2 Sheets—Sheet 1.

G. B. WRIGHT.

CAR-WINDOW.

No. 176,397. Patented April 18, 1876.

Fig. 1.

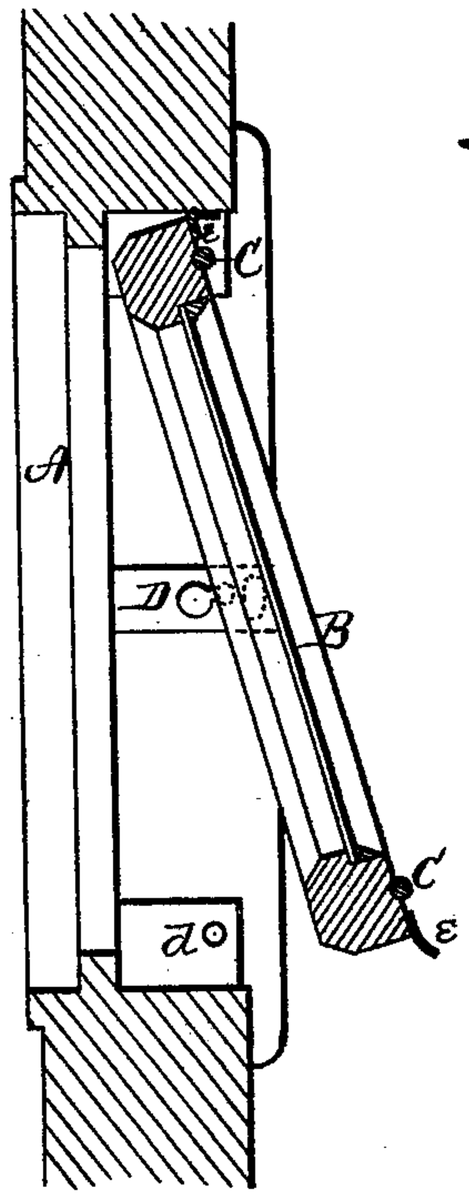
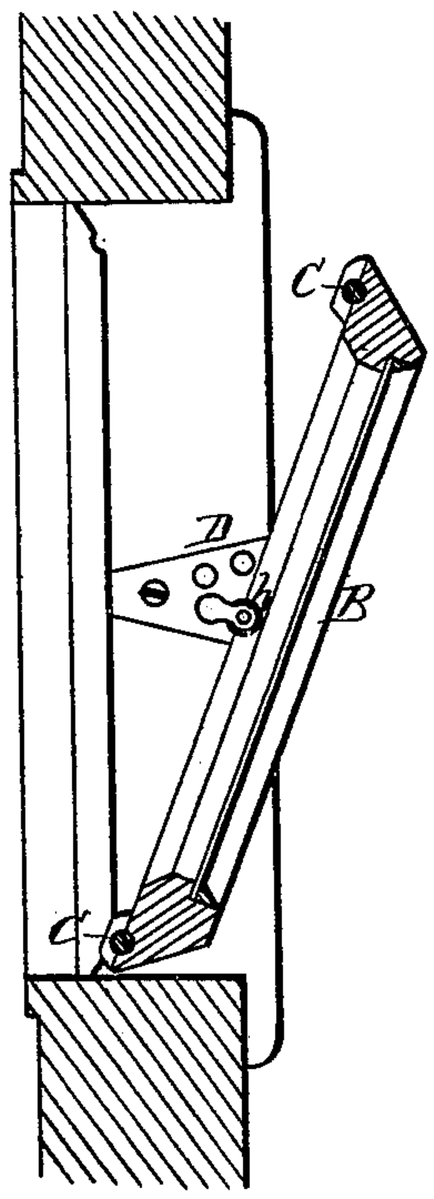


Fig. 2.



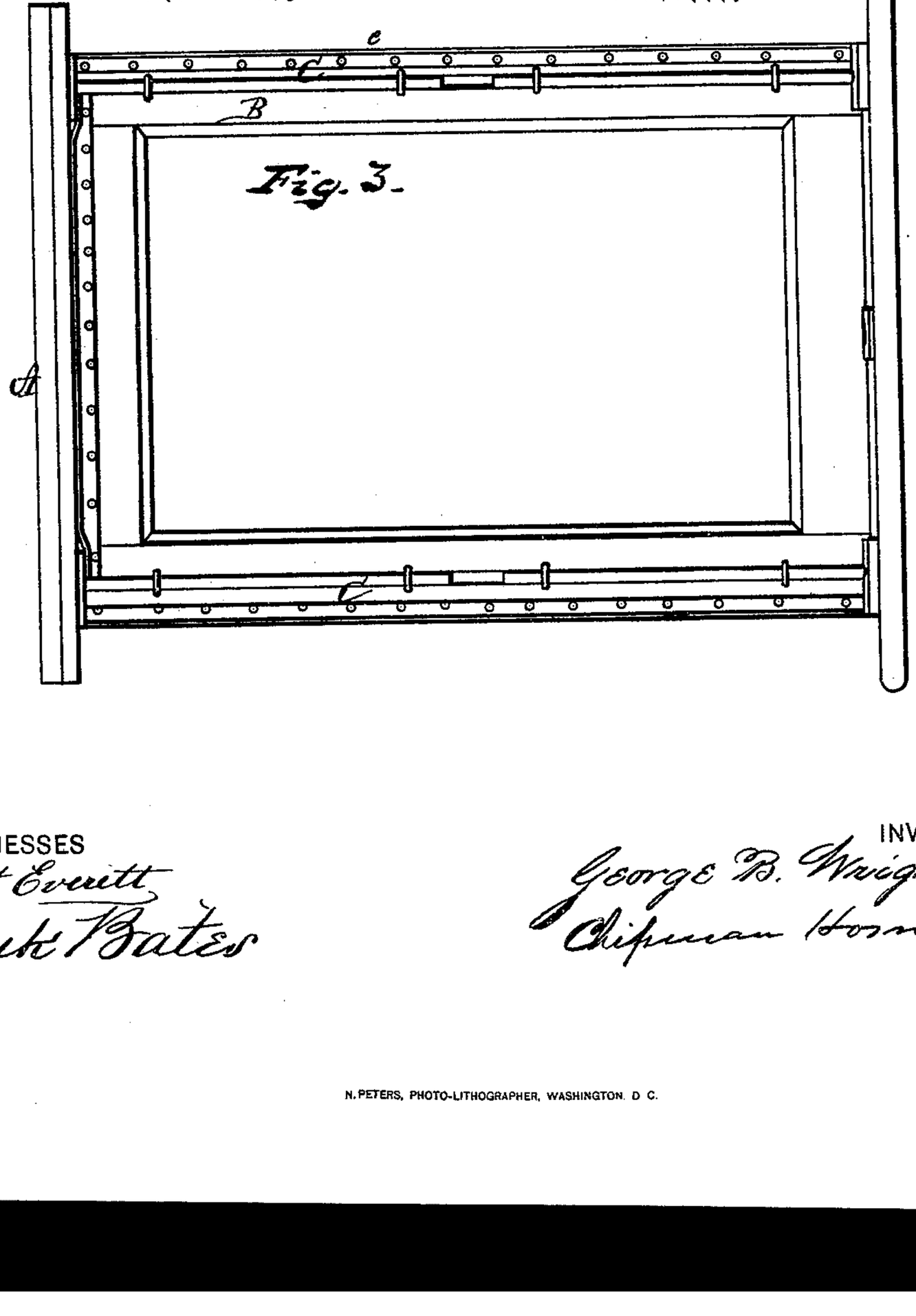


Fig. 3.

WITNESSES

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Fig. 4.

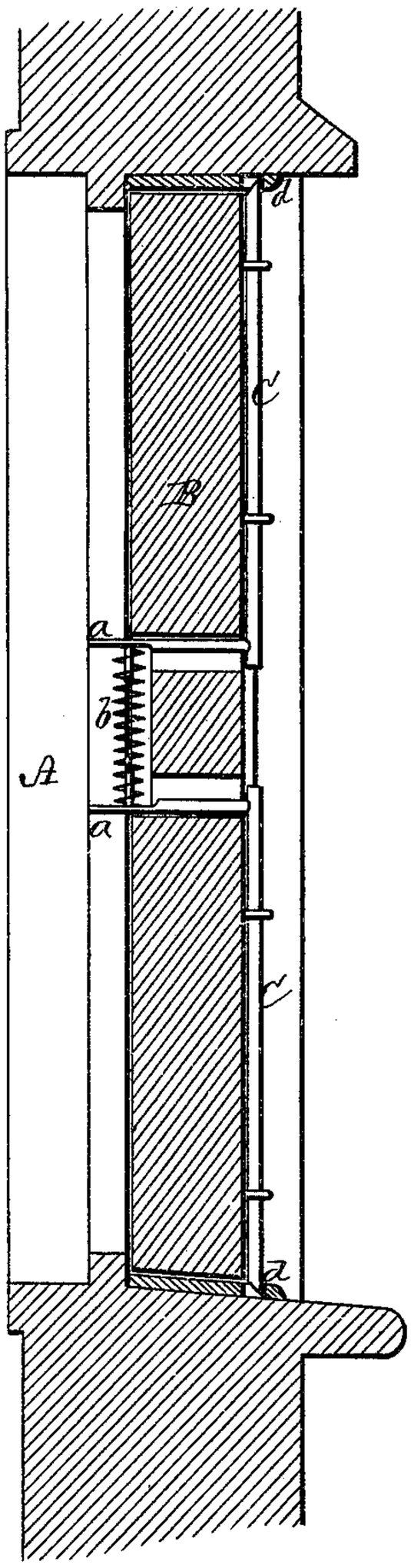


Fig. 5.

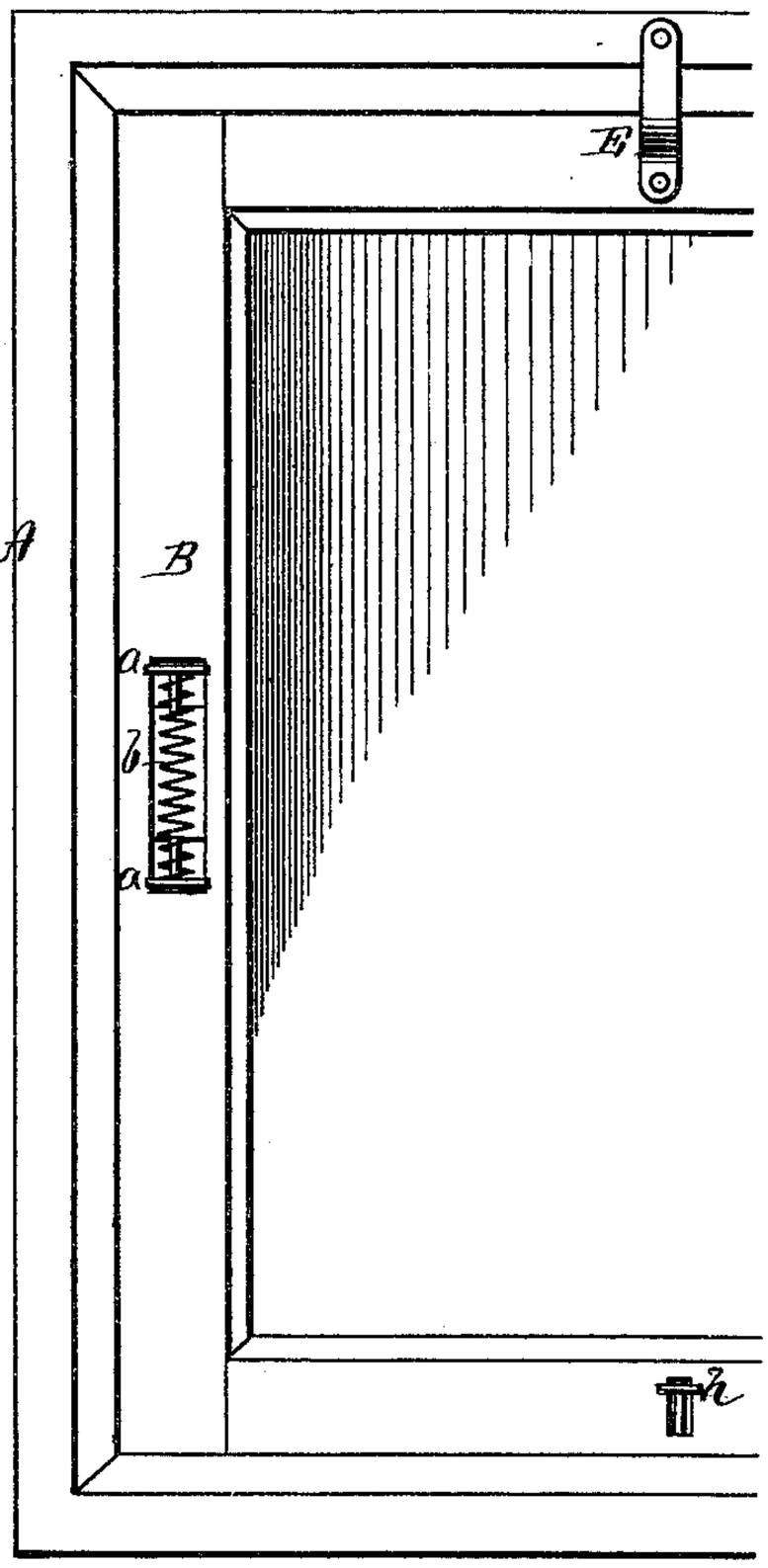
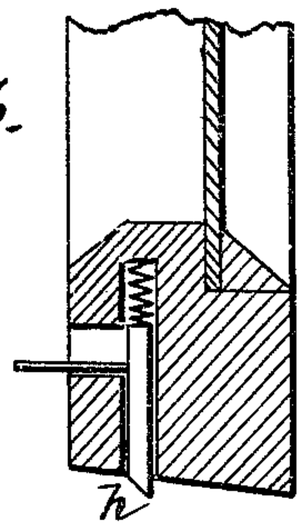


Fig. 6.



WITNESSES

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UNITED STATES PATENT OFFICE.

GEORGE B. WRIGHT, OF MINNEAPOLIS, MINNESOTA.

IMPROVEMENT IN CAR-WINDOWS.

Specification forming part of Letters Patent No. **176,397**, dated April 18, 1876; application filed December 31, 1875.

To all whom it may concern:

Be it known that I, GEORGE B. WRIGHT, of Minneapolis, in the county of Hennepin, and State of Minnesota, have invented a new and valuable Improvement in Car-Windows, and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figures 1 and 2 of the drawings are representations of horizontal sections of my car-window, and Fig. 3 is a plan view thereof. Fig. 4 is a vertical sectional view, and Figs. 5 and 6 detail views of the same.

My invention relates to car-windows; and it consists in the construction and combination of parts, as will be hereinafter more fully set forth.

In the annexed drawings, A represents the window-frame of a railroad car, and B is the window arranged to fit therein. At each side of the window are two vertical rods, C C, which may be arranged either on the outer or inner side of the window, or be entirely concealed within the same. These rods, C C, are provided with thumb-pieces, *a a*, which project to the inner side of the sash through a vertical slot therein, and in the same is placed a spring, *b*, properly arranged to force the two rods C C apart from each other—that is, one upward and the other downward. The ends of the rods C fit in sockets or steps *d d* fastened to the window-frame, thus holding the window in position. By means of the thumb-pieces *a a* the rods C on either side of the window may be drawn inward out of the sockets *d*, and the window swing outward on the rods at the other side as pivots. By this means the window itself when open creates a draft outward, thus ventilating and driving dust out from the car, and, by avoiding the necessity of sliding the window up, permits the use of cars of less height, and allows the window to extend up nearly to the roof. The joints of the window may be protected by means of rubber strips *e e*, if desired. On the window-sill is fastened a plate, D, which is indented, grooved, or otherwise made rough, and in the lower rail of the window-sash is a spring catch or bolt, *h*, to catch on said roughened plate and thereby fasten the window open at any required angle or in any required position. To prevent the window from swinging open too far, a strap, E, connects the upper rail of the window-sash with the frame, as shown.

The window may be arranged in various other ways without departing from the spirit of my invention. For instance, it may be made in two parts, hinged together vertically in the center, and made to slide laterally in the side of the car and then open from either side.

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

In combination with a car-window, arranged to open from either side, the safety-strap E, for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

GEORGE B. WRIGHT.

Witnesses:

TUNIS B. WOOLSEY,
LUCIAN SWIFT, Jr.