

F. U. Stokes.
Window Screen.

N^o 61,367.

Patented Jan. 22, 1867.

Fig. 1.

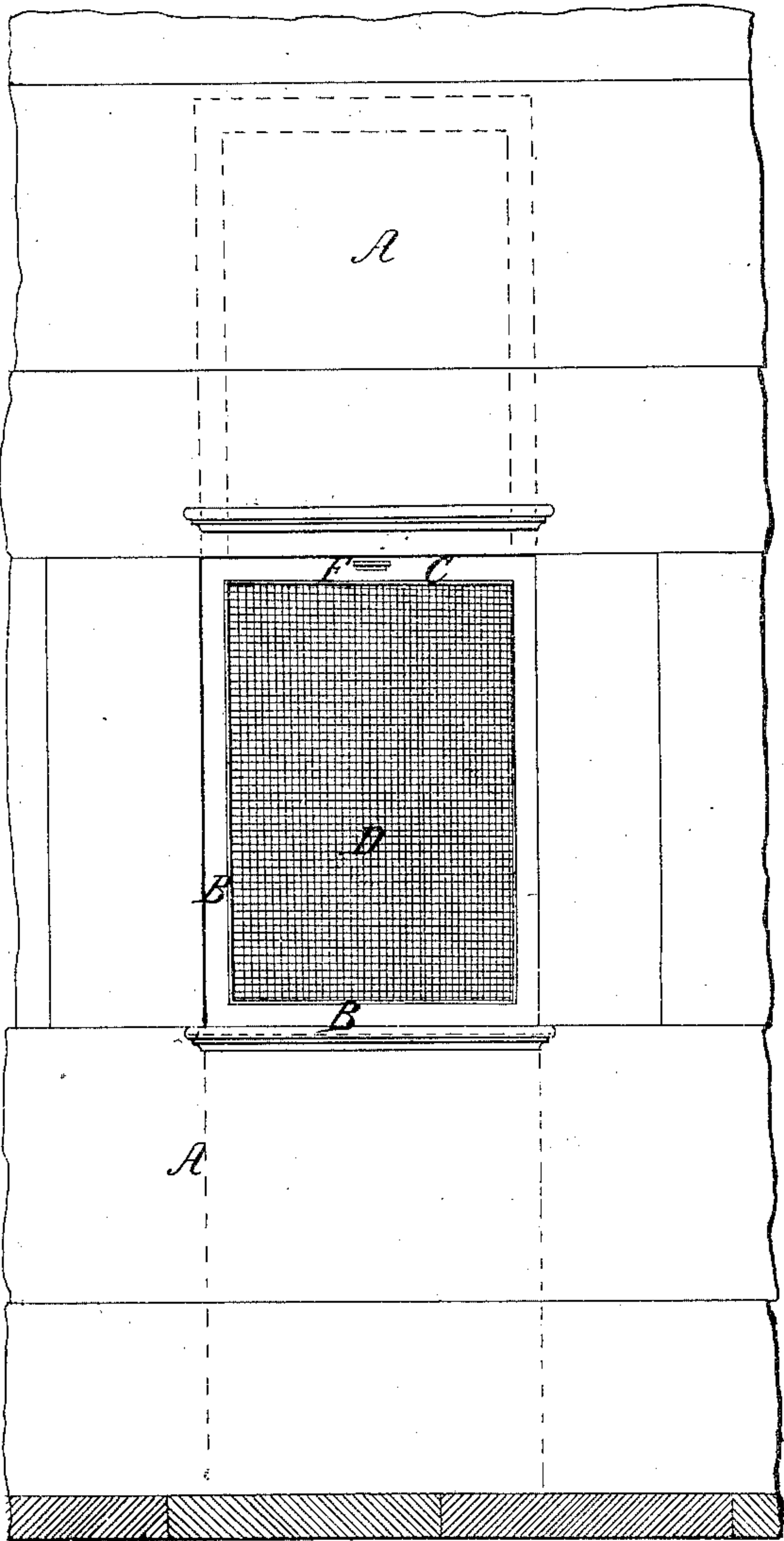


Fig. 2.

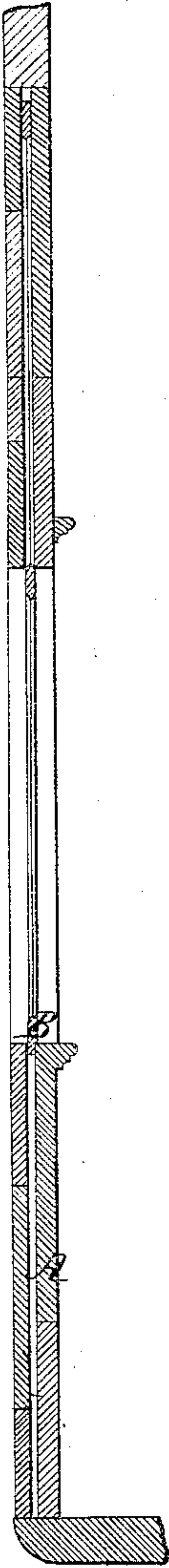


Fig. 3.

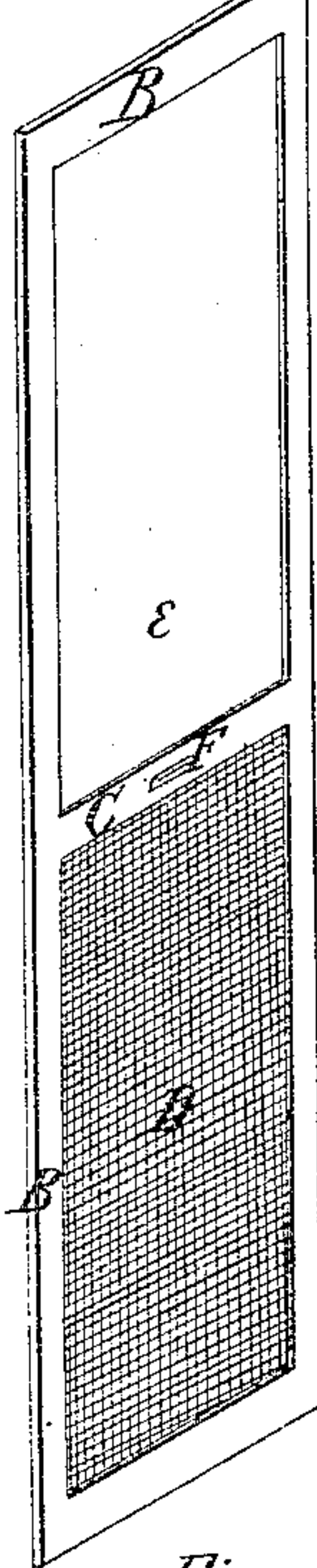
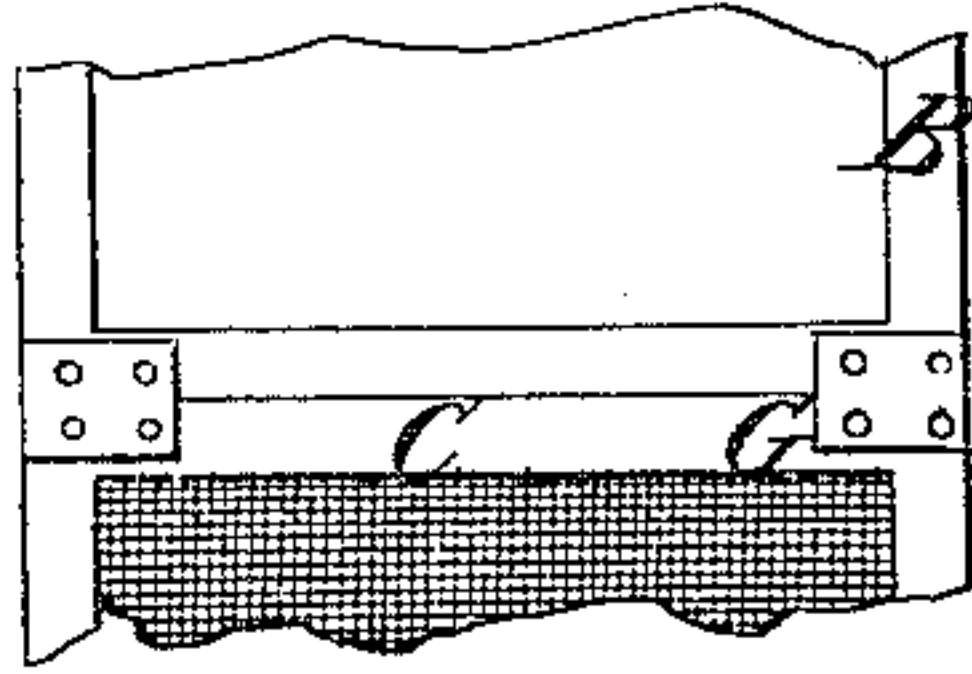


Fig. 4.



Witnesses;
Osc. Hase
Oscar Hanks

Inventor;
F. U. Stokes.

United States Patent Office.

FREDERICK U. STOKES, OF CINCINNATI, OHIO.

Letters Patent No. 61,367, dated January 22, 1867; antedated January 6, 1866.

IMPROVEMENT IN WINDOW SCREEN FOR RAILROAD CARS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, FREDERICK U. STOKES, of the city of Cincinnati, in the county of Hamilton, in the State of Ohio, have invented a new and improved Mode to Apply Screens to Windows of Cars, Boats, or Dwellings, for the exclusion of dust, sparks, or insects, and yet allowing a circulation of air; and I do declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a front elevation.

Figure 2, a transverse section through $x x$.

Figure 3, a perspective view of sash only.

Figure 4, a partial front view of the sash.

It is the object of my invention to allow the passengers in the cars to close the window opening with the glass sash or with the screen, but not to clear the opening of any covering; and therefore the nature of my invention consists in the connection of the glass sash with the screen by one single frame, so that both are in the same plane, as shown in fig. 3, or in making a separate frame for the screen, and connecting it with the glass sash by means of plates, hooks, screws, or pins, as shown in fig. 4.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

A represents a piece cut out of the wall of a car, with the opening for the window. Over and below the opening the wall is hollow, in the same dimensions the opening has, to receive the glass or the screen when the window is lifted or lowered. This is shown in the section, fig. 2. The window and screen are represented by fig. 3. B B is a rectangular frame, divided in two equal parts by the piece C. In one of these parts is fastened the glass, and in the other the screen. Fig. 4 shows how a window and screen may be fastened together by four plates, G, if they are made separate. The glass sash and screen may be connected by the shorter sides, as projected in the drawings, or with the longer sides, and therefore may be moved up and down or to the right and left. If thus the sash is put into the hollow wall, it can be moved easily up and down by the travellers by the lift F, covering the opening partially with the glass and partially with the screen, or closing it in full with the glass, just as comfort dictates. I do not claim the use of a screen to windows, but my improvement consists in always having the opening closed by screen or glass, a decided advantage in railroad cars, which protects the passengers from accident by open windows, and the cars from sparks and cinders.

What I claim as my invention, and desire to secure by Letters Patent, is—

A sash frame for a railway car window, constructed in such a manner that the upper half may be set with glass, and the lower with wire gauze or analogous material, the whole being combined together in the manner and for the purpose herein set forth.

In testimony that I claim the above improvement in window screen, I hereunto set my hand this day of May, 1866.

F. U. STOKES,

Witnesses:

OSC. HASE,

OSCAR HANK.