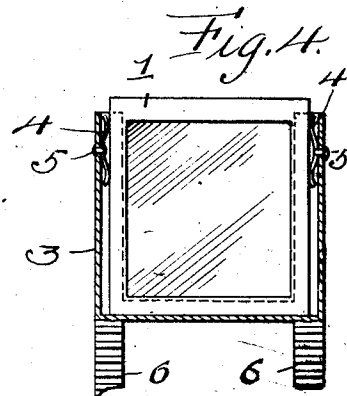
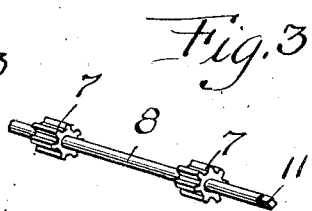
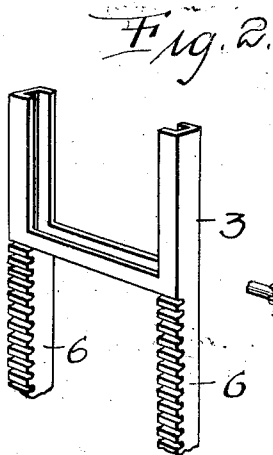
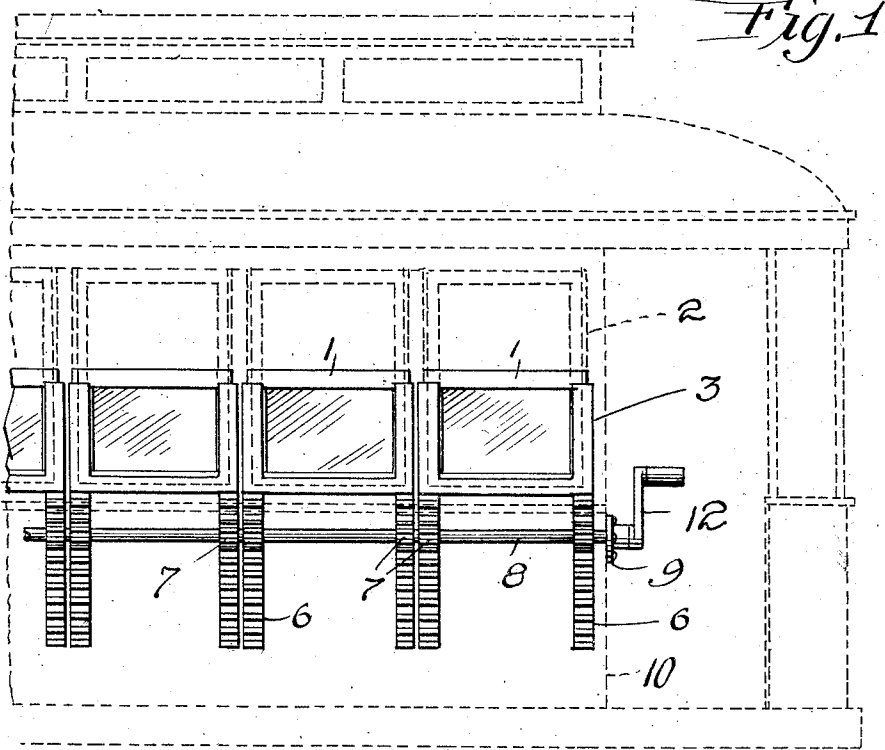


A. S. STANISH.
 WINDOW OPERATING DEVICE.
 APPLICATION FILED OCT. 28, 1912.

1,062,997.

Patented May 27, 1913.



WITNESSES
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UNITED STATES PATENT OFFICE.

ANTONI S. STANISH, OF MADRID, IOWA.

WINDOW-OPERATING DEVICE.

1,062,997.

Specification of Letters Patent.

Patented May 27, 1913.

Application filed October 28, 1912. Serial No. 728,066.

To all whom it may concern:

Be it known that I, ANTONI S. STANISH, a subject of the Czar of Russia, residing at Madrid, in the county of Boone and State of Iowa, have invented certain new and useful Improvements in Window-Operating Devices, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a window operating device, and the primary object of my invention is to furnish the sides of a street car or railway coach with a novel window operating mechanism whereby windows at the side of the car can be simultaneously raised or lowered.

A further object of this invention is to accomplish the above results by a window operating mechanism that is durable, easy to install, and inexpensive to manufacture.

With the above and other objects in view the invention resides in the novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

Reference will now be had to the drawing, wherein:—

Figure 1 is a side elevation of the window operating mechanism in connection with a car, Fig. 2 is a perspective view of a sash attachment, Fig. 3 is a perspective view of a portion of the operating shaft, and Fig. 4 is a sectional view of the sash attachment as applied to a sash.

Further describing the invention in detail with reference to the drawing wherein like numerals denote corresponding parts throughout: 1 denotes the lower sashes of window frames 2, and loosely mounted upon the bottom and side rails of each sash is a U-shaped frame 3 including channeled sides

and a channeled end and is frictionally held in engagement with the side rails of the sash by compound leaf springs 4 secured to the frame 3, as at 5. The sash 1 can be therefore adjusted independently of the frame 3.

The lower edge of the frame, at the sides thereof, is provided with depending racks 6 engaged by pinions 7 mounted upon a longitudinal shaft 8 journaled in bearings 9 arranged at the ends of a car 10. One end of the shaft has a shank 11 upon which a crank handle 12, wheel or lever can be mounted for rotating the shaft 8.

From the foregoing it is apparent that the window sashes can be simultaneously raised or lowered.

The operating mechanism is located between the side frames of the car and is therefore concealed and cannot be tampered with by the occupants of the car.

What I claim is:—

The combination with a car having window sashes, of U-shaped frames having channeled sides and a channeled end loosely mounted upon the lower sashes, springs carried by the upper ends of said frames and frictionally holding said sashes within said frames, depending racks carried by said frames, a longitudinal revoluble shaft supported by said car, pinions mounted upon said shaft and engaging said racks, and means at an end of said shaft to facilitate rotating said shaft to simultaneously elevate and lower said frames carrying said sashes therewith.

In testimony whereof I affix my signature in the presence of two witnesses.

A. S. STANISH.

Witnesses:

G. C. CARLSON,
O. F. SANDBERG.