

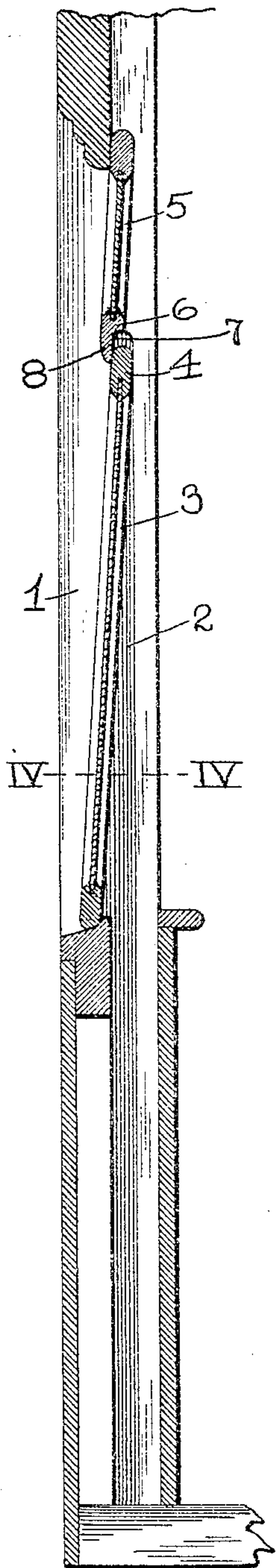
No. 778,517.

PATENTED DEC. 27, 1904.

H. F. VOGEL.
CAR WINDOW.

APPLICATION FILED MAR. 25, 1904.

FIG. I.



ATTEST.

L. J. P. Pletcher
Blanche Hogan.

FIG. II.

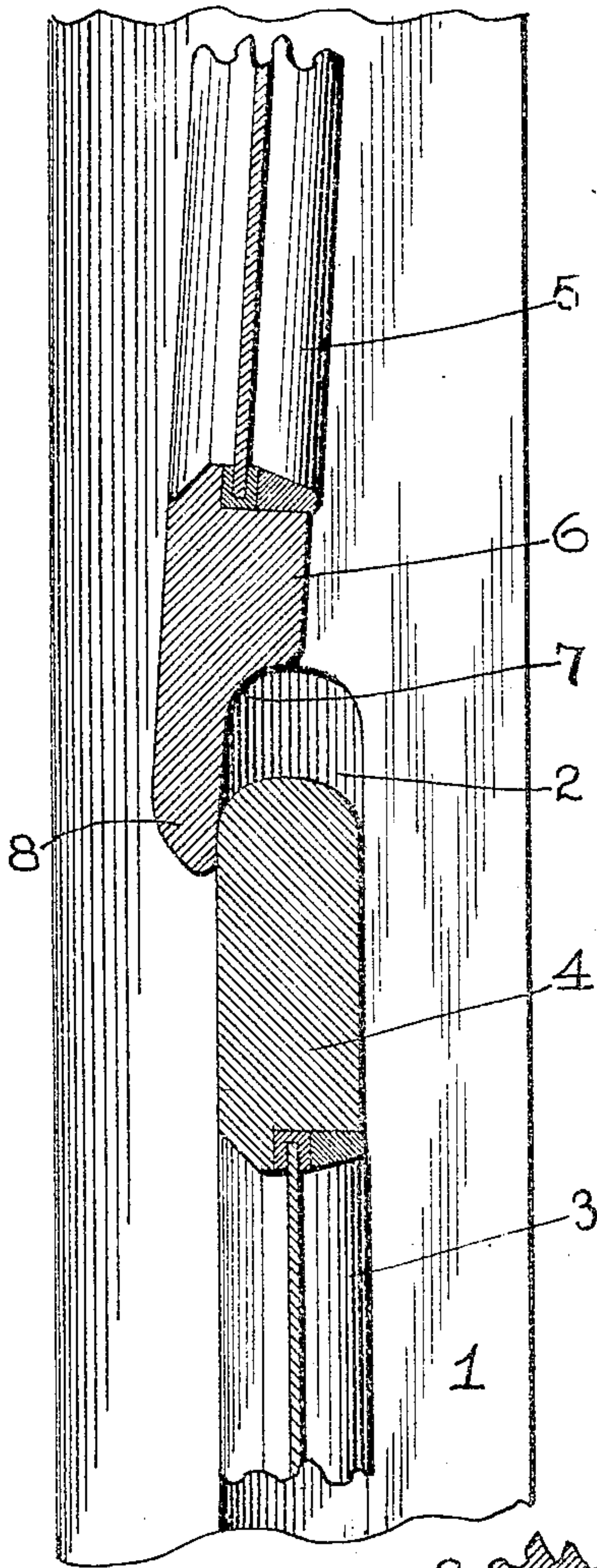
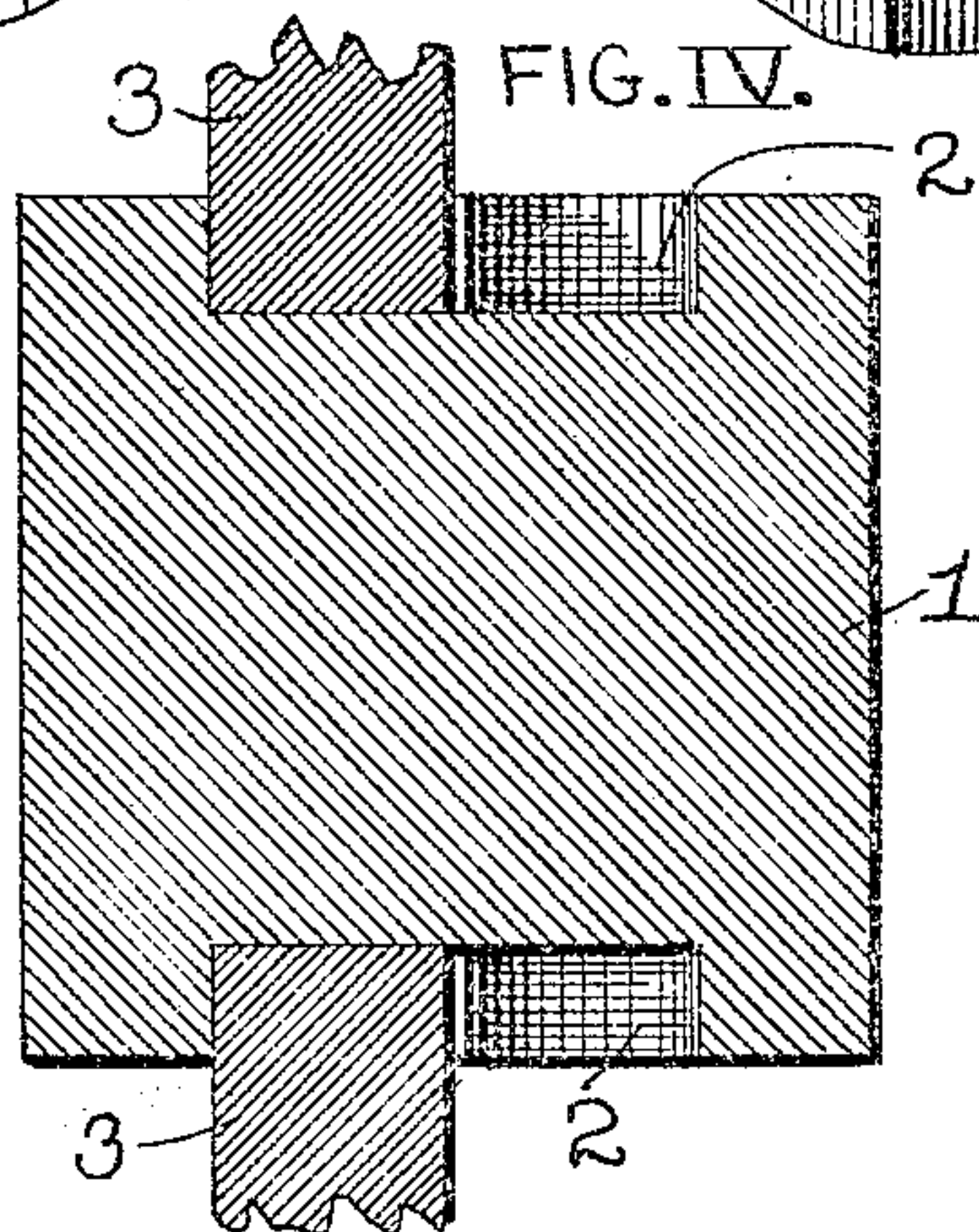
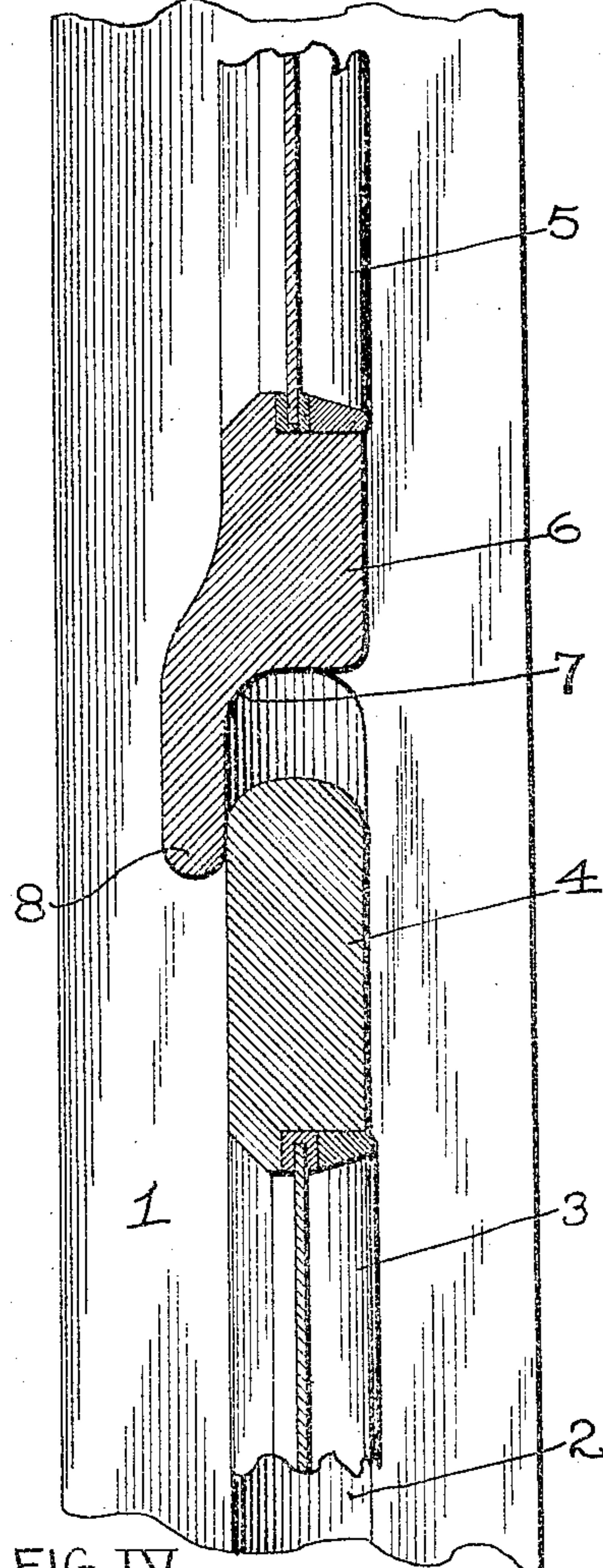


FIG. III.



INVENTOR.

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BY. *Wright, Bro*
ATTYS.

UNITED STATES PATENT OFFICE.

HENRY F. VOGEL, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ST. LOUIS CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

CAR-WINDOW.

SPECIFICATION forming part of Letters Patent No. 778,517, dated December 27, 1904.

Application filed March 25, 1904. Serial No. 199,893.

To all whom it may concern:

Be it known that I, HENRY F. VOGEL, 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 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 an improvement in the construction of car-windows, and has for its object to provide an arrangement whereby dust, air, and moisture may be more effectually excluded from the interior of street-railway cars than by the windows of such cars as heretofore made.

The invention consists in features of novelty hereinafter fully described, and pointed out in the claim.

Figure I is a vertical transverse section taken through a car-window. Fig. II is an enlarged vertical section taken through the upper portion of a lower window-sash and the lower portion of an upper window-sash. Fig. III is a similar view to Fig. II, showing the upper window-sash in the same vertical plane as the lower sash instead of being set at an angle thereto. Fig. IV is an enlarged horizontal section taken on line IV IV, Fig. I.

1 designates a window-post having the sash-runway 2.

3 designates a lower sash the stiles of which

operate in the runway 2 and a corresponding runway in the opposing window-post.

4 is the upper rail of the sash 3. The entire lower sash may be of any common shape.

5 designates the upper window-sash. This upper sash has a lower rail 6, that when the window-sashes are in elevated positions mainly surmounts the upper rail of the lower sash 3. The upper-sash lower rail is cut away at 7, thereby providing a tongue or lip 8, that juts downwardly beyond the top edge of the lower-sash upper rail at its exterior face, thereby preventing the passage of air, dust, or moisture between the opposing sash-rails to gain ingress into the car to which the sashes are applied. The upper sash may be set at an angle to the lower sash, as shown in Figs. I and II, or it may be in the same vertical plane as the lower sash, as shown in Fig. III.

I claim as my invention—

In a car-window, the combination with the lower sash, its sashway and upper rail, of the upper sash having in the inner side of its lower rail a cut of a shape corresponding to the shape of the upper part of the sashway for the lower sash, said cut forming in said lower rail a tongue adapted to overlap the upper rail of the lower sash when the window is closed.

HENRY F. VOGEL.

In presence of—

M. C. MURPHY,

ARTHUR DIEKMANN.