

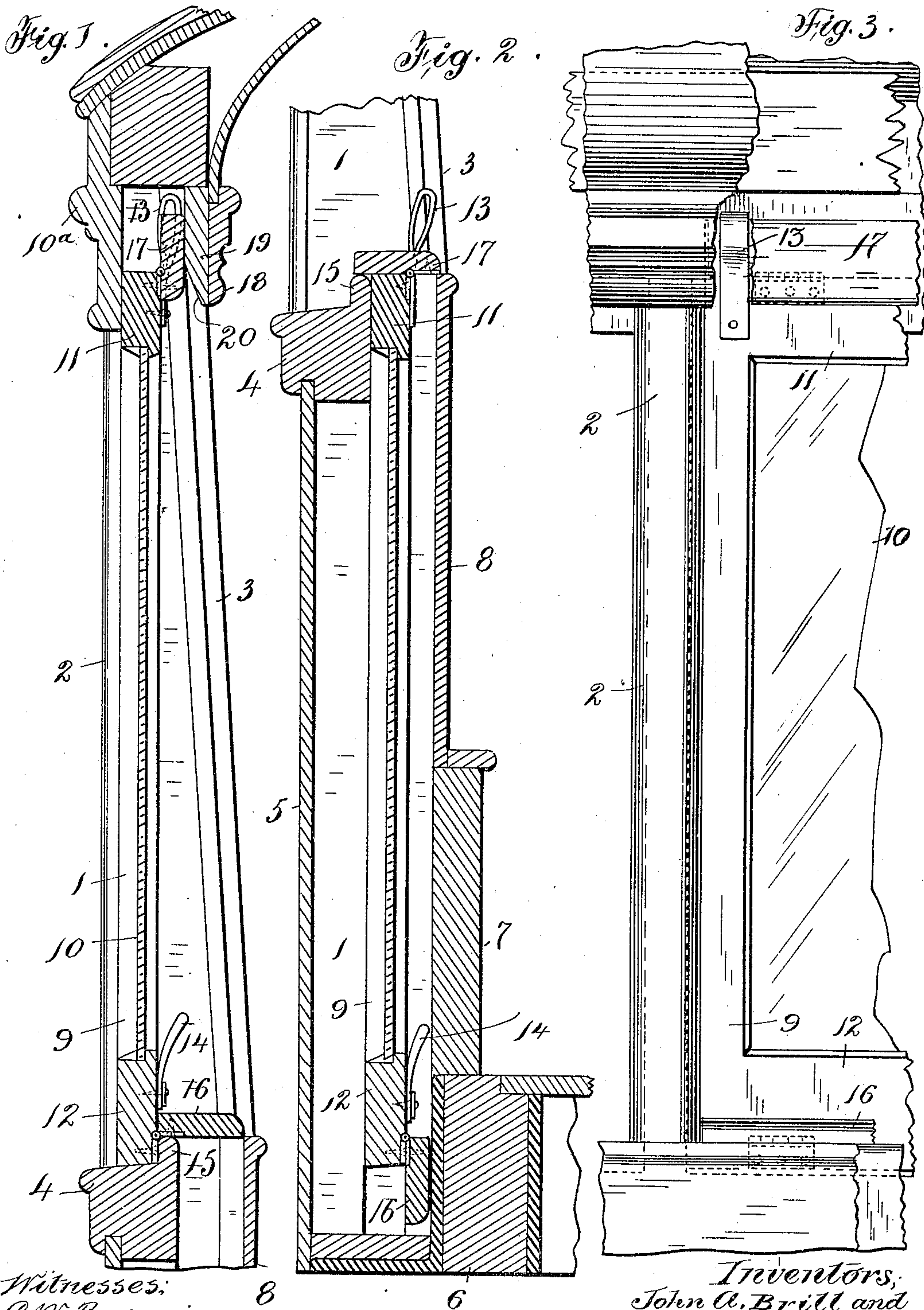
No. 784,300

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J. A. BRILL & C. K. PICKLES.

CAR WINDOW.

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Witnesses:
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UNITED STATES PATENT OFFICE.

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CAR-WINDOW.

SPECIFICATION forming part of Letters Patent No. 784,300, dated March 7, 1905.

Application filed November 24, 1903. Serial No. 182,460.

To all whom it may concern:

Be it known that we, JOHN A. BRILL and CHARLES K. PICKLES, citizens of the United States, and residents of the city and county of Philadelphia, State of Pennsylvania, have invented certain new and useful Improvements in Car-Windows, of which the following is a specification.

The object of our invention is to provide a sash of the ordinary type with means for closing the sash-pockets at all times, so that the said pockets will be closed when the window is either open or closed.

The means hereinafter disclosed show one embodiment of our invention.

For a more particular description thereof reference is to be had to the accompanying drawings, forming a part hereof, in which—

Figure 1 is a sectional view showing a portion of a car-frame with a closed sash provided with our improvements. Fig. 2 is a sectional view showing the sash-pocket and the improved sash therein. Fig. 3 shows a portion of a car-frame and a sash, the view being taken at right angles to the section shown in Fig. 1.

Throughout the various views similar reference characters designate similar parts.

The car-frame comprises the usual stanchions 1, with their guides 2 and 3, window-sills 4, exterior sheathing 5, longitudinal side sills 6, base-boards 7, and side boards 8, all of which may be of any suitable form and conventional design. Between these stanchions 1 is a sash-guide 2, which may be of any suitable type and is adapted to rest on the sill 4 and against the letter-board 10^a at the upper extremities of the stanchions.

The sash 9 comprises a glass 10, which is surrounded by a rectangular frame with the upper part 11 and the lower part 12. Each of these parts is provided with the usual lifting-straps 13 and 14, respectively, the latter being placed centrally of the part 12 and the former being placed at the ends for reasons which will appear below. The window-sill 4 is provided with an upwardly-extending flange 15, against which the sash 9 rests, and a cover 16 is hinged to the part 12, so that the said

cover when in the position shown in Fig. 1 will rest on the board 8 at its outer extremity and on the flange 15 and will abut against the part 12. The second cover 17 is hinged to the top of the part 11, between the straps 13, and so arranged and disposed that when the sash is in the position shown in Fig. 2 the cover 17 will rest on the flange 15, part 11, and board 8.

The molding 18 on the inner sides of the upper extremities of the stanchions 1 is provided with a strip 19 with a beveled face 20, which is opposite the part 11 and extends a little below the lower extremity of the cover 17 when it is in the position indicated in Fig. 1.

As the roof of the car forms no part of our invention, any description of it would be superfluous.

From the foregoing the operation of our invention will be readily understood. Assuming the parts to be in the position indicated in Fig. 1, they are transferred to that shown in Fig. 2 in the following manner: The lifting-strap 14 is elevated, and the lower end of the sash 9 is drawn inwardly. The cover 16 falls of its own weight until it is parallel to the part 12, as indicated in Fig. 2, and at the same time it extends into the sash-pocket. The sash 9 is then lowered, and the cover 17 when clear of the beveled guide 20 assumes a horizontal position on the part 11, because the portion of the cover 17 above the hinge is heavier than the portion below. When the sash reaches its position of rest, the cover 17 rests on the board 8 and flange 15, where it securely covers the sash-pocket, except at its ends, where the sash-pocket is covered by the straps 13.

In changing the sash from the position shown in Fig. 2 to that indicated in Fig. 1 the above-mentioned operations are reversed, except that the cover 17 is changed from the horizontal to the vertical position by means of the beveled guide 20, which impinges against the inner edge of this cover and causes it to assume its vertical position, as indicated in Fig. 1, and the cover 16 is forced into a horizontal position by means of a flange 15.

While we have shown and described the pocket-cover as hinged to the sash, it is obvi-

ous that they may be secured in any suitable way and that the precise means of securing them are not an essential part of our invention. However, we regard it as advisable to
5 close pockets at all times to prevent the entrance of filth and dirt therein, so that we believe it to be best to place the covers at both the top and bottom of the sash. If in any
10 case it is thought expedient to close the pocket only a part of the time, the cover at the top or the bottom of the sash may be omitted.

We have shown and described what we consider the best embodiment of our invention, but do not regard it as limited thereto, as it
15 is obvious that many changes and modifications may be made which employ all its essential characteristics.

What we claim is—

1. In a car or similar vehicle, a window with
20 a sash and sash-pocket, a pocket-cover secured to the upper edge of said sash and a guide for moving said cover relatively to said sash.

2. In a car or similar vehicle, a sash, means for permitting said sash to be moved in a sub-

stantially vertical plane, a sash-pocket into 25 which said sash may be moved, a sash-pocket cover hinged to the upper edge of said sash and between the edges of said cover so that when the sash is lowered into its pocket, the
30 cover will rest on the walls of the sash-pocket.

3. In a car or similar vehicle, a sash, means for guiding the sash when it is moved in a substantially vertical plane, a sash-pocket into
35 which said sash may be moved, a sash-pocket cover hinged to the upper edge of said sash and intermediate of the edges of the cover, and a cam or guide for causing said cover to
40 assume a vertical position when the sash is raised out of the sash-pocket to close the window.

Signed in the city and county of Philadelphia, State of Pennsylvania, this 19th day of November, 1903.

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Witnesses:

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