J. STRAUB.

Carriage-Door Fastenings.

No. 157,426. Patented Dec. 1, 1874.

Fig 1.

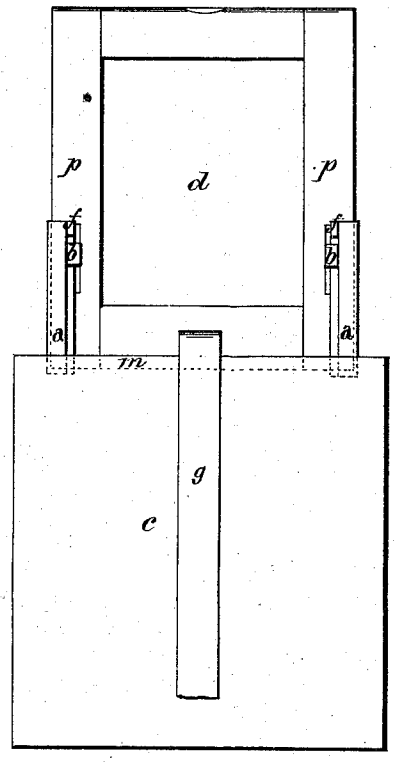


Fig 2.

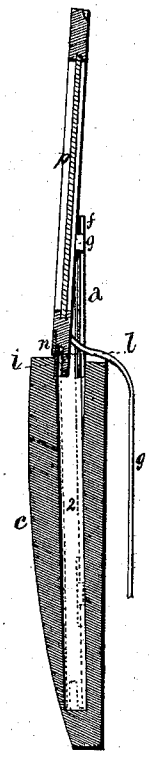
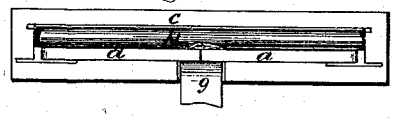


Fig. 3.



WITNESSES.

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JOSEPH STRAUB, OF NEWARK, NEW JERSEY.

IMPROVEMENT IN CARRIAGE-DOOR FASTENINGS.

Specification forming part of Letters Patent No. **157,426**, dated December 1, 1874; application filed February 25, 1874.

To all whom it may concern:

Be it known that I, JOSEPH STRAUB, of the city of Newark, Essex county, New Jersey, have invented a new and Improved Fastening for Carriage and Coach Doors, which may also be used for open carriages; and I do hereby declare that the within is a full and exact description thereof, reference being had to the accompanying drawings.

My invention relates to an improvement in carriage-doors; and consists in two pivoted supports attached to the door, which hold the window in position when drawn up, and close down over its edge when it is lowered, in order to keep out dust or rain, as will be more fully described hereafter.

The accompanying drawing represents my invention.

c represents an ordinary carriage-door having the recess 2, into which the window *d* drops when down. Pivoted to the inside of this recess, at opposite ends, are the two supports *a*, which are just long enough to have their inner ends touch each other when closed downward over the top of the window. On the inside of the window-sash *p*, at a suitable height, are the stops or lugs *b*, which abut against, when the window is fully raised, the corresponding stops *f* at the upper ends of the supports *a*, and prevent the windows from being raised too high. On the lower inside edge of the window-sash is a flange, *m*, and a plate, *n*, forms another flange on the outside; and the groove *i* between, on the lower end of the sash, fits closely over the comb *l* on the top of the door, and holds the window firmly to its place, prevents rattling, and excludes dust and rain.

The stops *b* have their inner ends grooved, so that when the windows are being raised upward by the strap *g* they catch over the inner edges of the supports *a*, upon which they move, and thus the sash is held rigidly in position, while it is held on the top of the door by the combing, as shown in Fig. 2.

Upon the outer edges of the supports *a*, next to the sash, are formed flanges, which, when the window and supports are closed downward, overlap the inner edge of the sash, and thus form a tight joint in order to keep out dust and rain.

I am aware that two hinged covers attached to the top of the carriage-door, and which close down over the top of the sash when down, are not new; but in this case they are simply covers, and nothing more, and do not act as guides or stops to the sash in its movements.

Having thus described my invention, I claim—

The combination of the hinged supports *a*, sash *p*, and stops *b f*, the stops *b* being grooved so as to catch over the edge of the supports, and thus act as guides, substantially as shown and described.

JOSEPH STRAUB.

Witnesses:
MATHIAS GROSS,
JEAN PACK.