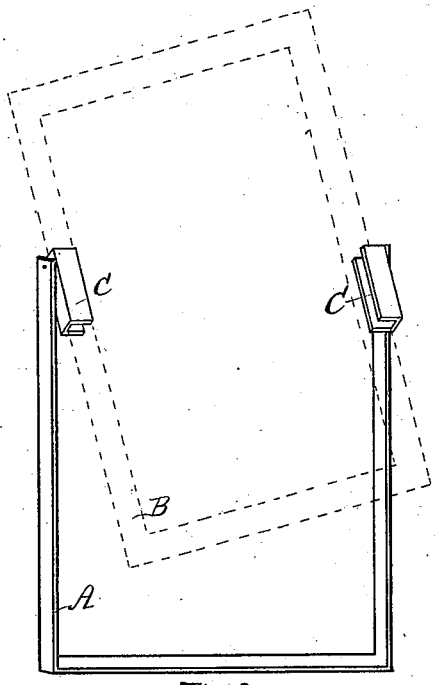

Fig. 2.

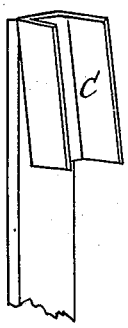

Fig. 3.

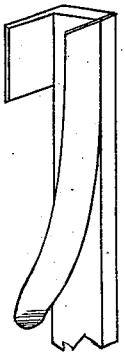

Fig. 4.

Witnesses:
Henry Marsh Jr.
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UNITED STATES PATENT OFFICE.

JAMES WOODS, JR., OF SOMERVILLE, MASSACHUSETTS.

IMPROVEMENT IN CARRIAGE-WINDOWS.

Specification forming part of Letters Patent No. **202,131**, dated April 9, 1878; application filed August 30, 1877.

To all whom it may concern:

Be it known that I, JAMES WOODS, Jr., of Somerville, county of Middlesex, and Commonwealth of Massachusetts, have invented a new and useful Improvement in Window-Holders for Carriages, of which the following specification, taken in connection with the drawings furnished and forming a part of the same, is a true, clear, and complete description.

Window-holders have been heretofore made and sold in which the side bars are pivoted or hinged, so as to be elevated to support the sash when raised, or folded down upon the top of the door when the sash is lowered. Such device affords but an insecure and unsteady support to the sash when raised.

Window-holders have also been made in which the side bars are firmly secured to the sash, and rise and fall with it through the carriage-body. Such device requires the use of springs or braces to steady the sash when raised and hold it firmly in position.

The object of my invention is to provide a window-holder for doors of landau-carriages, which is simple in construction and comparatively inexpensive, and which will, without the use of springs or braces, retain and hold the sash firmly in place when raised.

To these ends my invention consists, mainly, of a **U**-shaped frame, of iron, which slides up and down through the door of the carriage, and is provided on the inner upper side of each of its arms with a pivoted guide or channel-way, in which the sash may slide up and down independently of the movement of the **U**-shaped frame. These guides or channel-ways are pivoted, so as to admit of the sash being swung out of the perpendicular after it has been raised, and while in that position lowered slightly to enter a groove in the top of the door and prevent its falling back into the door.

The whole arrangement—**U**-shaped frame and sash—is raised by the holder or strap ordinarily used on carriage-windows.

The sash is provided with shoulders or stops on its sides, to prevent its being pushed up through the guides too far when the window is being raised.

The sash may be removed from the frame and guides by raising the frame as if to close the window, and then swinging the sash out of the perpendicular and letting it slide down out of the guides.

To more particularly describe my invention, I will refer to the accompanying drawings, in which—

Figure 1 represents, in front view, one of my window-holders with the frame and sash raised. Fig. 2 represents, in perspective, the **U**-shaped frame with the sash swung out of the perpendicular to drop into the recess or groove in the top of the door. (See dotted lines.) Figs. 3 and 4 are details.

A denotes the **U**-shaped frame, which is preferably made of iron. It is preferably, also, of **U** form, so that the sash may drop into it when the window is lowered. The frame and sash will fall into the door when lowered, and will leave the top of the door clear and with a finished appearance, the same as the ordinary carriage-door which has a window dropping through it.

B denotes the sash, which slides in the guides or channel-ways *c c*, pivoted to the upper inner sides of the arms of the frame. It will be seen that, by this arrangement of the guides and sash, the sash has a vertical and pivotal movement independent of the frame. The extent of this independent vertical movement of the sash is regulated or determined by shoulders or stops attached to the sides of the sash, so as to bring up against the guides. After these shoulders or stops engage the guides the movement vertically of the sash and frame is uniform.

By this arrangement—*i. e.*, by the sash having a certain amount of vertical movement independently of the frame—more of the frame remains in the door, and serves to steady and stiffen the window.

The frame is prevented from being raised more than a suitable distance by a stop at S, as shown in Fig. 1 by the dotted lines.

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

1. A carriage-window holder provided with pivoted guides or channel-ways, in which the

sash has a vertical and pivotal movement independent of the movement of the U-shaped frame, the whole arranged to move in and through the body of the door, as shown and described.

2. The combination and arrangement of the U-shaped frame with its pivoted guides or channel-ways C C, stop S, and the sash B, as shown and described.

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Witnesses:
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