

C. S. KNIGHT.

Improvement in Sash-Weights.

No. 128,735.

Patented July 9, 1872.

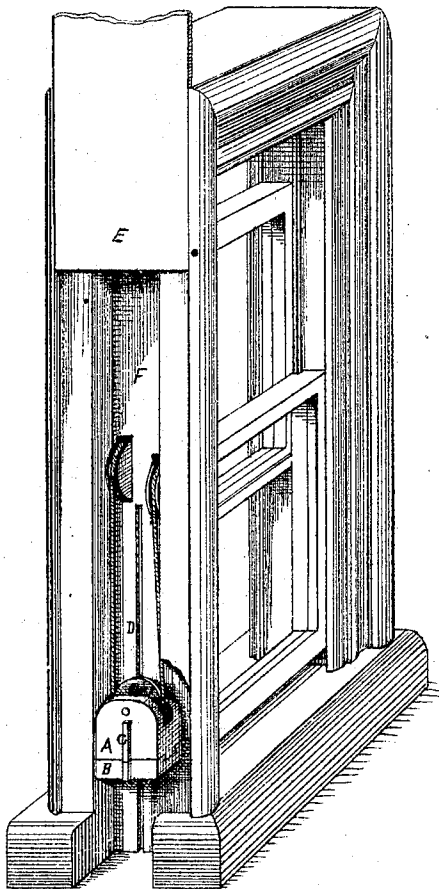


FIG. 1

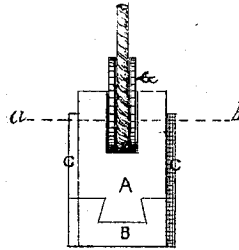


FIG. 2

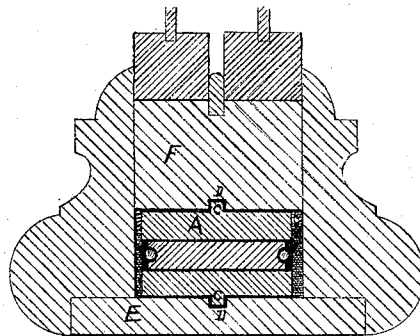


FIG. 3

Witnesses

John R. Taylor
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Inventor

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UNITED STATES PATENT OFFICE.

CHARLES S. KNIGHT, OF WARE, MASSACHUSETTS.

IMPROVEMENT IN SASH-WEIGHTS.

Specification forming part of Letters Patent No. 128,735, dated July 9, 1872; antedated June 29, 1872.

SPECIFICATION.

To all whom it may concern:

Be it known that I, CHARLES S. KNIGHT, of Ware, in the county of Hampshire, Commonwealth of Massachusetts, have invented certain Improvements in Window-Weights for Railroad Car Windows and Blinds, and for windows for houses, of which the following is a specification:

This invention relates to weighting railroad car window sash and blind, and window-sashes for houses; and consists in having a window-weight made in two parts dovetailed together, and with flanges on each side, and grooves in the cases for the flanges to slide into to keep the weight steady. The weight I suspend by the pulley on a continuous cord extending from the sash to the blind in the car-window; or, if for a house, from one sash to the other by attaching one end to the lower rail of the window-sash, and passing up to and over a pulley in the jamb; thence through the pulley in the weight; thence up to and through a pulley in the jamb opposite the lower rail of the blind and attached to said rail.

The advantage in having the weight in two parts is a convenient arrangement for adding thereto or taking from it, as the windows may require. The flanges serve to keep the weight steady in its movement, and from thumping when the car is in motion; but they may be dispensed with when the weight is used for house-windows.

By this arrangement less cord is used, and but two weights—one each side—instead of four. The weight, having a pulley at the top, suspended in the loop of the cord, moves up and down on it with the opening and closing

of the window or blind, balancing and holding them in position either closed or open.

This improvement is peculiarly adapted for railroad saloon-car windows.

In the drawing, Figure 1 represents the position of the improved weight suspended in the loop of the cord, the window partially open, and also the pulleys in the jamb. Fig. 2 represents my improved weight as made in two parts, A and B, and the manner of connection by dovetails, and the flanges C C on the sides as used for car-windows. Fig. 3 represents a sectional view of the weight on a line, *a b*, in Fig. 2.

A is the principal weight, and B the part added thereto, and may be smaller or larger, as the case may require. C C are the flanges, and D the grooves for the flanges to slide in. F is the jamb, and E the casing. The weight is joined together by dovetail, and may be slipped out or in for the purpose of adding thereto or diminishing, as the weight of the sash may require.

Having thus described my improvement, and the manner of arranging it with the continuous cord, what I claim as new, and desire to secure by Letters Patent, is—

The improved window-weight, made in two parts, A and B, with flanges C C and pulley G, operated in combination with grooves D in jamb F and casing E, substantially as and for the purposes hereinbefore set forth.

Worcester, Massachusetts, November 13, 1871.

CHARLES S. KNIGHT.

Witnesses:

JOHN R. THAYER,
JONA. LUTHER.