

No. 755,982.

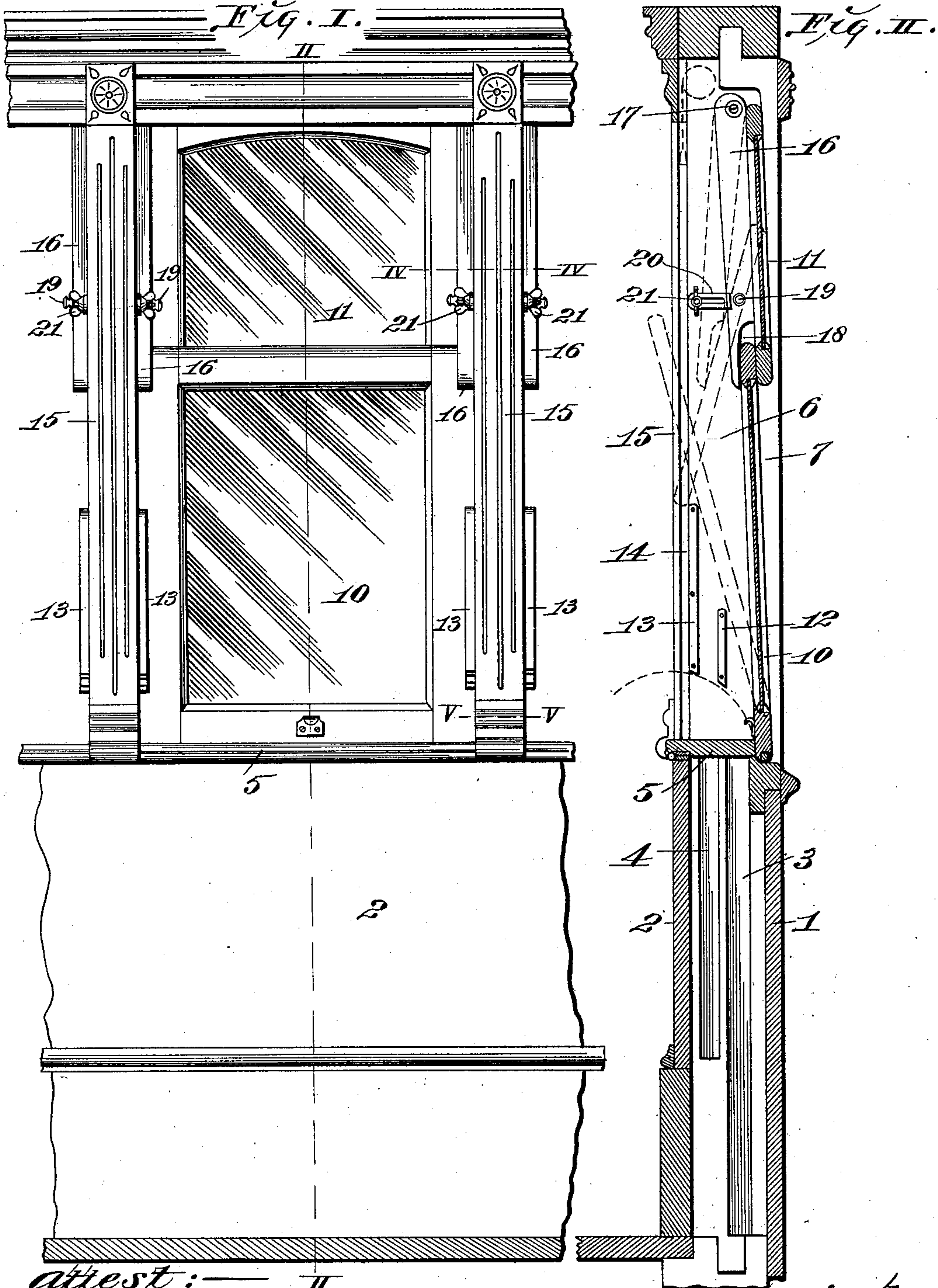
PATENTED MAR. 29, 1904.

H. WITTE.
STREET CAR WINDOW.

APPLICATION FILED SEPT. 14, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



attest:—
M. Smith,
E. S. Knight

Inventor.
Hubert Witte:
By Knight, Bro & atty's.

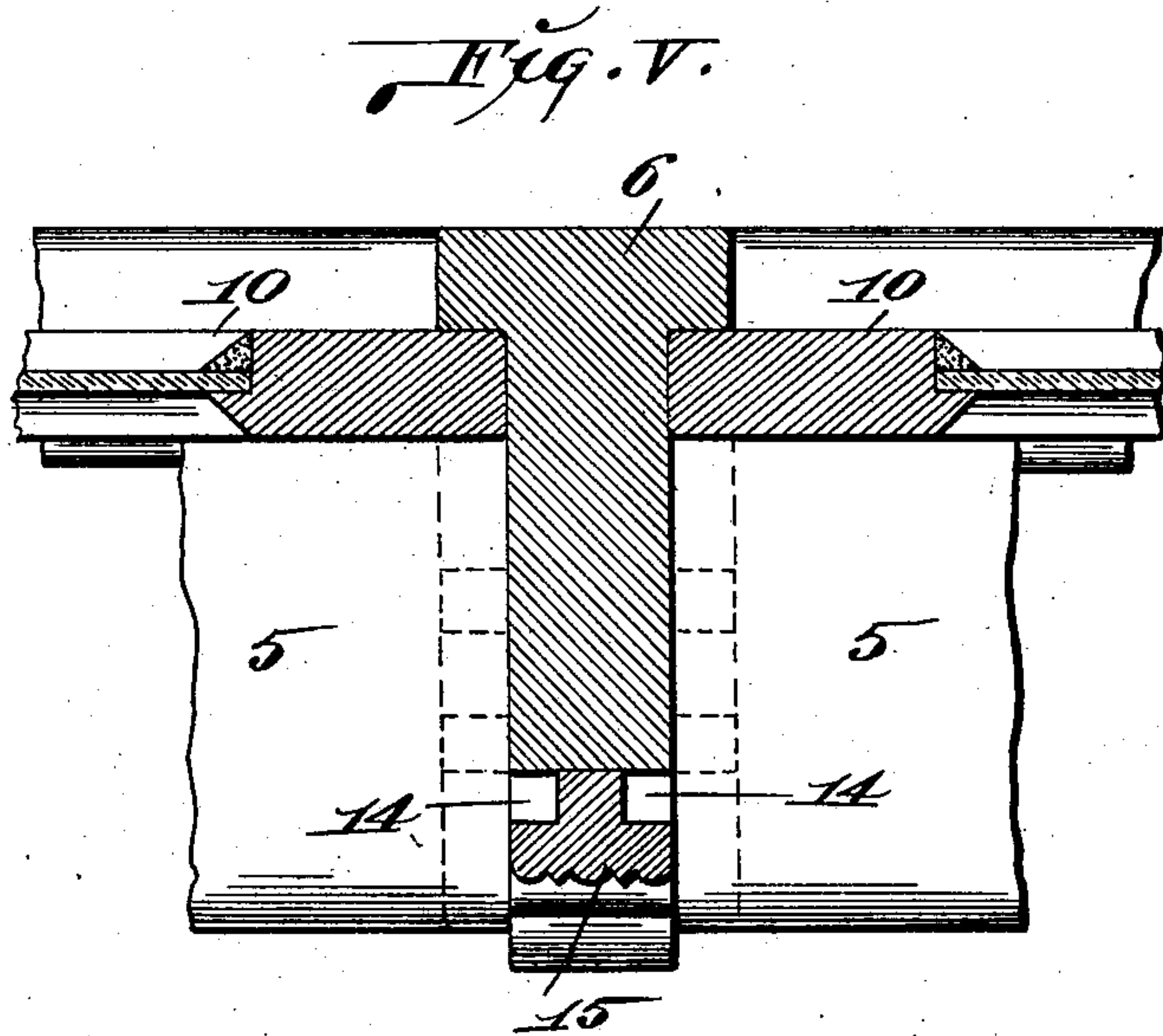
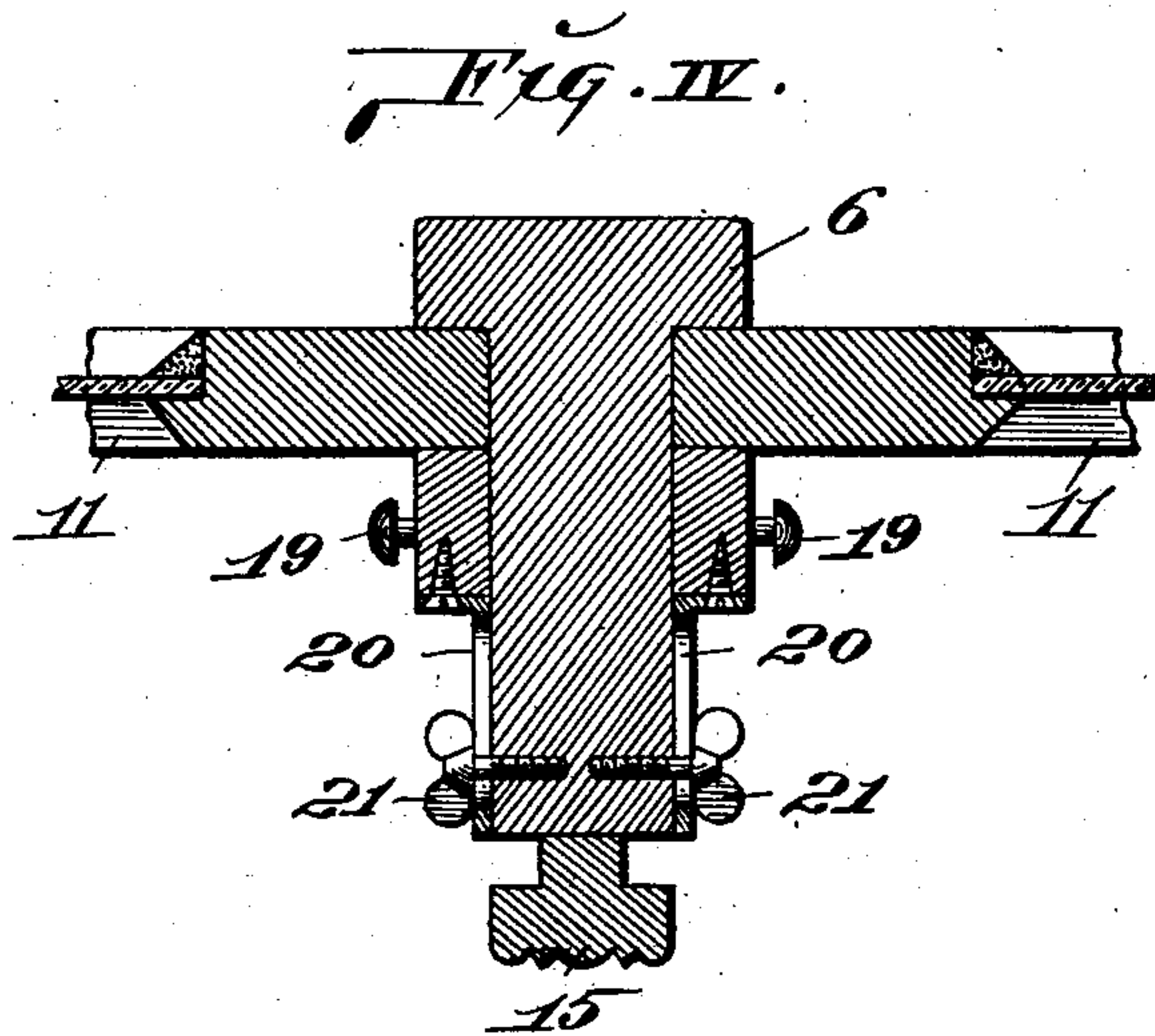
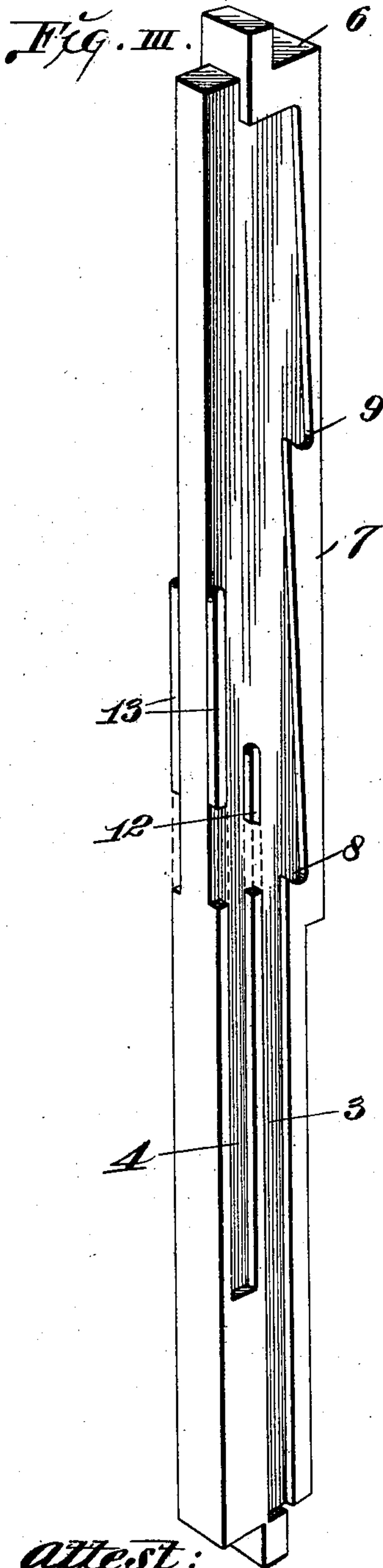
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By *Wright Bros*
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UNITED STATES PATENT OFFICE.

HUBERT WITTE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ST. LOUIS CAR COMPANY, OF ST. LOUIS, MISSOURI.

STREET-CAR WINDOW.

SPECIFICATION forming part of Letters Patent No. 755,982, dated March 29, 1904.

Application filed September 14, 1903. Serial No. 173,078. (No model.)

To all whom it may concern:

Be it known that I, HUBERT WITTE, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Street-Car Windows, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a street-car-window construction in which the object sought to be obtained is in addition to that of rendering the operation of raising and lowering the window-sashes an easy one that of permitting ready removal of the sashes from the window at any time without the necessity of removing any other part of the window. The car-window sashes must frequently have to be removed from their frames either to thoroughly clean them or to facilitate repairs of the windows, and in a window constructed in accordance with my improvement the operation of removing the sashes is greatly facilitated.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is an interior view in elevation of part of the side of a street-car, including a window constructed in accordance with my invention. Fig. II is a vertical section taken on line II II, Fig. I. Fig. III is a perspective view of one of the posts of my window. Fig. IV is an enlarged horizontal section taken on line IV IV, Fig. I. Fig. V is an enlarged horizontal section taken on line V V, Fig. I.

1 designates the outside facing of a street-car side wall beneath the window-opening proper, and 2 is the inside facing of said wall. Between these facings for each window is a sash-receiving pocket that contains a long runway 3 for a lower window-sash and a short runway 4 for an upper window-sash. The entrance to said pocket is normally closed by a door 5.

6 designates window-posts which are each equipped at their sides with outer beads 7, containing a lower socket 8 for the lower window-

sash and an upper socket 9 for the upper window-sash. 10 is the lower sash, and 11 the upper sash.

12 designates parting-strips on the window-posts extending slightly above the pocket, into which the sashes are lowered when the window is opened. 13 represents parting-strips that separate the forward sash-guideways from curtain-guideways 14. These parting-strips 12 and 13 may extend downwardly to the sash-receiving pocket, as indicated by dotted lines, Fig. III; but I prefer to have them located a sufficient distance above said pocket, as shown in full lines, Figs. II and III, so as to permit full length of the pocket-closing door 5 between the window-posts and allow a door of such length to swing freely beneath the parting-strips.

15 represents facing-strips secured to the front sides of the window-posts, and the edges of which constitute the forward walls of the curtain-guideways 14.

16 designates swinging retaining-arms by which the sashes are held in the ordinary use of the window when they are in elevated positions. These retaining-arms are each pivoted at 17 to the window-posts at their upper ends, and their free ends extend downwardly and are cut away at their terminations to form tongues 18. Each of the swinging arms bears a button 19, by which it may be moved, and secured to each arm is a slotted finger 20, that extends forwardly in alinement with the adjacent post and receives a set-screw 21, that is seated in the window-post.

In the practical use of my window the parts occupy the positions seen in Figs. I, II, and IV under ordinary conditions when the window is closed. At such time the swinging arms 16 are held against the lower and upper sashes by reason of the fingers 20 being held in their positions through the medium of the set-screws 21. At such time the bodies of the swinging arms rest against the upper sash, and the tongues 18 rest against the upper ends of the lower sash 10. With the parts arranged as stated the lower sash may be readily

lowered and raised without disturbing the swinging arms, their upper ends slipping readily from their positions in the rear of the swinging-arm tongues when lowered and
5 passing to the rear of said tongues when again elevated. When the lower sash is to be removed from the window, its upper end is drawn forwardly in the position seen in dotted lines, Fig. II, instead of being passed
10 to the rear of the swinging-arm tongues, and the sash may then be readily lifted from the window between the posts, passing over the parting-strips 12 and 13. When the upper sash of the window is to be lowered,
15 the set-screws 21 are loosened, and the swinging arms 16 are drawn forwardly by grasping buttons 19, thereby permitting the escape of the upper sash, which may be then lowered in the window. If it is desired to remove the
20 upper sash, its lower end is drawn forwardly before it reaches the parting-strips on the window-posts, as shown by dotted lines, Fig. II, and the sash is thereby easily withdrawn

from the window instead of being lowered into the sash-receiving pocket. 25

I claim as my invention—

1. In a car-window, the combination of window-posts, lower and upper sashes, swinging arms pivoted to said posts to bear against said upper sash, and having tongues to engage
30 said lower sash, and means for holding said swinging arms in engagement with said sashes, substantially as set forth.

2. In a car-window, the combination of window-posts, lower and upper sashes, swinging
35 arms pivoted to said posts for engagement with said sashes, slotted fingers carried by said arms, and set-screws passing through said fingers and seated in said posts to hold said swinging arms in engagement with said sashes,
40 substantially as set forth.

HUBERT WITTE.

In presence of—

A. DICKMANN,
M. H. MURPHY.