

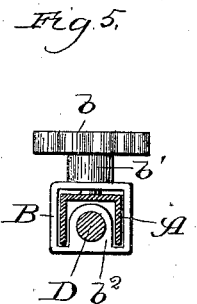
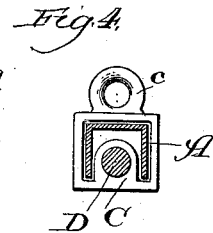
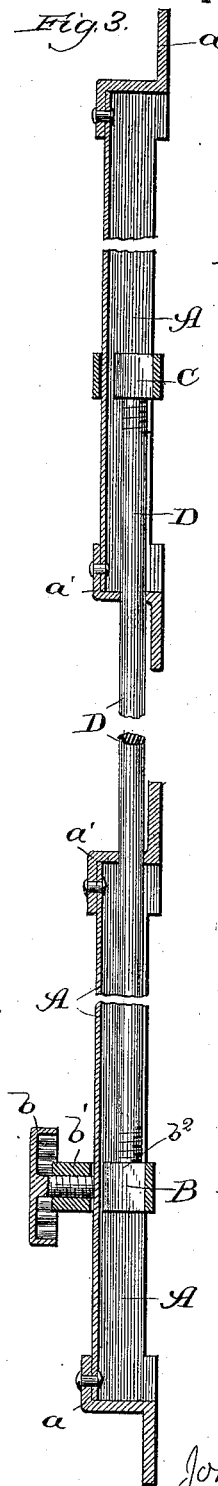
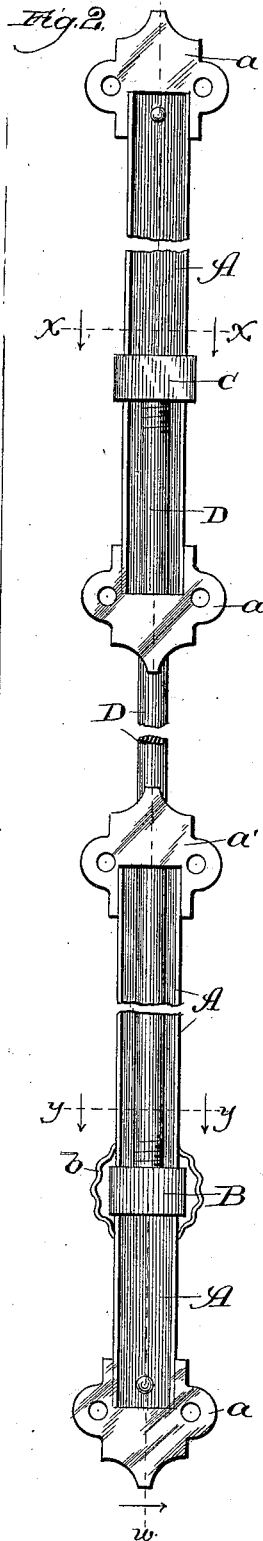
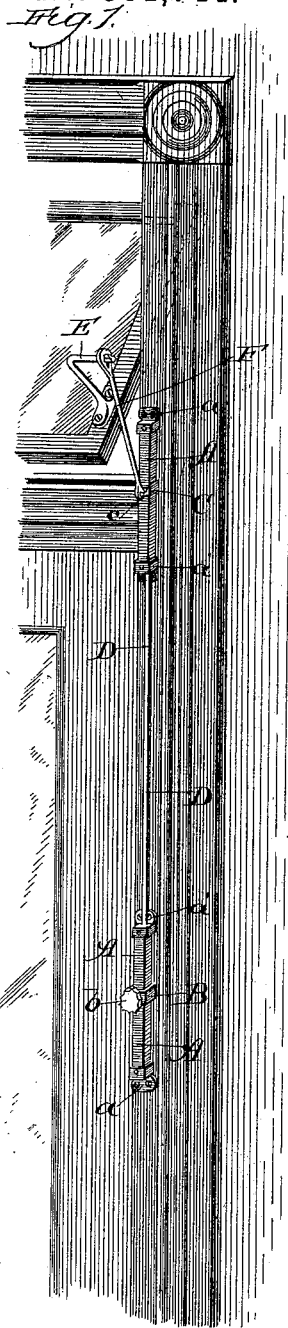
(No Model.)

J. F. WOLLENSAK.

TRANSOM LIFTER.

No. 381,744.

Patented Apr. 24, 1888.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

JOHN F. WOLLENSAK, OF CHICAGO, ILLINOIS.

## TRANSOM-LIFTER.

SPECIFICATION forming part of Letters Patent No. 381,744, dated April 24, 1888.

Application filed January 14, 1888. Serial No. 260,765. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN F. WOLLENSAK, a citizen of the United States, residing at Chicago, Cook county, Illinois, have invented certain new and useful Improvements in Transom-Lifters, of which the following is a specification.

In the drawings, Figure 1 represents a perspective view of my transom-lifter upon a door-jamb. Fig. 2 is a rear elevation of the lifter; Fig. 3, a longitudinal vertical section of Fig. 2 on the line *w*, looking in the direction of the arrow; Fig. 4, a transverse section on the line *x x* of Fig. 2, looking in the direction of the arrows; Fig. 5, a transverse section on the line *y y* of Fig. 2, also looking in the direction of the arrows.

A represents the guiding shells or cases; *a*, brackets supporting the shells or cases upon the door-jamb, having flanges with holes through which screws are passed in attaching the transom-lifter in position; B, the fastening device; *b*, a thumb-screw for securing the same in any desired position; *b'*, a collar through which the shank of the thumb-screw passes; *b''*, a tongue on the inner side of the fastening device; C, a head-block moving up and down on the upper case; *c*, a ring or hook thereon for securing the lifting-arm of the transom to the head-block; E, a bracket attached to the sash; F, a lifting-arm connecting such bracket with the head-block.

In constructing my improved transom-lifter I take, preferably, pieces of sheet metal of any desired length and bend the same twice at, say, right angles, thus forming shells or cases in the shape of troughs. These shells or cases may, however, be cast, if desired. I then in the case of the sheet-metal cases construct brackets *a a'*. These brackets are so made as to embrace or support the ends of the shells, and are provided with flanges in which screw-holes are formed for the purpose of attaching the same to the door-jamb. The brackets are so made that when they are screwed to the door-jamb they will hold the shells out a sufficient distance from the jamb to allow the free up-and-down play of the fastening device and head-block between the shells and the door-jamb. The upper bracket on the lower shell

and the lower bracket on the upper shell have holes through which the lifting-rod of the transom may pass. I next make a fastening device, preferably of the form shown in Fig. 5. This consists of a box cast square in cross-section, with a slot to enable it to pass over and slide upon the three-sided shell or case. At the rear of this box a tongue, *b''*, is formed by the slot projecting inwardly a sufficient distance to afford a support to which the lifting-rod may be attached by screw-threads or in any suitable manner. Through the outer face of this fastening device a hole is made provided with screw-threads through which the shank of a thumb-screw passes to and against the face of the guiding-shell for the purpose of fastening the lifting-rod at any desired height. Any suitable thumb-screw will serve the purpose of this device. I next make what I term a "head-block," as shown more particularly in Fig. 4. This is a box provided with the slot and the inwardly-projecting tongue similarly constructed and intended for the same purposes as those described in reference to the fastening device. It has, however, no hole in its outer face, but is provided with a ring or hook thereon projecting outward to allow of the attachment thereto of the lifting-arm of the transom-lifter.

The separate parts of my transom-lifter, having been constructed as above described, may be put together for the purpose of operation in the following manner. I take the lower guiding shell and attach thereto in a secure manner its bottom bracket. I next slide over the head of this shell the fastening device and screw the lower ends of the lifting-rod into the tongue *b''*. I then slide down over this lifting-rod the upper bracket of the lower shell and the lower bracket of the upper shell and fasten the former to the upper end of the lower shell. I next attach, by a screw-thread or in any other suitable manner, the head-block to the upper end of the lifting-rod. I take the upper shell or case, after having secured thereto its upper bracket, and pass the shell through the slot in the head-block and attach it to its lower bracket. The thumb-screw is screwed into the hole in the fastening device, and the transom-lifter being secured to the door-jamb and

the ring in the head-block being connected with the lifting-arm, which in its turn is fastened into the bracket on the sash, the whole is ready for operation. I have described the 5 brackets and the shells as being fastened together, as shown in the drawings. If preferred, however, the parts may be articulated or put together upon the jamb, the shells being fitted into the brackets at the time they 10 are screwed to the jamb and held therein without being riveted or fastened to the brackets.

Although in describing the hollow shells I have only spoken of them as being of a three-sided shape, it is obvious that they can be 15 made hexagonal, or in a circular form, so long as they are closed at the front and open at the back to afford room for inserting the inwardly-projecting tongue of the fastener and head-block; and it is equally clear that any kind of 20 a bracket to afford means for fastening the shells to the door-jamb may be used.

The transom-lifter having been constructed and attached to the door-jamb, as above described, is operated as follows: The thumb- 25 screw being loosened, the fastening device is pushed upward, moving upward the lifting-rod and head-block and carrying with it the lifting-arm, thus opening the transom. If it is desired to close the transom, the thumb- 30 screw is pulled downward, carrying with it the fastening device, the lifting-rod, and head-block, thus closing the transom. By screwing

in the thumb-screw the fastening device is pulled outward away from the door-jamb and binds closely upon the edges of the hollow 35 shell, the screw at the same time bearing upon the face of this shell. In this way the fastening device is secured at any desired height and the sash thus held at any desired angle.

What I claim as new, and desire to secure 40 by Letters Patent, is—

1. In a transom-lifter, a guiding-shell closed at the front and open at the back and having supporting-brackets, substantially as described. 45

2. In a transom-lifter, the combination of guiding-shells closed at the front and open at the back, supporting-brackets, slotted head-block, and a lifting-rod connecting the head-block and fastening device, substantially as 50 described.

3. In a transom-lifter, the combination of guiding-shells closed at the front and open at the back, supporting-brackets, slotted fastening device, slotted head-block, lifting rod connecting the head-block and fastening device, 55 a bracket attached to the transom, and a lifting-arm connecting the bracket with the head-block, substantially as described.

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