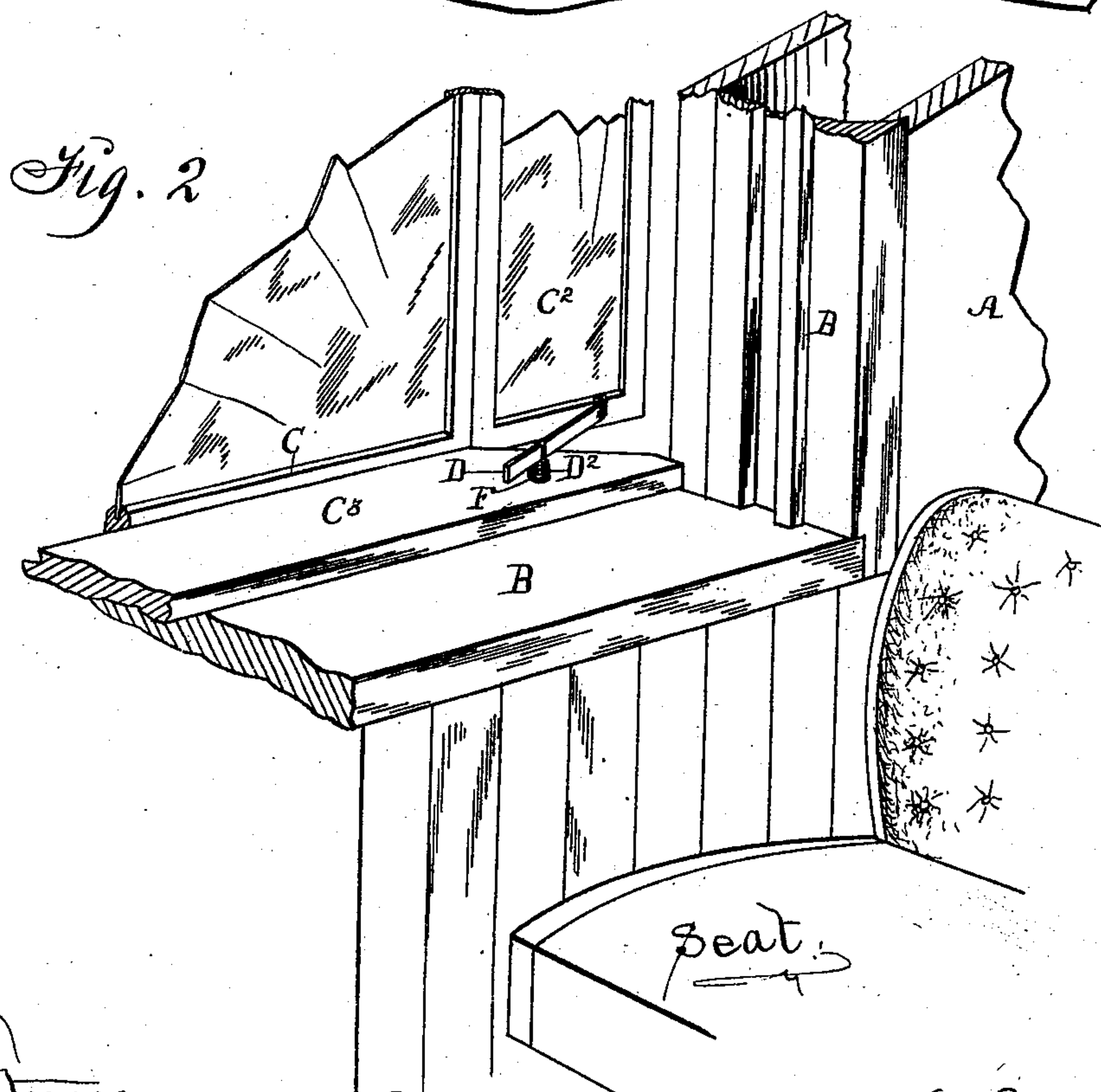
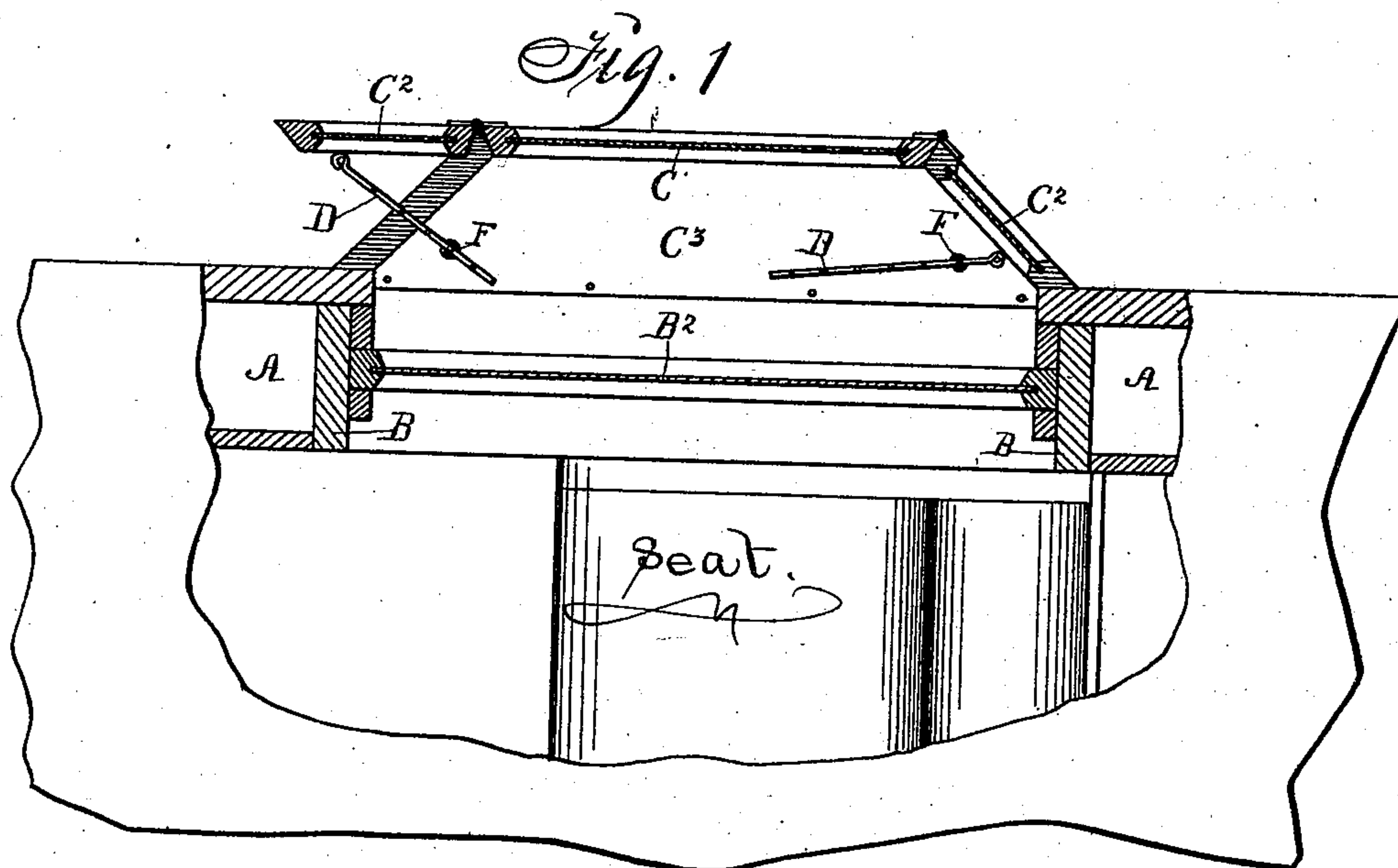


(No Model.)

E. P. PHELPS.
CAR WINDOW.

No. 504,170.

Patented Aug. 29, 1893.



Witnesses:
M. P. Smith.
R. H. Orrig.

Inventor: Edward P. Phelps.
By Thomas G. Orrig, Attorney.

UNITED STATES PATENT OFFICE.

EDWARD P. PHELPS, OF SCRANTON, IOWA.

CAR-WINDOW.

SPECIFICATION forming part of Letters Patent No. 504,170, dated August 29, 1893.

Application filed March 8, 1892. Serial No. 424,120. (No model.)

To all whom it may concern:

Be it known that I, EDWARD P. PHELPS, a citizen of the United States of America, residing at Scranton city, in the county of Greene and State of Iowa, have invented an Improved Window for Railway-Cars, of which the following is a specification.

My object is to provide an auxiliary window for cars, adapted to be readily opened, adjusted and closed at pleasure by a person on the inside of a car as required to prevent cinders, smoke, dust, rain, &c., from entering a car, and my invention consists in the arrangement and combination of a frame having hinged sections or sashes and means for moving, adjusting and fastening the hinged sashes as hereinafter set forth, pointed out in the claim and illustrated in the accompanying drawings, in which—

Figure 1 is a horizontal sectional view showing my invention applied to a car, as required for practical use, and one of the hinged sashes open and the other closed. Fig. 2 is a perspective view of the lower corner of the window and some of the surrounding parts of a car, as seen from the inside of a car, showing one of the hinged sashes open and retained stationary by means of a lever pivotally connected therewith.

Referring to said drawings the reference letter A designates the side of a railway car.

B represents a window frame fixed in the side wall of a car and B² a vertically movable sash in the said frame. An auxiliary window frame composed of three sashes arranged in a semi-hexagonal shape, in horizontal section, is secured to the side of the car and surrounds the said sash B².

C is a fixed sash or the front part of the complete frame.

C² are sashes hinged to the side edges of the sash C and adapted to swing inward to engage the wall of the car at their outside free edges.

C³ is the fixed closed bottom of the auxiliary window fitted and fixed to the car.

To the lower end portion of each one of the hinged sashes C² is pivotally connected a lever D in such a manner that the sash can be moved and adjusted thereby relative to the car and retained stationary therewith in a closed position, partly open or entirely open, at the will of the operator, to adapt its position relative to the movement of the car and the wind outside of the car as required to ventilate the car to prevent smoke, &c., from entering the car, and also to facilitate observation of objects outside of the car by a person inside of the car. A staple or loop D² is fixed to the bottom C³ of the auxiliary window in such position relative to each hinged sash C² that it will inclose the lever D that moves with the sash. A coiled spring F is connected with each loop D² in such a manner that it will normally press the lever up as required to allow its notched top edge to engage the loop as required to prevent longitudinal movement of the lever.

In the practical operation of my invention, it is obvious the hinged sashes C² can be readily operated by means of the levers D² as required to ventilate the car and to exclude smoke, soot, rain, &c., while the car is stationary or in motion.

I claim as my invention—

An improved dust proof car window comprising a frame B having a sliding sash B², an auxiliary frame C having outwardly swinging hinged sashes or frames C², levers D pivoted to the lower ends of said frames C² to extend inward through loops D² projecting upward from a closed bottom C³ fixed to the car and the frame C, and springs F connected with said loops, all arranged and combined to operate in the manner set forth for the purposes stated.

EDWARD P. PHELPS.

Witnesses:

NELS LORRON,
P. A. SMITH.