

G. W. PERRY.
Car Window.

No. 95,134.

Patented Sept. 21, 1869.

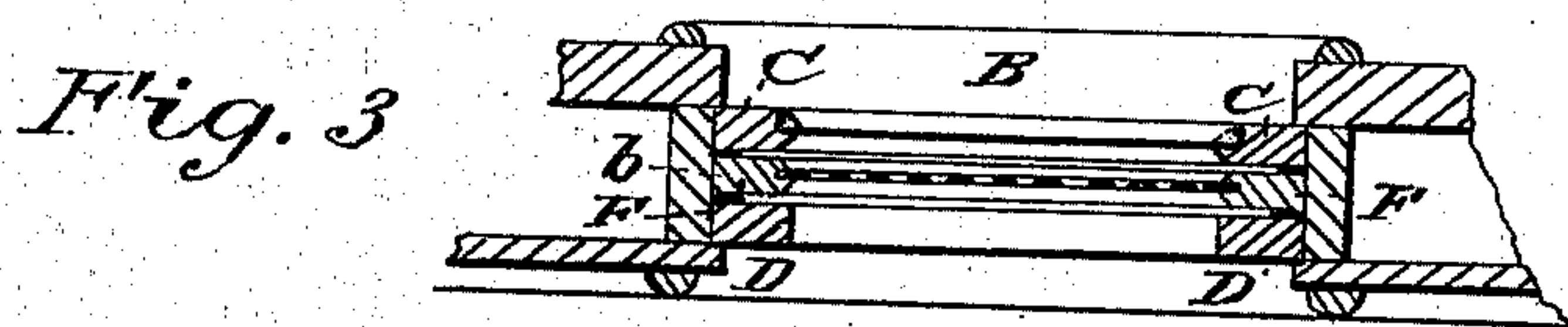
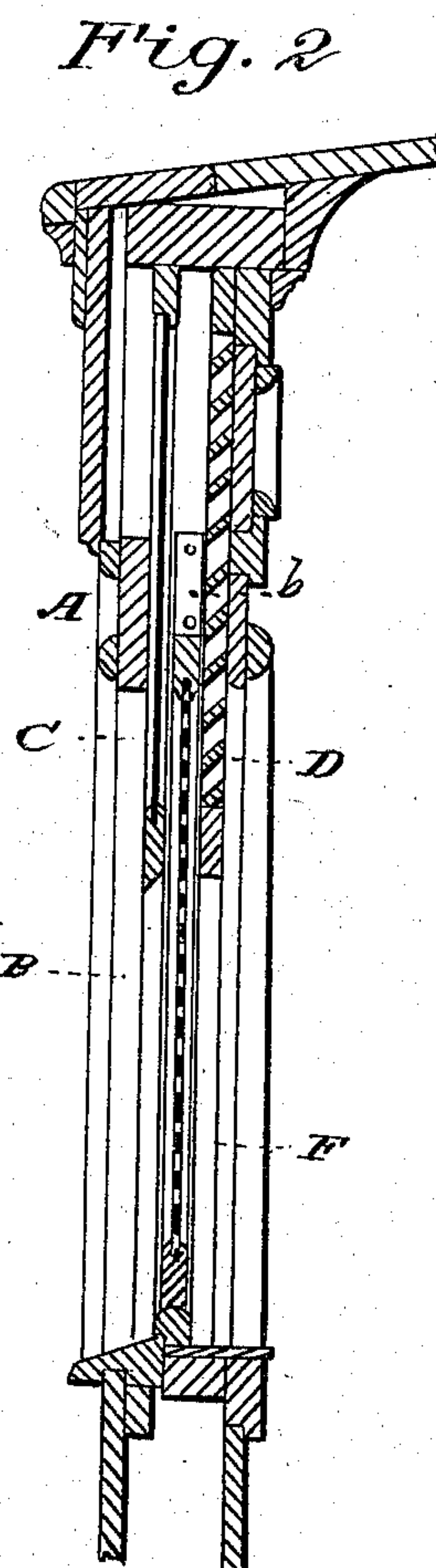
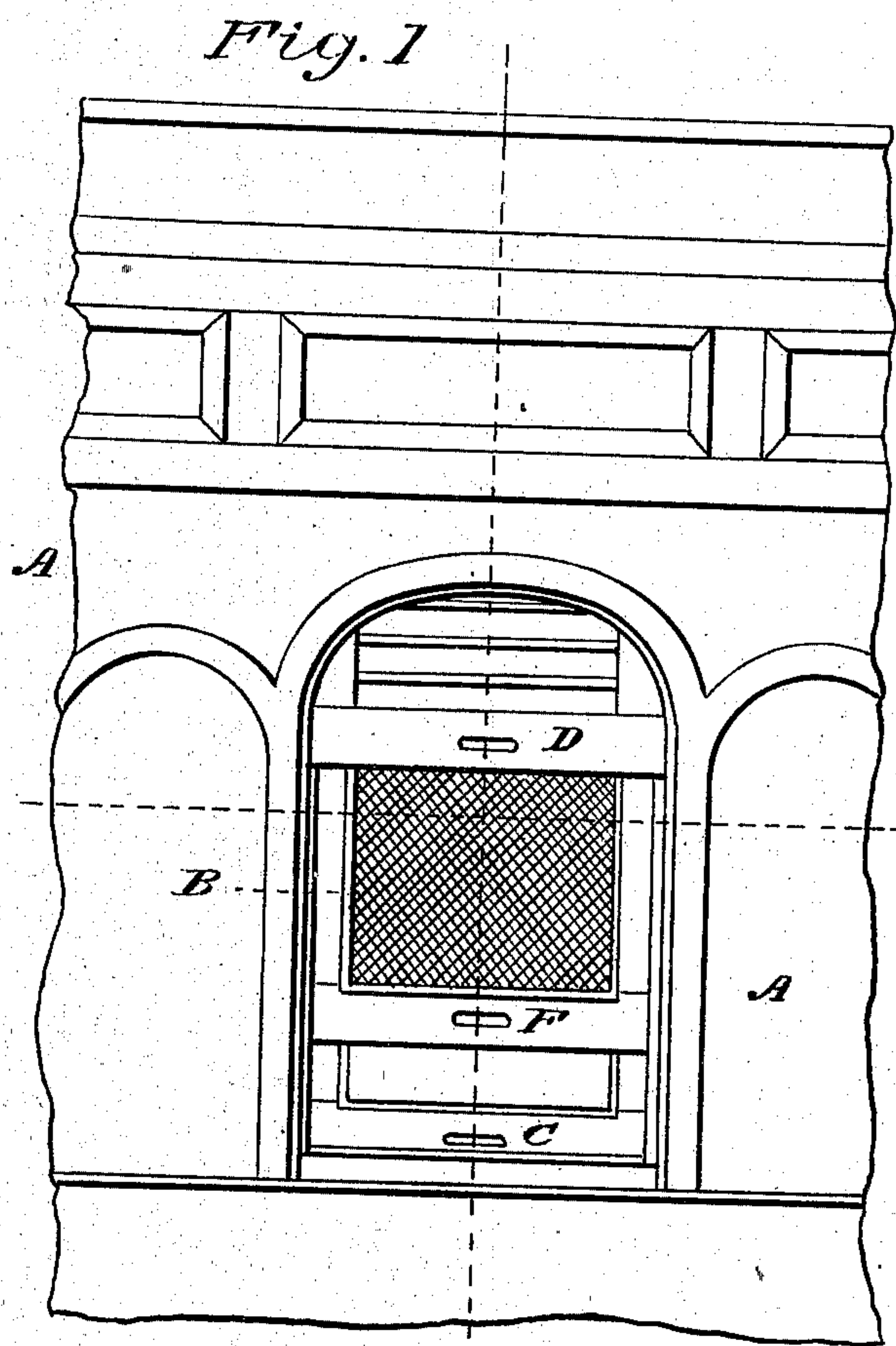
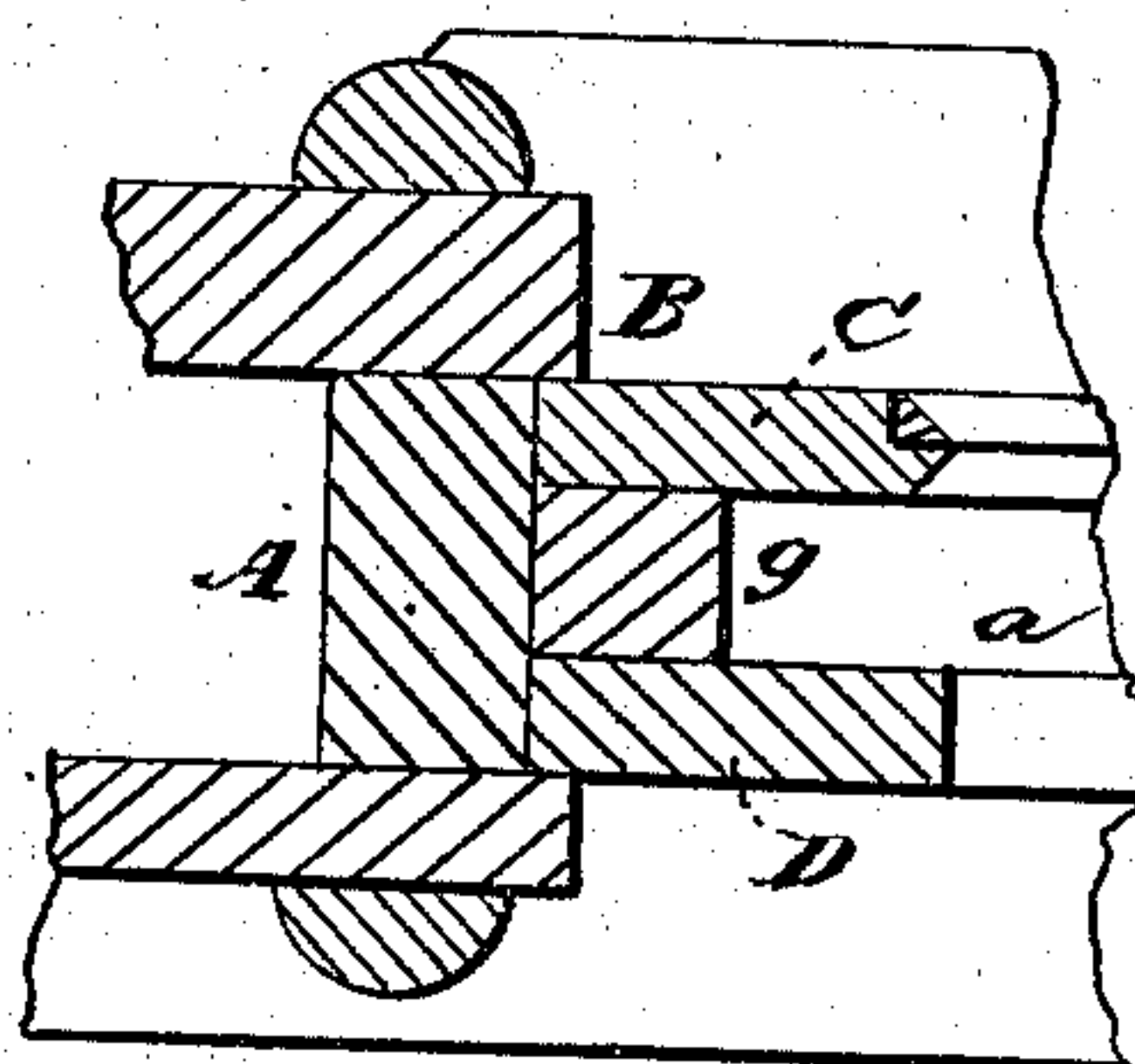
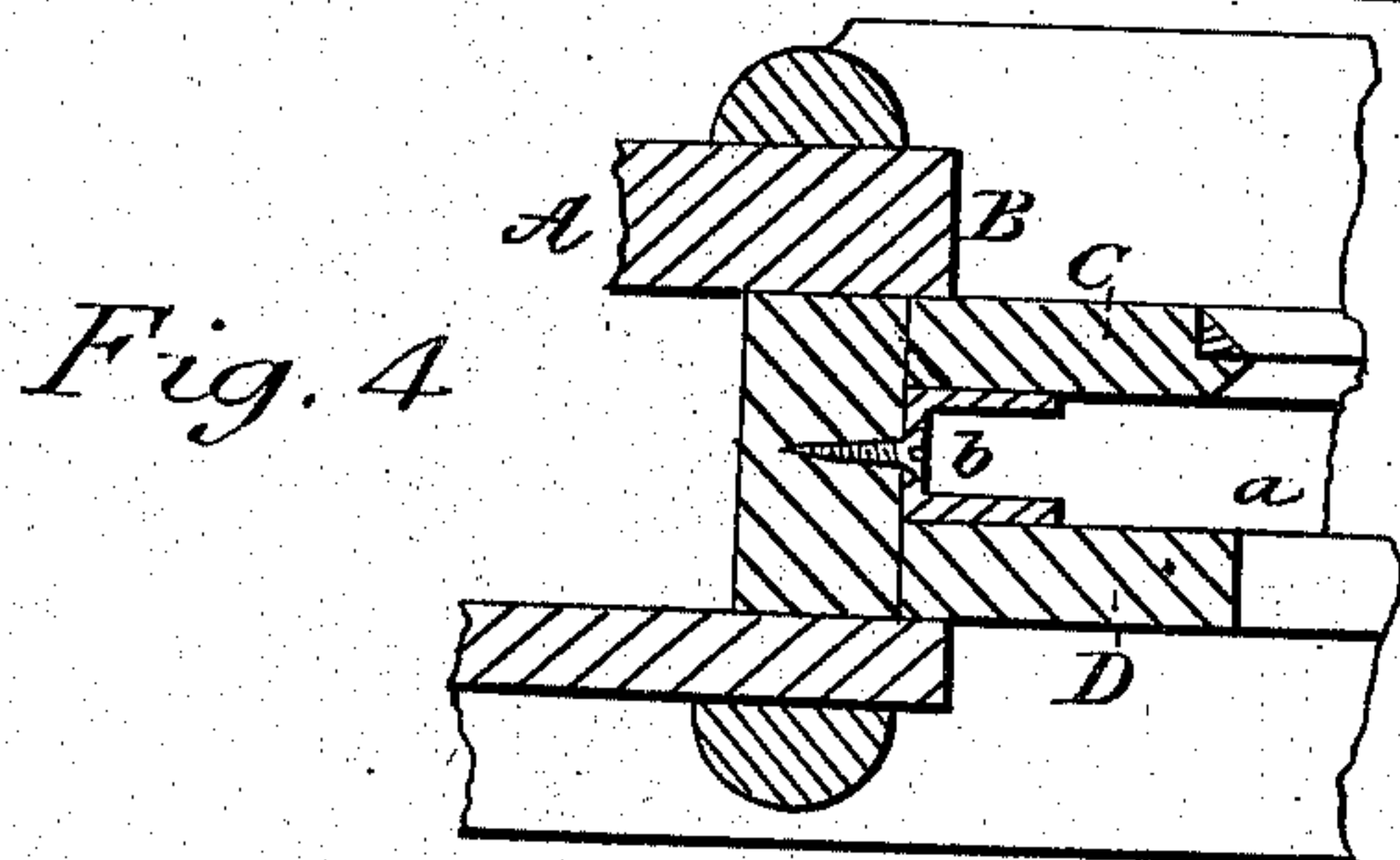


Fig. 5



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G. W. PERRY, OF WILMINGTON, DELAWARE.

Letters Patent No. 95,134, dated September 21, 1869.

IMPROVEMENT IN CAR-WINDOWS.

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, G. W. PERRY, of Wilmington, county of New Castle, State of Delaware, have invented an Improvement in Car-Windows; and I do hereby declare the following to be a full, clear, and exact description of the same.

My invention consists of a sash for car-windows, (to be used in connection with the usual glazed and slatted sashes,) upon which is stretched wire gauze of so fine a texture, that while it shall not interfere with the free circulation of air through the window, nor exclude the light to any great extent, it will effectually prevent the admission into the car of particles of dust or of sparks from the locomotive, all of which is fully described hereafter.

In order to enable others skilled in the art to make and apply my invention, I will now proceed to describe its construction and operation, reference being had to the accompanying drawing, which forms a part of this specification, and in which—

Figure 1 is a view of a portion of one side of a car showing a window with my improvement;

Figure 2, a section of the same, on the line 1-2, fig. 1;

Figure 3, a sectional plan view, on the line 3-4, fig. 1;

Figure 4, a view of a portion of fig. 3, drawn to an enlarged scale; and

Figure 5, a detached view of part of an ordinary car-window.

Similar letters refer to similar parts throughout the several views.

A represents a portion of one side of a passenger railway-car, in which is a window, B, the latter being provided with the usual glazed and slatted sashes C and D, arranged to slide vertically in the frame, as best observed in fig. 2.

In recessing the window-frame, for the reception of the sashes C and D, it is usual to make the recess of such a width that it shall accommodate not only the sashes, but shall permit a division-strip, *y*, fig. 5, to be inserted between the same, for the purpose of separating and of preventing the said sashes from rattling.

In consequence of the introduction of this division-

strip, there is an intervening unoccupied space, *a*, of a width nearly, if not quite as great as that occupied by either of the sashes.

This space I utilize by introducing into the same a third sash, F, the division-strips *y* being first removed and replaced by metal strips, *b*, fig. 4, which are so bent as to serve as guides for the edges of the sash F, and at the same time to separate the several sashes sufficiently to permit them to be operated freely and independently of each other.

The sash F is covered with wire gauze of so fine a texture, that when lowered to the bottom of the frame (the other sashes being raised) it will effectually prevent the admission of particles of dust, or of sparks from the locomotive into the interior of the car, but will, at the same time, not interfere with the free circulation of air through the window, or exclude the light to any great extent.

When not in use, the gauze sash can be raised into the window-frame, in the same manner as the other sashes.

Although I prefer, especially in applying my invention to old cars, to arrange the several sashes in the manner above described, it will be evident that their relative positions can be changed. For instance, the wire gauze sash might be arranged outside, for the purpose of protecting the glazed sash, which could then be placed in the centre.

Without, therefore, confining myself to the exact arrangement of sashes above described,

I claim, and desire to secure by Letters Patent—

1. The adjustable sash F, sliding in guides between the outer and inner sashes of a car-window, substantially as and for the purpose described.

2. The bent strips *b*, arranged between the outer and inner sashes of a car-window, and guiding an intermediate sash, F, substantially as specified.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

G. W. PERRY.

Witnesses:

WM. B. WIGGINS,
JAMES MOORE.