

C. H. SHATTUCK.
CASING FOR CAR-WINDOWS.

No. 187,736.

Patented Feb. 27, 1877.

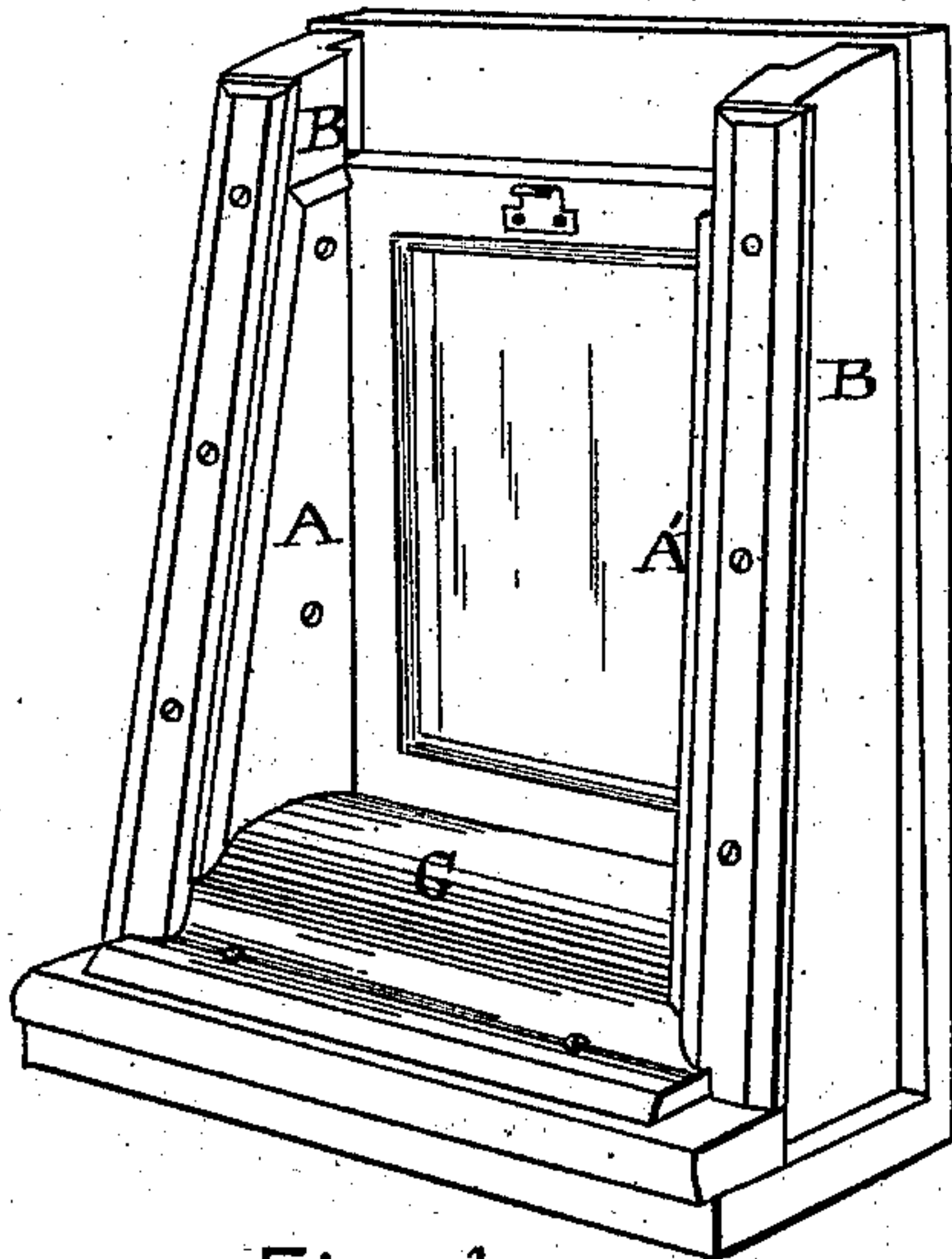


Fig. 1.

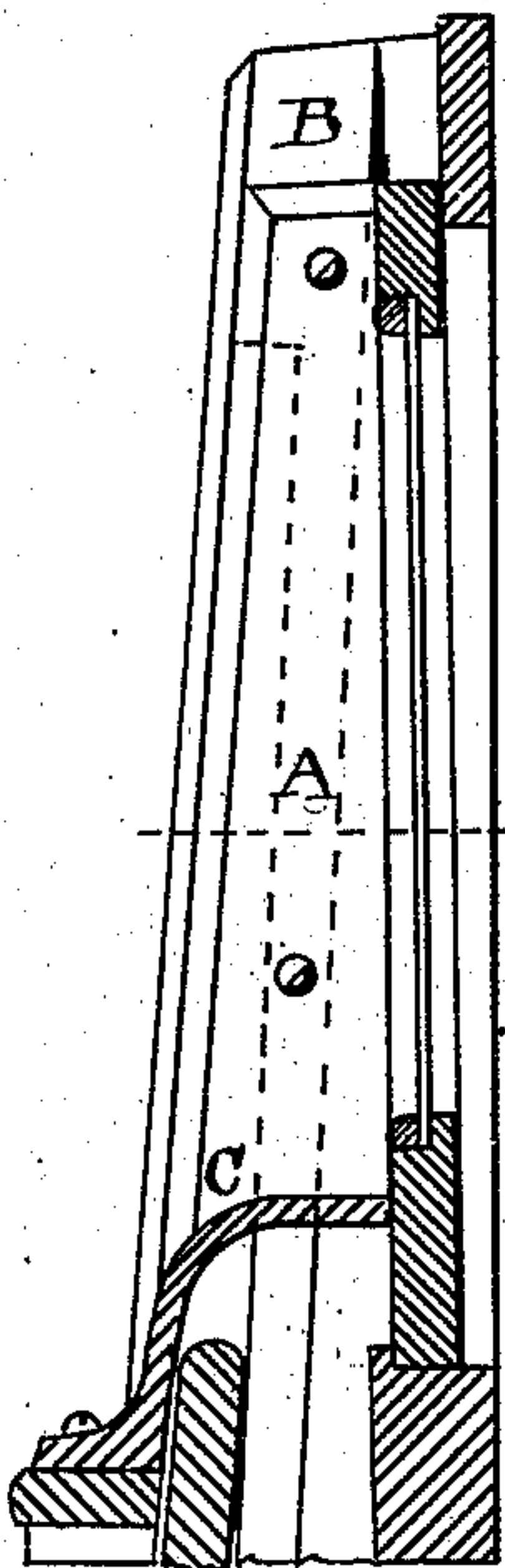


Fig. 2.

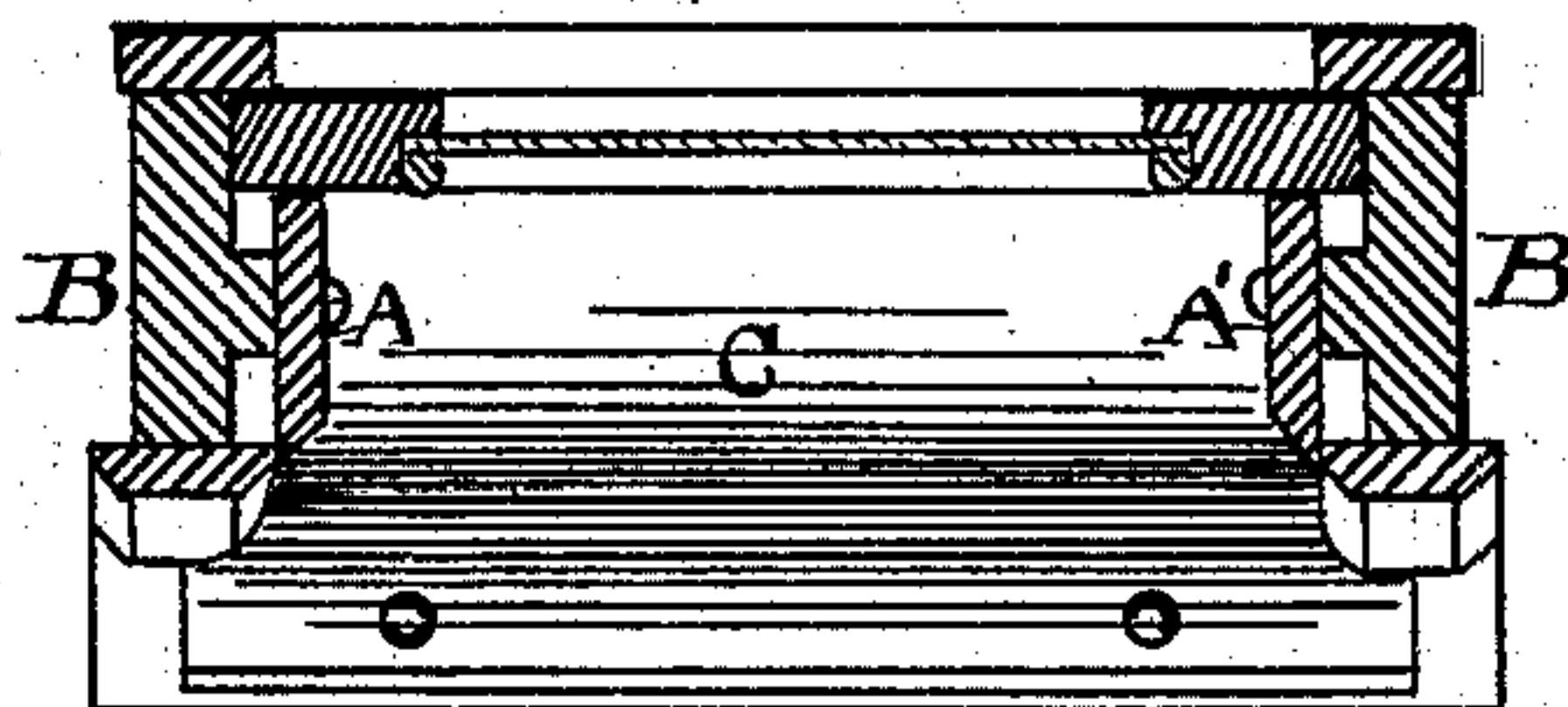


Fig. 3.

WITNESSES

Frankly Parker
F. F. Raymond

INVENTOR

C. H. Shattuck

UNITED STATES PATENT OFFICE.

CHARLES H. SHATTUCK, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN CASINGS FOR CAR-WINDOWS.

Specification forming part of Letters Patent No. **187,736**, dated February 27, 1877; application filed November 20, 1876.

To all whom it may concern:

Be it known that I, CHARLES H. SHATTUCK, of Boston, in the county of Suffolk and State of Massachusetts, have invented an Improved Casing for Car-Windows, of which the following is a specification:

This invention has for its object the boxing of the blind and window slots, and the side casing of the windows, as hereinafter explained, to prevent draftsof cold air through the slots and around the window-frame in winter.

Reference is made to the accompanying drawing, forming a part of this specification, in explaining my invention, in which—

Figure 1 is a perspective view of a window and frame with my invention attached. Fig. 2 is a vertical section of the same, and Fig. 3 is a cross-section on the line *x x* of Fig. 2.

The class of window to which my invention is particularly adapted is that class which is opened by dropping between the inner and outer shells of a car, when the bottom of the window has been drawn from the ledge on which it rests to a position over a slot in the sill, and which is provided with blinds, that are raised from between the shells through a slot in the sill parallel to the slot through which the window falls, and is held up by pushing its bottom onto a ledge that forms the top of the strip that divides blind from the window-slots, or by spring-catches on the sides. As the bottom of these windows necessarily swings to and from the slot in opening and closing, there must be a loose fitting of the windows to their frame, and no parting-strips or contacting portion lying close along their inner sides, as in the case of ordinary windows, and forming a rabbeted joint.

Of course it is desirable in winter, when the blinds are not used and the windows unopened, to stop the circulation of cold air between the window and frame, and through the slots from the space between the shells. This

I accomplish by fitting to the side strips A and A', along the inner side of the window-sash, over the ways in which the window and blind slide, and fastening the same to the side pieces B, and by fitting over the blind and window slots to contact with the bottom of the sash, and to completely cover all cracks and interstices in the inner sill of the window, the bottom strip C, which is fastened to the sill.

This bottom strip may be made as an arching molding to cover the blind and leave it in, or a smaller strip may be substituted, the blind being first removed. I am of opinion that upon the whole it is best not to remove the blind, though the molding to cover it in is a little more costly in the first instance.

This construction and boxing of the window completely prevents cold air from being introduced into the car from around the window-sashes or through the slots.

Having thus fully described my invention, I claim and desire to secure by Letters Patent of the United States—

1. As a means of preventing the circulation of a cold draft of air from between window-sashes and frames, and from blind and window slots, the above-described method of casing the window by means of the side strips A A' and bottom strips C, fitted and fastened to the window-frame relative to the sash, as set forth.

2. In combination with the stiles and sill of a car-window, which opens by dropping into a slot between the inner and outer shells of the car-body, the removable strips A, A', and C, adapted and shaped to completely cover in all the air-channels around the window, and to lap and press bottom and sides of the window-sash, substantially as described.

C. H. SHATTUCK.

Witnesses:

F. F. RAYMOND, 2d,
THOS. WM. CLARK.