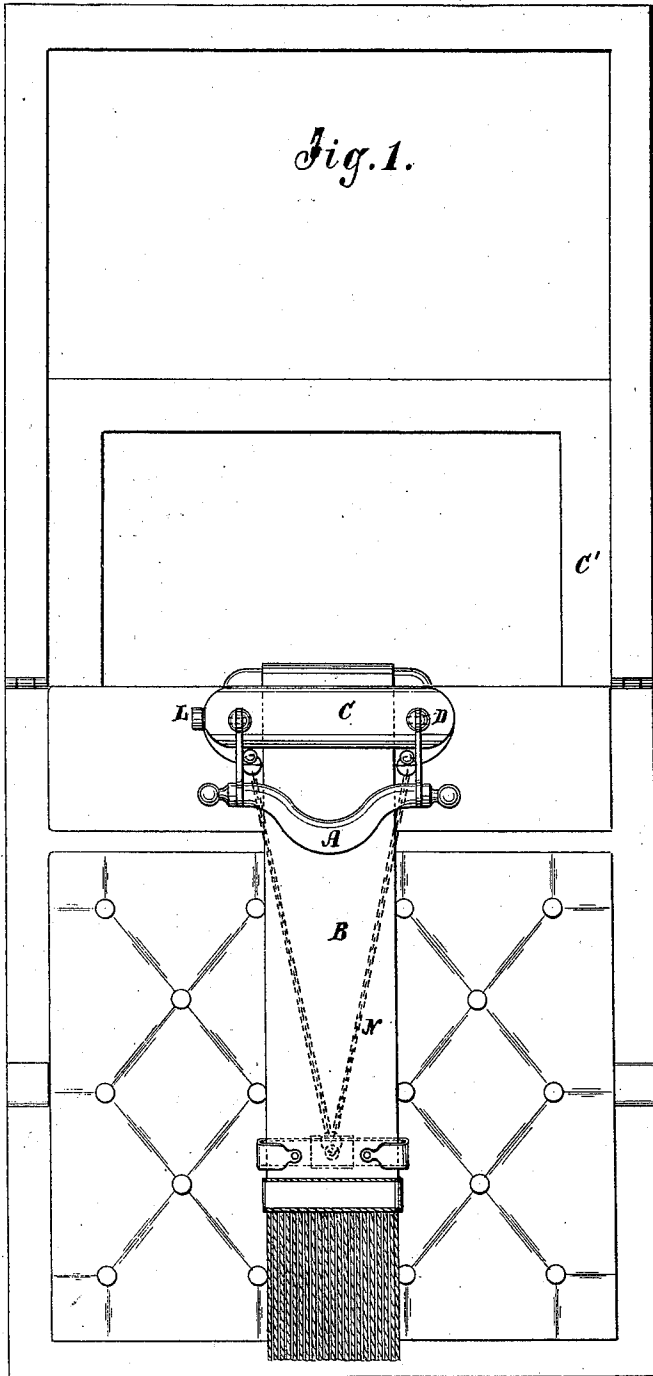


F. H. JURY.
Carriage-Doors.

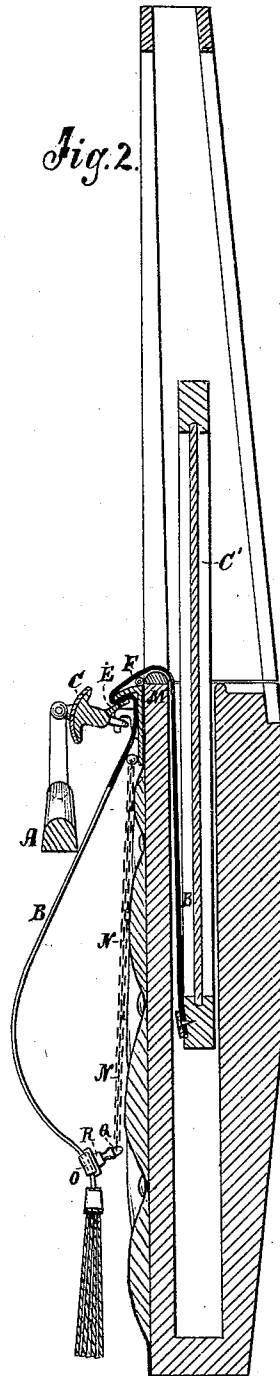
No. 150,763.

Patented May 12, 1874.



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Carriage-Doors.

No. 150,763.

Patented May 12, 1874.

Fig. 3.

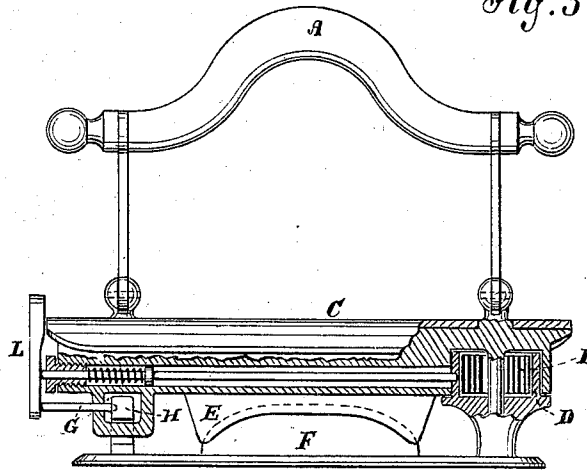


Fig. 4.

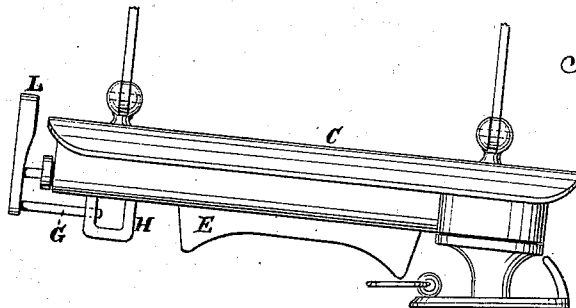


Fig. 5.

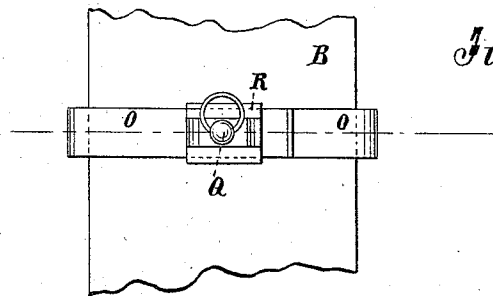
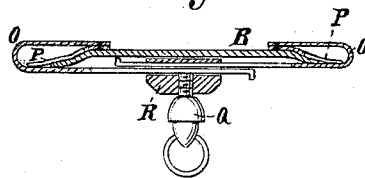


Fig. 6.



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UNITED STATES PATENT OFFICE.

F. HERMAN JURY, OF NEW YORK, N. Y.

IMPROVEMENT IN CARRIAGE-DOORS.

Specification forming part of Letters Patent No. **150,763**, dated May 12, 1874; application filed February 21, 1874.

To all whom it may concern:

Be it known that I, F. HERMAN JURY, of the city, county, and State of New York, have invented a new and Improved Carriage-Door, of which the following is a specification:

My invention consists of a door-pull handle and a holder for the sash-holding strap, combined in one device, and so arranged that both purposes are subserved by the one device better than by the separate devices as commonly arranged. The invention also consists of a novel contrivance of the device for connecting the strap-holder, which holds the sash-holding strap up out of the way of the door when it closes to said strap.

Figure 1 is an inside elevation of a carriage-door with my improvements applied. Fig. 2 is a sectional elevation of Fig. 1. Fig. 3 is partly a horizontal section and partly a top view of the holder and pull. Fig. 4 is an elevation of the pull and fastener when opened to release the sash-holding strap. Fig. 5 is a plan of the fastening of the holder for holding the strap up out of the doorway, and Fig. 6 is a section of Fig. 5 on line *x x*.

Similar letters of reference indicate corresponding parts.

A represents the handle of the door-pull used for pulling the door shut. This handle, which has up to this time been attached to the door close to its hinged side, in order to be out of the way, instead of the middle, where it should be in order not to interfere with the strap B, by which the sash is raised and lowered and held part-way open, I now propose to arrange at the center, for affording greater leverage for pulling the door, and also to utilize it for the fastening for the strap B to hold the sash part-way open. To this end I connect said handle to a bar, C, which is pivoted at one end to a stud, D, and has a clamping-bit, E, on one side to bind the strap B between it and another stationary binding-bit, F, when said bar is swung over the strap and up to the position for its use as a handle, where it is fastened by a spring-bolt, G, to a stud, H. A spring, I, is fixed in the hub of pivot D to throw the handle down and hold it against swinging free when down, and a rod, J, with

a spring, K, is arranged in a hole in the bar C, and in connection with head, L, to lock the spring-bolt when the handle is to be secured in its place. The handle or head L is used to push the locking-bolt out whenever the handle is to be turned downward to release the strap. By fastening the strap B in this way, the buttons or eyelets heretofore used are dispensed with, and the sash can be fastened at any height required, whereas with the eyelets it can only be fastened as allowed by them, of which there are generally two. These eyelets require large holes to be made in the strap for attaching them, and they are often detached by the top of the board M, over which the strap is frequently drawn with considerable force. For connecting the chains or cords N to the strap B for holding it from being caught in the door at the bottom, I propose to make a fastening of a couple of clips or hooks, O, with a spring, P, in the hooked part, as shown, for engaging the edges of the strap, the shanks of the clips being adjustable along each other for opening to receive the strap and closing to hold it, and fastened by a clamping-screw, Q, and a block, R, through which the shanks slide. The screw also serves for connecting the clip to the chain.

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

1. The pull-handle A of a carriage-door, the clamping-bar C of a holder for the sash-adjusting and holding-strap B, all combined substantially as specified.

2. The clamping-bar C and its clip E placed on a pivot-stud, D, the stationary clip F, and a spring bolt and catch, in combination with the sash-holding strap of a carriage-door, substantially as specified.

3. The adjusting spring-clips O P, binding screw Q, and block R, combined with chain N and strap B for connecting them together, substantially as specified.

F. HERMAN JURY.

Witnesses:

A. P. THAYER,
T. B. MOSHER.