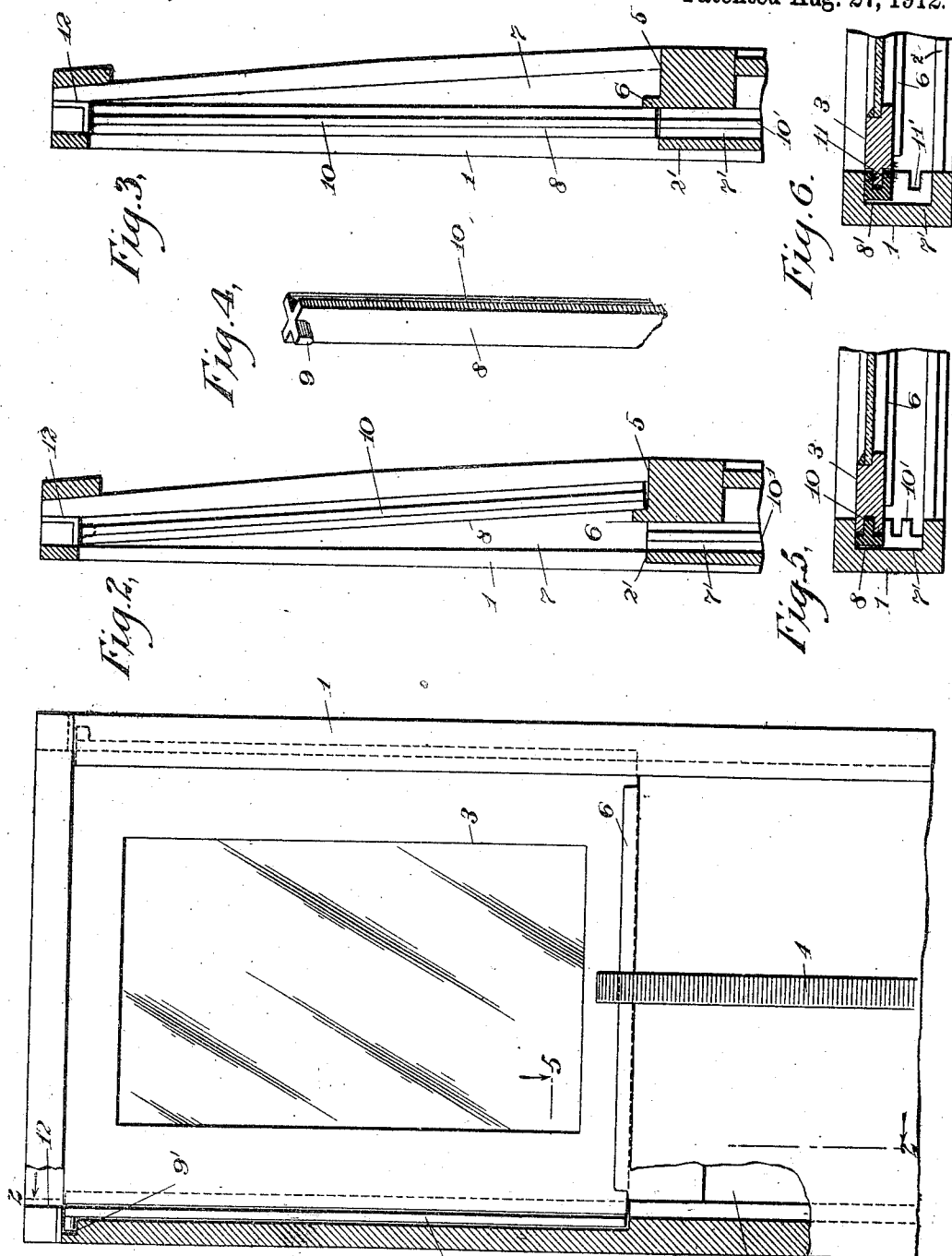


A. M. MODRY.
CARRIAGE WINDOW.
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1,037,164.

Patented Aug. 27, 1912.



WITNESSES:

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Fig. 1,

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CARRIAGE-WINDOW.

1,037,164.

Specification of Letters Patent.

Patented Aug. 27, 1912.

Application filed February 23, 1911. Serial No. 610,231.

To all whom it may concern:

Be it known that I, AUGUST M. MODRY, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Carriage-Window, of which the following is a full, clear, and exact description.

My invention relates to a window construction for carriages, and passenger vehicles in general; and it comprises a pocket into which the window sash can be inserted, and from which it can be withdrawn; and means for guiding the sash in the course of its movements into and out of the pocket. These means are arranged to engage the edges of the sash at all times with sufficient tightness to eliminate the objectionable jarring and rattling that is met with in many of the carriage windows that are now in common use.

Reference is to be had to the accompanying drawings forming a part of this specification, in which the same characters of reference indicate the same parts in all the views.

Figure 1 is a front view of the frame of my improved carriage window, the same being partly in section to show the guiding means for the window sash on the left-hand side thereof; Fig. 2 is a vertical longitudinal section on the line 2—2 of Fig. 1, showing the guiding means in one position; Fig. 3 is a view similar to that of Fig. 2, showing the guiding means in another position; Fig. 4 is a perspective view of a guide strip attached to the sides of the upper half of the window frame; Fig. 5 is a transverse horizontal section taken along the line 5—5 of Fig. 1; and Fig. 6 is a similar view of a form showing a modified guiding means for the window sash.

On the drawings, 1 is a frame for my improved window, which may be the door frame of the carriage, cab, or other vehicle on which the same is used, as I preferably locate my improved window in the door of the vehicle. Obviously, however, I am not obliged to locate my improved window in the door of the carriage, but I may form an opening anywhere in the carriage wall and fix a frame, similar to the frame shown at 1, in such an opening if desired. This frame 1 has a pocket 2 formed in its lower half, this pocket being open at the top to receive a

window sash 3, a strap 4 being attached to the sash to enable the inmates of the carriage to lower or raise the sash at will; 5 is a transverse sill formed across the frame 1 adjacent the top of the pocket 2, and along the inner edge of this sill is a shoulder 6, against which the bottom of the sash rests when the same is in its raised position.

The sides of the frame 1 have recesses 7 therein extending from the level of the sill 5 to the top. These recesses 7 are narrowest at the top, and the sides thereof diverge in a downward direction, so that the maximum width of these recesses is adjacent the sill 5. Recesses 7' are also formed in the sides of the lower half of the frame, that is, within the pocket 2. These recesses 7' are of the same width throughout; that is, they are of the same width as the top of the recesses 7 in the upper half of the door frame; and the rear edges of the recesses 7 and 7' are in alinement. In consequence, the lower end of the recess 7 overlaps to a considerable extent the upper end of the longitudinal recess 7', and extends horizontally outward to a sufficient distance to allow the lower end of the sash to fit between the front or inclined edge of the recess 7 and the transverse shoulder 6 of the sill 5.

Each of the upper recesses 7 contains a guide strip 8. These guide strips 8 are shown as provided with lugs or pivotal projections 9 at their upper ends, fitting in recesses 9' formed in the sides of the recesses 7. Each guide strip has a tongue 10 on the face opposite the face bearing the pivotal projection 9; and corresponding grooves are formed in the lateral edges of the sash 3, to receive the tongues 10.

The guide strips 8 are thus pivotally connected with the frame adjacent their upper ends, and can be swung against either the forward or rear edges of the recess 7. This swinging movement is not interfered with by the shoulder 6 on the sill, as the shoulder 6 terminates short of the tongue 10 of the guide strip 8, as shown on Figs. 5 and 6. While I have shown these guide strips as provided with pivotal projections 9, it is not necessary that these projections 9 be used. The upper width of the longitudinal recesses 7 is about equal to the width of the strips 8; and these strips 8 will have the necessary lateral movement in the recesses 7, whether they be pivoted at their upper

ends or not. Angle pieces 12 close the grooves 7 at the top.

The longitudinal recesses 7' in the pocket 2 are provided with guide strips having tongues 10' thereon, and are of the same cross-sectional size and shape as the guide strips 8. These guide strips fit the recesses 7' snugly, and have no movement, either up or down, or from side to side.

10 If preferred, I may use guide strips having grooves therein instead of tongues, as shown at 8' on Fig. 6, for the upper recesses 7. These guide strips will cooperate with groove guide strips 11' in the longitudinal recess 7' at the sides of the pocket 2, and the window sash 3 will have tongues 11 projecting from the side edges of the same to fit within the groove guide strips 8' and 11'; otherwise the construction will be the same as described in connection with the preceding figures on the drawing.

The back of the pocket is shown at 2', and the top edge thereof lies at the same level as the sill 5. In practice, the sash is made slightly shorter than the guide strips 8 by a length approximately equal to the height of the shoulder 6 on the sill 5. When the sash is raised it is pushed up to the top of the frame 1, and the guide strips 8 are then swung forward; the bottom of the sash will clear the top of the shoulder 6, and the guide strips 8 will pass the ends of the shoulder 6 until they lie against the front inclined edges of the groove 7. The sash 3 can then be allowed to drop until it rests upon the sill 5, as shown on Fig. 1. A suitable cross piece will engage the top of the sash when it is in its raised position, in order to close any crack or opening at the top of the frame 1.

When it is desired to lower the sash, the same is lifted to a sufficient extent to clear the top of the shoulder 6, and then swung rearward so the guides 8 rest against the rear edges of the longitudinal recess 7. This brings them into alinement with the guide strips in the recesses 7' on the inside of the pocket 2. The sash can then be lowered, and the depth of the pocket is such that when the sash reaches the bottom thereof the top will be approximately flush with the top edge of the transverse shoulder 6. The upper part of the sash will retain its engagement with the guide strips 8 in the longitudinal recesses 7, so that these guide strips will be held in the required position for raising the sash later. As a result, the sash 3 will be in position at all times to engage the guide strips 8 in the upper part of the frame 1, and all of the parts will be held

tightly against rattling and jarring, which it is the object of my invention to avoid.

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

1. A window sash and means for forming a pocket to receive the same, guiding means for the sash arranged outside of said pocket, said guiding means being mounted for lateral movement, a sill to engage said sash when the same is withdrawn from the pocket, said sill being located to one side of said pocket, and a shoulder between said sill and said pocket, said shoulder terminating short of the ends of said sill to permit the guiding means to be swung past said shoulder.

2. A window construction for vehicles, comprising a sash and means for forming a pocket to receive the same, guiding means in said pocket to engage the sash when it is moved into said pocket and guiding means for the sash arranged outside of said pocket, said outside guiding means being mounted for lateral movement, a sill to engage said sash when it is withdrawn from said pocket, said sill being located to one side of said pocket, and a shoulder between said pocket and said sill, said shoulder terminating short of the ends of said sill to permit the outside guiding means to be swung past said shoulder.

3. A window construction for vehicles, comprising a sash and means for forming a pocket to receive the said sash, guiding means in said pocket for said sash, guiding means located outside of said pocket, said guiding means being mounted for lateral movement to permit the sash to be swung into position to enter said pocket, said pocket being of such length that the sash will retain its engagement with said outside guiding means when it is pushed into said pocket, a sill to engage said sash when it is withdrawn from said pocket, said sill being located to one side of the mouth of said pocket, and a shoulder separating said sill from said pocket, said shoulder terminating short of the ends of said sill to permit said outside guiding means to be swung past the same when the sash is withdrawn from said pocket to engage said sill.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

AUGUST M. MODRY.

Witnesses.

CASIMIR ZIMMERMANN,
F. W. NERLICH.