

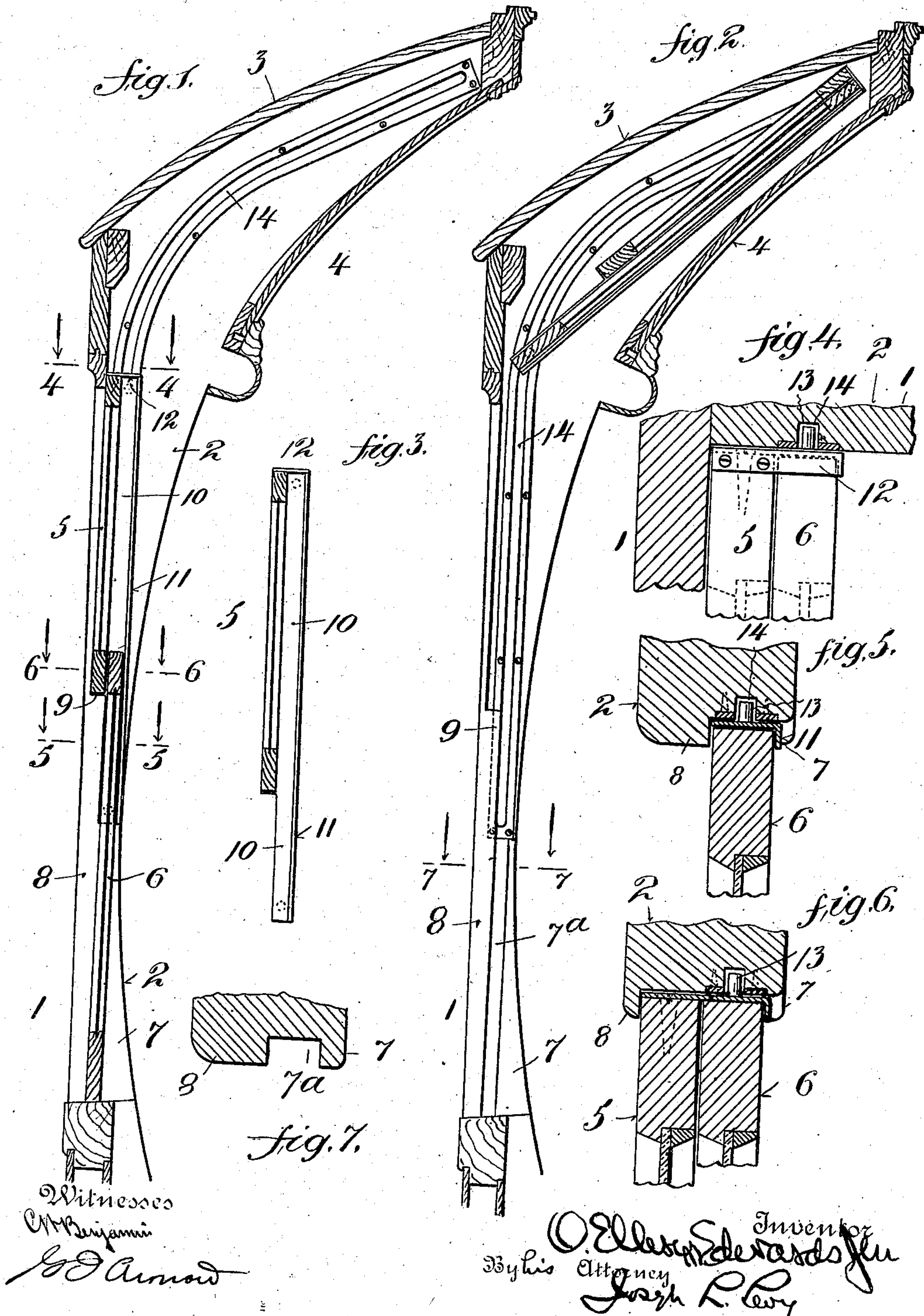
No. 881,468.

PATENTED MAR. 10, 1908.

O. E. EDWARDS, JR.

CAR.

APPLICATION FILED NOV. 30, 1906.





# UNITED STATES PATENT OFFICE.

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CAR.

No. 881,468.

Specification of Letters Patent.

Patented March 10, 1908.

Application filed November 30, 1906. Serial No. 345,638.

*To all whom it may concern:*

Be it known that I, OGDEN ELLERY EDWARDS, Jr., a citizen of the United States, and a resident of the city of New York, county of Kings, and State of New York, have invented a new and useful Improvement in Cars, of which the following is a specification.

The object of my invention is to improve the type of car shown in my co-pending application, No. 311,673, in which a structure is shown and described, where the sashes are all of equal length, so that the lower edge of the upper sash and the upper edge of the lower sash, which overlap, form a line across the field of vision of the passenger as he looks out of the window. As this is disagreeable and undesirable, the object of my invention is to provide a structure in which this difficulty will be obviated and certain advantages secured as will appear below.

For a more particular description of my invention, reference is to be had to the accompanying drawings forming a part hereof, in which:

Figures 1 and 2 are sectional views showing the sashes in their lowered and raised positions, respectively. Fig. 3 is a sectional view showing the upper sash. Figs. 4, 5, and 6, respectively, are sectional views taken on the lines 4—4, 5—5 and 6—6 of Fig. 1, looking in the direction of the arrows. Fig. 7 is a section on line 7—7, Fig. 2, looking in the direction indicated by the arrows.

Throughout the various views of the drawings, similar reference characters designate similar parts.

My improved car 1 is provided with the usual stanchions 2, roof 3 resting thereon, and head-lining 4 supported thereby, and the upper sash 5 and the lower sash 6. The stanchions 2 are provided with an inside parting strip 7, which extends two-thirds of the length of the lower sash, and the outside parting strip 8, which is provided with the usual stop 9 at the lower edge of the upper sash when it is in the position shown in Fig. 1. The upper sash 5 is provided with laterally extending flanges 10, one on each of its side edges, each flange extending the entire length of the sashes and below the same, so that these flanges as shown are as long as the lower sash 6, which is made of the usual

size or wider in a vertical direction than the sash 5. Thus it will be seen that the guide-ways formed by the flanges extend above and below the meeting rails of the sashes and connect the sashes so that they may move with relation to each other but are held at all times in substantial parallelism. The flanges 10 have longitudinally running webs 11 at their inner edges which inclose corresponding edges of the lower sash when it is raised abreast of the upper sash, and the upper sash 5 is also provided with transversely extending plates 12 forming stops in proximity to its upper edge against which the lower sash 6 abuts when it is raised, a continued upward movement of the lower sash operating to lift the upper sash.

The flanges 10 forming the guiding means for the lower sash, are, near their upper and lower ends, provided with pintles 13 which move in suitable guideways 14 in the stanchions 2.

Assuming the parts to be in the position shown in Fig. 1, the car is changed from its closed to its open condition by simply raising the lower sash 6 until its upper edge abuts against the stops 12 and continued movement raises both sashes together until they are in the inclined position in the roof pockets, as shown in Fig. 2, where these sashes are held by a suitable bolt or any other well-known means.

The function of the head-lining 4 is the usual one, that is to provide place for advertising signs and to conceal the sashes. It may be omitted without in any way, changing the roof pockets or the operation of the sashes, should such a change be desirable. When the sashes are lowered, they are both guided by the pintles 13 in the guides 14; the upper sash moves to its resting place on the shoulder 9 while the lower sash continues its movement with its upper portion guided by the flanges on the upper sash and its lower portion directed by the guideways on the stanchions.

The flange 11 and the parting strip 7 are preferably made so as to abut, as this makes the neatest construction.

It is obvious that the precise construction of my improved car is not material, provided that all its essential characteristics are preserved, and I therefore do not think that my



invention is limited to any precise construction, but is broad enough to cover all structures that come within the annexed claims.

What I claim is:

- 5 1. In a car construction an upper sash and a lower sash movably connected by guide ways carried by a sash extending above and below the meeting rails of the sash and stanchions between which said sashes and guide
- 10 ways are movably supported.
2. In a car construction an upper sliding sash and a lower sliding sash of greater height than the upper sash, guide ways for the lower
- 15 sash mounted on and carried by the upper sash and extending downwardly beyond the meeting rail, for maintaining the parallelism of the sashes and stanchions between which

said sashes and guide ways are movably supported.

3. In a car construction an upper sliding 20 sash and a lower sliding sash of greater height than the upper sash, guide ways for the lower sash mounted on the upper sash and extending downwardly beyond the meeting rail to maintain them in parallelism and a stop at 25 the top of the upper sash against which the lower sash abuts to raise the upper sash and stanchions between which said sashes and guide ways are movably mounted.

Signed this 21st day of November, 1906. 30

OGDEN ELLERY EDWARDS, JR.

Witnesses:

GUSTAVE I. ARONOW,  
B. V. MOHAN.