(No Model.)

J. IRVING.

CARRIAGE TRIMMING.

No. 266,158. Patented Oct. 17, 1882.

Fig. 1.

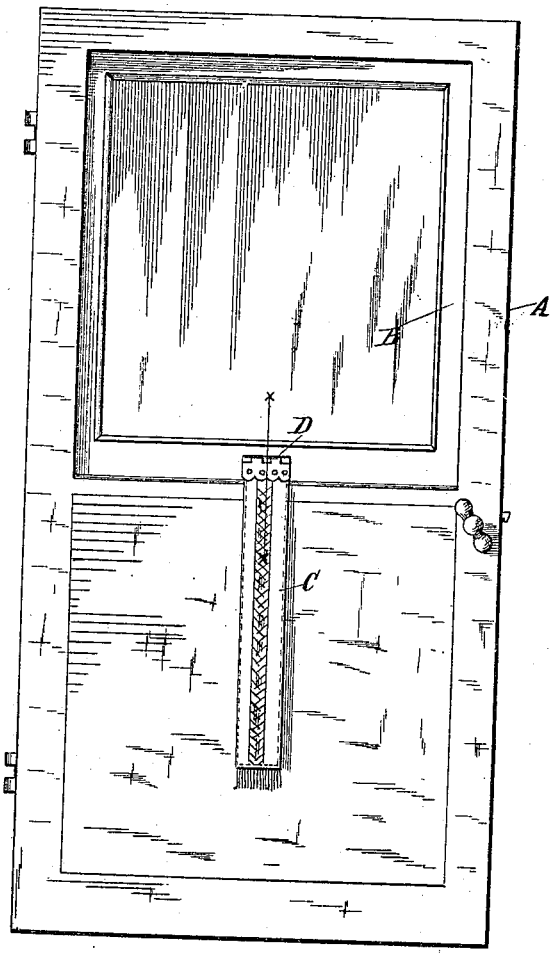


Fig. 2.

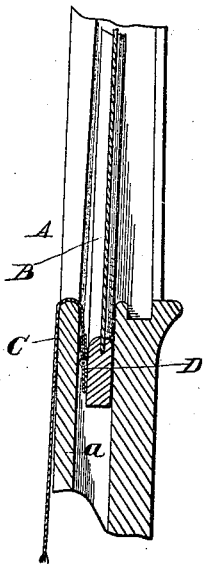


Fig. 3.

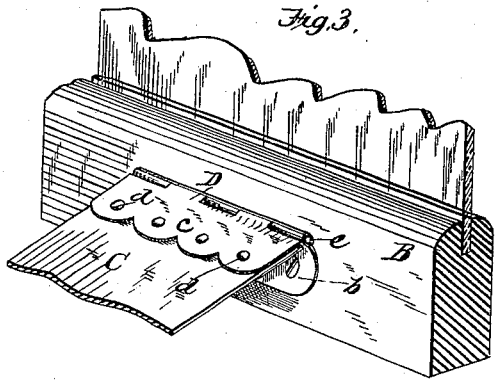
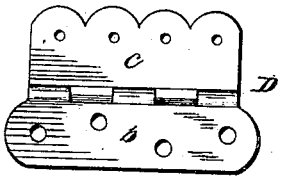


Fig. 4.



WITNESSES

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CARRIAGE-TRIMMING.

SPECIFICATION forming part of Letters Patent No. 266,158, dated October 17, 1882.

Application filed August 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH IRVING, of Rochester, in the county of Monroe and State of New York, have invented certain Improvements in Carriage-Trimmings, of which the following is a specification.

This invention relates to an improved manner of attaching to carriage-windows the straps or pulls whereby they are raised and lowered.

As ordinarily constructed the sash of carriage-windows are adapted to slide downward, when not required for use, into a recess or pocket in the door or body. For the purpose of lifting this sash it is customary to attach to the lower end of the sash a flexible strap, which, being carried downward by the sash, protrudes at the upper end in such manner that it may be grasped by the hand for the purpose of lifting the sash to its original position. In practice it is customary to construct these lifting-straps of considerable width, of ornamental leathers or woven fabrics, which, hanging downward in an exposed position when the sash is elevated, add materially to the interior appearance of the carriage. Hitherto it has been customary to attach the ends of the straps directly to the sash by means of screws, nails, or permanent clamping-plates. In practice it is found that, as a result of this mode of attachment, the straps are rapidly worn away and broken down at their point of attachment to the sash, this being due to the fact that when the sash is elevated and the strap in a pendent position the leather is bent or doubled sharply at its point of union with the sash.

My invention is designed to avoid this breakage and protect the upper end of the strap from wear and injury.

To this end it consists in combining with the sash a lifting-strap, which is hinged or jointed in such manner that it admits of the strap being turned upward and downward without the necessity of bending the same.

The device may be varied in form to render it ornamental and to adapt it to the style of finish of the particular carriage upon which it may be employed without departing from the limits of the invention.

Referring to the accompanying drawings, Figure 1 represents a face view of a carriage-door having its sash provided with my improved device, the sash being shown in its elevated position with the strap depending therefrom. Fig. 2 is a vertical cross-section on the line *x x*, illustrating the manner in which the device permits the strap to assume its upright position during the downward movement of the sash. Fig. 3 is a perspective view of the device. Fig. 4 is a face view of the same.

A represents the door or body of the carriage, and B the vertical sliding sash, arranged to descend into the pocket or recess *a*, as shown in Fig. 2.

C represents the lifting-strap, which may be constructed of leather, woven fabric, or other suitable material, as usual.

D represents the hinged connecting device, consisting of two leaves or halves, *b* and *c*, united by a horizontal pivot, *e*. One leaf of the device is secured rigidly to the door, while the opposite leaf is attached firmly to the end of the strap, as shown. When the sash is elevated the leaf *c* drops downward against the leaf *b*, permitting the strap to assume a pendent position without the bending of its upper end. Upon lowering the sash, which causes the upper end of the strap to be carried downward therewith, as in Fig. 2, the leaf *c* assumes an upright position, folding closely against the sash and permitting the end of the strap to pass freely downward without being bent. The device, as shown in the drawings, consists of two sheet-metal plates, each folded or doubled centrally upon itself, the two edges being united by the fastening screws or pivots passed through the same. This construction is preferred, for the reason that it admits of the end of the strap being inserted between the two edges of the leaf *c* and confined therein by means of the pivots *d*, as shown, the end of the strap being thus protected and prevented from wear, while at the same time an ornamental finish is given to the parts. If preferred, however, the leaves may consist of solid plates constructed and jointed together in any suitable manner. In place of the rivets shown, any other suitable means may be employed for connecting the straps with the hinged leaf—such, for example, as a clamping-plate or cords woven through holes in the plate and strap. The construction shown is preferred, however, for the reason that it effectually protects the end of the strap against wear or abrasion.

I am aware that hinges have been con-

structed in a great variety of forms and applied for the connection of many different devices; but I am not aware that any one has hitherto hinged a lifting-strap to a carriage-window, or that any one has constructed a hinge designed or adapted for practical use in such connection.

What I claim as my invention is—

1. A carriage-sash, the lifting-strap, and a hinged connection, substantially as shown, uniting said strap and the lower end of said sash, whereby the strap is permitted to fold upward and downward without being bent closely against the face of the sash.

2. The combination of the carriage-body having the recess or pocket, the vertically-sliding sash mounted therein, and the flexible lifting-strap C, attached to the lower edge of said sash by means of the hinged connection, as described and shown.

3. As a new article of manufacture, a lifting-strap for carriage-sash, the same consisting of the flexible strap provided at one end with a hinged leaf or plate adapted, substantially as described, for attachment to the window.

JOSEPH IRVING.

Witnesses:
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