F Baumgartner

Sash Stop for Windows & Doors

No 75347 Patented March 10. 1868

Fig. 1

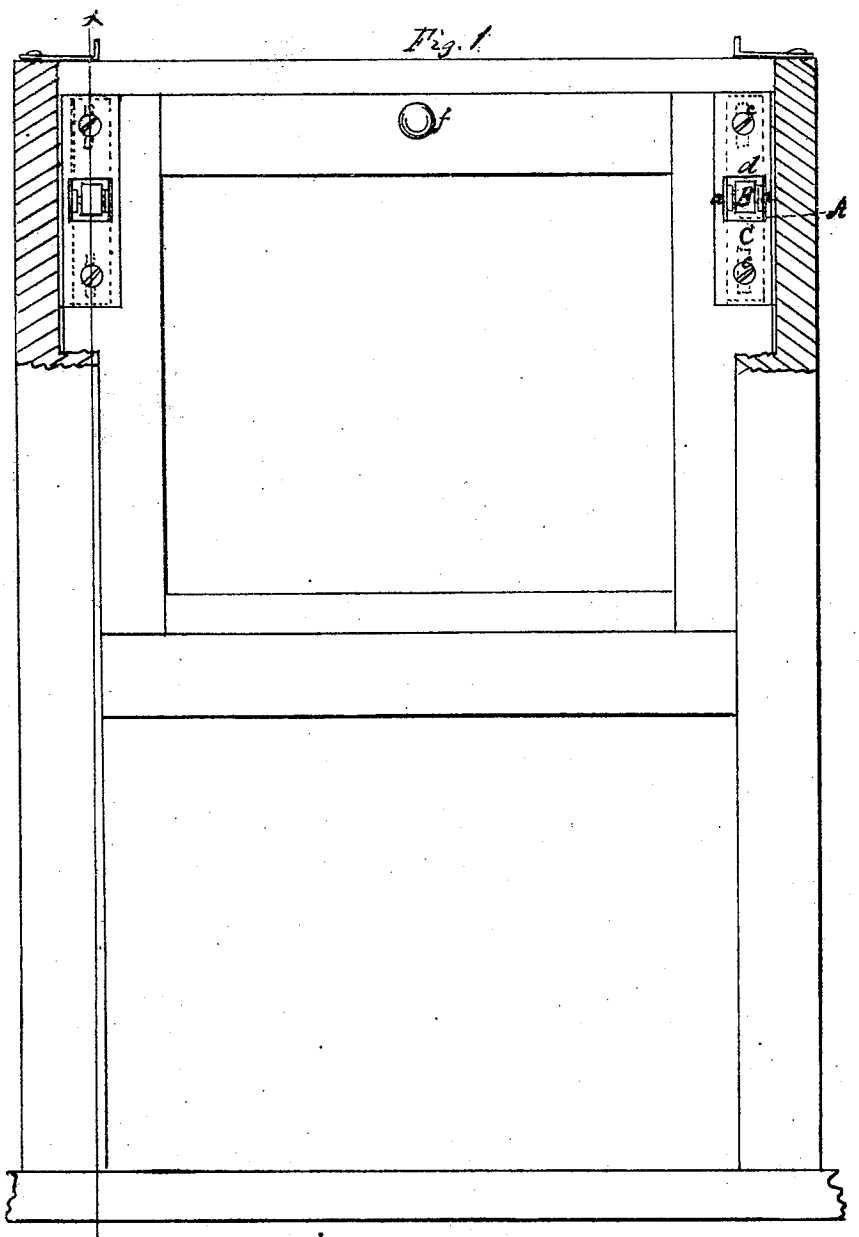
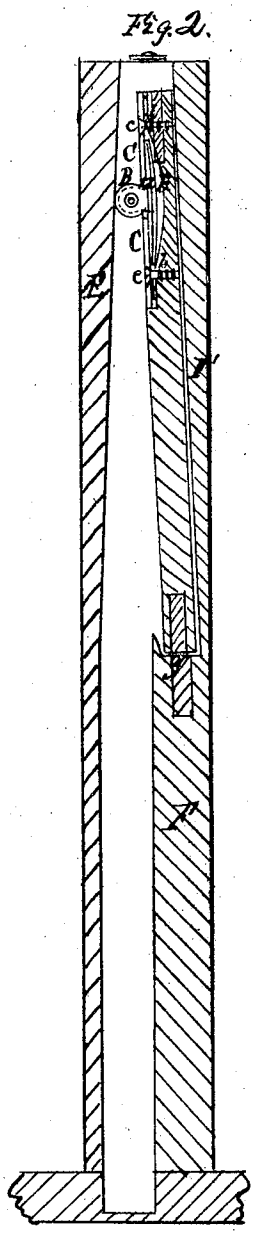


Fig. 2.



Witnesses.

Wm. Hyckoff

M. M. Livingston

Inventor:

Frederick Baumgartner

United States Patent Office.

FREDERICK BAUMGARTNER, OF BROOKLYN, NEW YORK.

Letters Patent No. 75,347, *dated March* 10, 1868.

IMPROVED SASH-STOP FOR WINDOWS AND DOORS.

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, FREDERICK BAUMGARTNER, of the city of Brooklyn, in the county of Kings, and State of New York, have invented a new and useful Improvement in Windows and Doors; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing which forms part of this specification.

My invention is designed more particularly for application to the windows of coaches, to prevent their constant disagreeable rattling, but it may be applied to any kind of sliding window or door for producing weather-tight joints, as will be hereinafter more fully explained.

The nature of my invention consists in a device composed of a combined friction-wheel or roller and spring, so constructed and applied to the window that the friction-roller will cause the sash to press against the outside stop or parting-strip, accordingly as the window-frame is constructed, with force sufficient to prevent the sash rattling, and also to form a weather-tight joint, in which latter case "weather-strips" may be entirely dispensed with. In the accompanying drawing—

Figure 1 is a front view of my invention, showing the same applied to a coach-window.

Figure 2 is a vertical central section thereof, taken on the plane of the line *x x*, fig. 1.

Similar letters of reference indicate like parts in both figures.

A designates a flat spring, which carries, in suitable bearings *a*, at some point of its length, say midway thereof, a friction-wheel or roller, B. The spring A is provided at its ends with slots *b b*, through which screws *c*, or other suitable fasteners, pass to secure it in place. C is a metallic cap or box, in which the spring and roller are enclosed. A slot or opening, *d*, is made in the front wall of the cap C, sufficiently large to admit of the roller projecting through it. This box is rectangular in shape, in transverse section, and fits upon the sash like metallic "corner-pieces" generally, its faces being flush therewith, and being secured by screws or otherwise. In the present instance, the same screws which secure the front wall of the cap to the sash, pass also through the slots *b* in the spring A, and secure that also.

In applying the device to a window, I have found it well to cut away enough of the sash directly under the spring to allow the spring to sink low enough to draw the roller sufficiently far into the box C to present no hindrance to the proper working of the sash at points where it may fit quite snugly between the stop-strips, but however far it may be forced into the box, its periphery will always bear against the inside or outside stop-strip, as the case may be, and thus keep the sash pressed against the stop-strip on the opposite side of the sash. This can be better understood by referring to fig. 2 of the drawing. The roller here bears against the inside stop E, and presses the sash against the outside stops F F′.

In both figures the window-sash is shown in a closed state. To open the window, it is only necessary to press upon the knob *f*, (see fig. 1,) and, while doing this, draw the sash slightly upward, which pressure on the knob throws the bottom strip of the sash out of the rabbet *g*, when the sash can be shoved down.

It will be noticed, by referring to fig. 2, that the spring and roller keep the sash pressed tightly up against the outside stop F′, and hence it cannot rattle when the vehicle is moving over uneven pavements, and, further than that, a weather-tight joint is produced.

My improvement can be applied to all kinds of sliding windows and doors. For instance, in the case of an ordinary window, the friction-rollers would be so arranged as to bear against the "inside stop," in order to keep the lower sash pressed against the "parting-strip," whilst with the upper sash it would be well to arrange the said rollers so as to bear against the "outside stop," and thus press that sash up against the parting-strip. There would consequently be a perfectly weather-tight joint all round, and weather-strips could be dispensed with.

I am well aware that many devices have been invented for preventing the sash from descending when raised to any given point, and to such I lay no claim, the object of my invention being an entirely different one.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination, with the sash and frame, of a sliding window or door, of a combined spring, A, and roller, B, arranged and operating substantially as and for the purposes herein specified.

FREDERICK BAUMGARTNER.

Witnesses:

WM. C. WYCKOFF,

M. M. LIVINGSTON.