

L. D. WHEELER.
Car-Windows.

No. 153,871.

Patented Aug. 4, 1874.

FIG. 1.

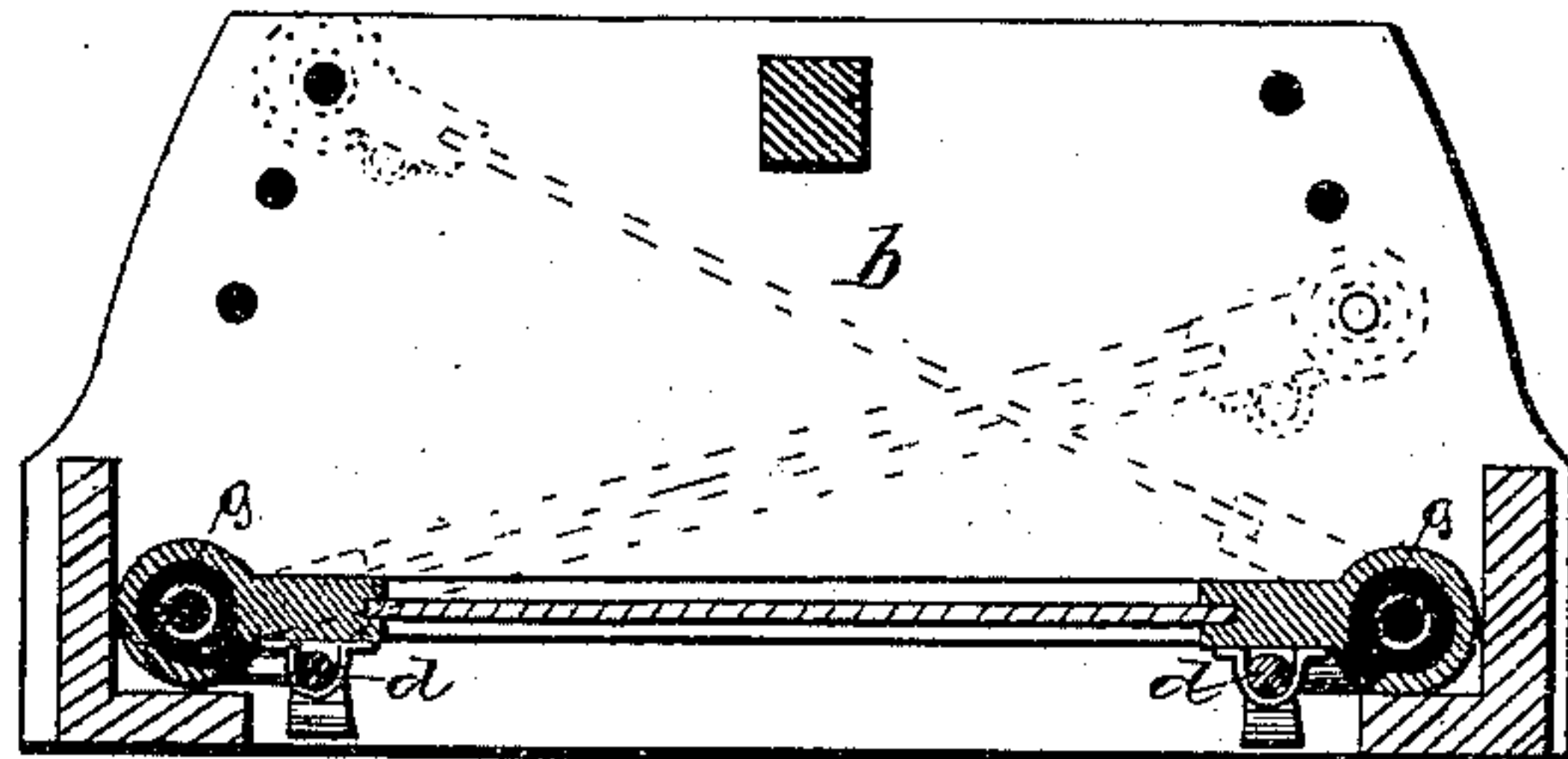
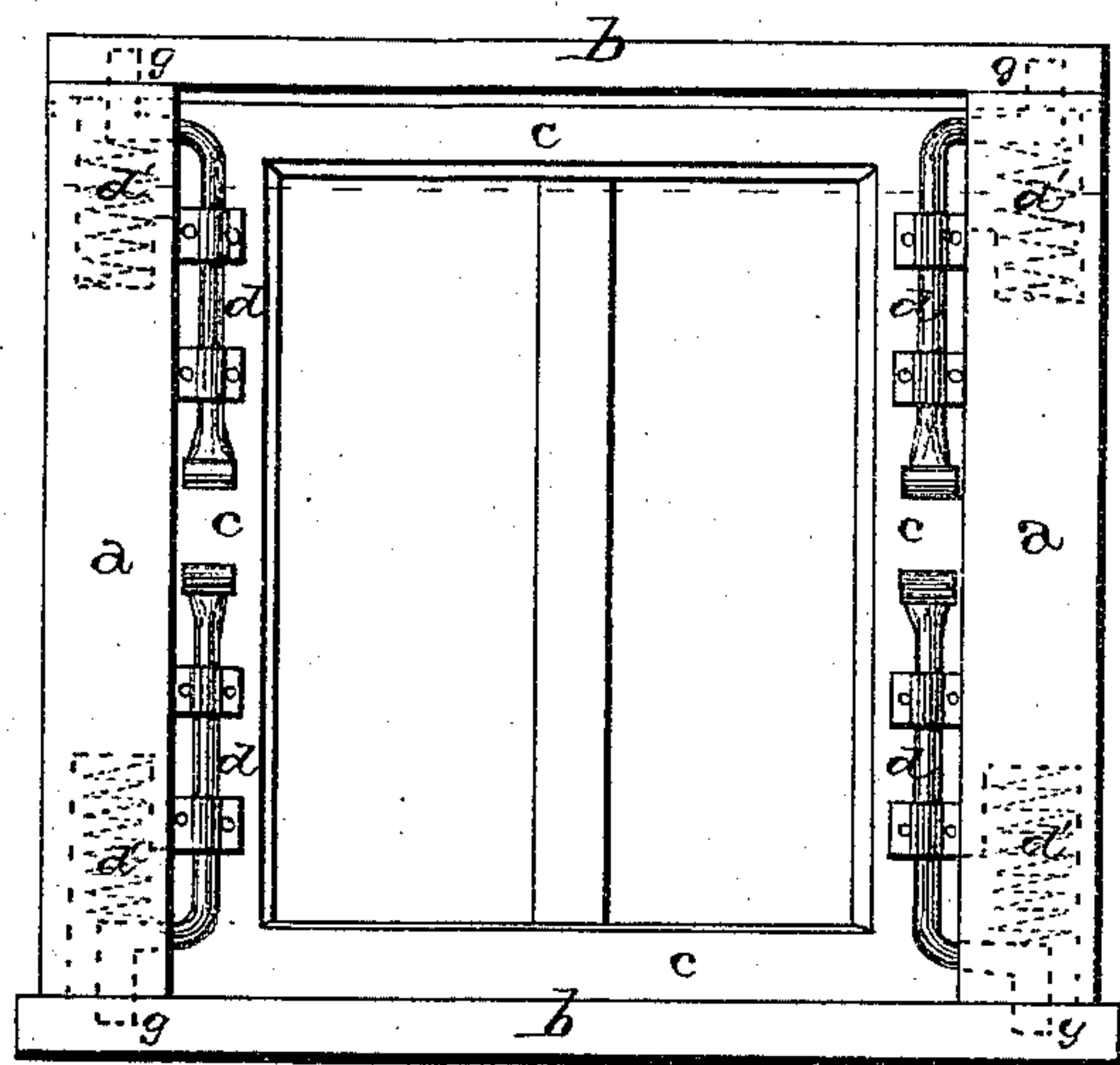


FIG. 2.



WITNESSES.

F. B. Townsend.
G. T. Kaiser

INVENTOR.

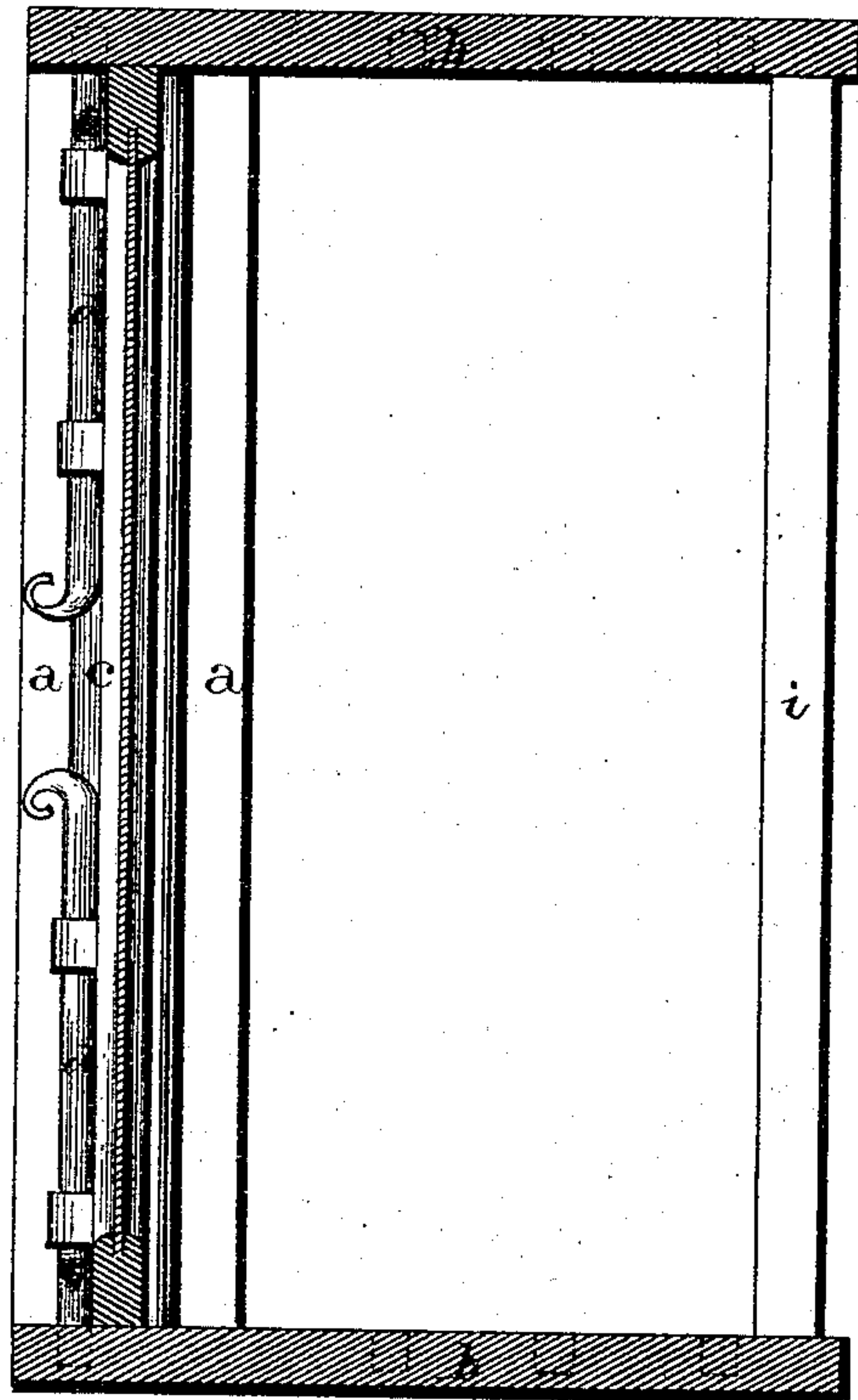
L. D. Wheeler
per
F. A. Lehmann, atty.

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Fig. 3.



WITNESSES.

J. W. Garner,
Frank Chandy

INVENTOR.

L. D. Wheeler
per
F. A. Lehmann, Atty

UNITED STATES PATENT OFFICE.

LORENZO D. WHEELER, OF FITCHBURG, MASSACHUSETTS, ASSIGNOR OF
ONE-HALF HIS RIGHT TO HUBARD H. BRIGHAM, OF SAME PLACE.

IMPROVEMENT IN CAR-WINDOWS.

Specification forming part of Letters Patent No. **153,871**, dated August 4, 1874; application filed
June 30, 1874.

To all whom it may concern:

Be it known that I, LORENZO D. WHEELER, of Fitchburg, in the county of Worcester and State of Massachusetts, have invented certain new and useful Improvements in Car-Windows; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings which form part of this specification.

My invention relates to an improvement in car-windows; and it consists in the arrangement and combination of devices which will be more fully described hereafter.

The accompanying drawings represent my invention.

a represents the frame, the upper and lower parts *b* of which are made to project some distance out beyond the side of the car, and thus form hoods or aprons, which effectually prevent cinders, dust, or smoke from getting in under the sash, and at the same time serve as means for holding the sash in any desired position. The sash *c'* is made somewhat wider than the opening through the frame, and its vertical edges are slightly enlarged or thickened, so as to receive the ends of the bolts *d* and the springs *d'* which hold the bolts pressed outward. Upon each side of the sash are secured two vertically-moving bolts, *d*, bent as shown, the outer ends of which catch in the series of holes made in the top and bottom hoods, while their inner ends approach each other sufficiently near to allow both to be operated together by the hand. At the top and lower corners, inside of the enlarged edge of the sash, bearing upward against the elbow or horizontal part of the bolt, are coiled or other suitable springs *d'*, which keep the outer ends of the bolts pressed into the bolt-holes, in the hoods made to receive them. Just outside of the frame, on each side, there is formed a single hole, *g*, in both the top and lower hood, in which the outer ends of the bolts catch while acting as pivots for the sash to turn upon, and to hold the sash closed, while some distance further out there is formed a

series of holes, into which these bolts catch. There being a set of these bolts on each side of the sash, one of them forms the pivots upon which the sash turns, while the other set holds the sash, by means of the bolt-holes, in any desired position.

By means of these bolts the sash can be opened in either direction, so as to freely admit the air, while they at the same time prevent cinders and dust from being blown through the windows into the car.

In between the two hoods, near their outer edges, is placed a standard or support, *i*, which serves not only to brace the two hoods together and hold them in position, but as a stop to prevent the window from being opened wide enough to allow the heads and arms to be stuck out of the window.

I am aware that a hood or covering placed over the upper edge of the car-window is not new, and I do not desire to broadly claim such.

My hoods serve not only to keep the rain and dust from beating in at the windows, but as a means for holding the window, while open, in any desired position.

I am also aware that a car-window provided with pivots on both sides, so that it can be opened in either direction, is old.

Having thus described my invention, I claim—

1. The hoods *b*, extending out beyond the window at both top and bottom, and serving both to prevent dust and rain from beating in the window and as a means for holding the window in any desired position, substantially as described.

2. The combination of the frame *a*, hoods *b*, bolts *d*, and standard *i*, the standard serving to prevent the window from being opened too wide and to brace the hoods together, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 20th day of June, 1874.

LORENZO D. WHEELER. [L. S.]

Witnesses:

HENRY A. LESURE,
L. U. HAMMOND.