

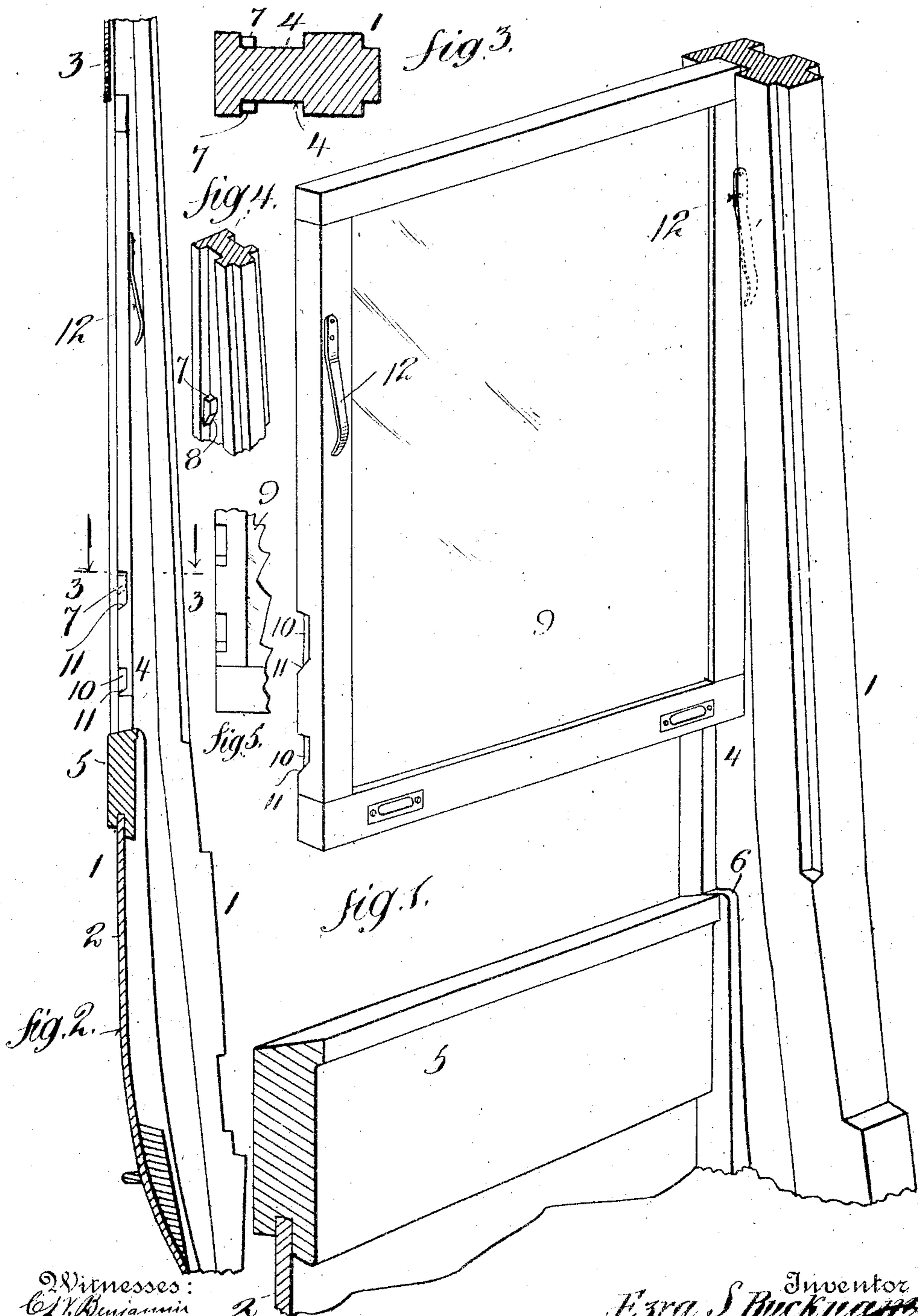
No. 883,780.

PATENTED APR. 7, 1908.

E. S. BUCKNAM.

CAR WINDOW.

APPLICATION FILED JUNE 29, 1907.



Witnesses:
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UNITED STATES PATENT OFFICE.

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CAR-WINDOW.

No. 883,780.

Specification of Letters Patent.

Patented April 7, 1908.

Application filed June 29, 1907. Serial No. 381,484.

To all whom it may concern:

Be it known that I, EZRA S. BUCKNAM, a citizen of the United States, and a resident of the city of Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented certain new and useful Improvements in Car-Windows, of which the following is a specification.

The object of my invention is to produce a sash for car windows having a very simple, efficient and inexpensive means for engaging a projection on the car stanchion so that the sash may be held in any of several positions.

In the drawings forming part of this application: Figure 1 is a perspective view of a portion of a car showing my improved sash in a raised position. Fig. 2 is a cross section through a portion of the side of a car showing the window closed. Fig. 3 is a section on the line 3—3 of Fig. 2. Fig. 4 is a perspective view of a portion of a car stanchion showing the engaging stop, and, Fig. 5 is an elevation of the edge of the sash.

The car may be of any construction and therefor it is only necessary to show such parts as are associated with my invention. There are side posts or stanchions 1 to which is secured the outer sheathing, 2, and a letter board 3, in the usual way. The stanchions are provided on their sides with sash grooves 4, running vertically and they are preferably increased in width from the letter board to the belt rail 5, with a shoulder 6 formed near the latter to form an abutment for the sash when in its closed position.

Within the groove 4 is a stop or projection 7 on which the sash engages to retain it in its several raised positions and it is preferably near the outer limit of the groove 4 and provided with a slanting under side 8.

The sash 9, is provided on its side edges with recesses 10 which project inwardly and rearwardly a portion of the thickness of the sash but not the entire thickness of the sash. These recesses are provided with an inclined lower surface 11 corresponding to the inclined surface 8 of the projection. On the interior face of the sash I provide springs 12 which are arranged above the middle of the sash.

When the sash is arranged in its proper place between the stanchions, it is adapted to rest in its normal or closed position on the shoulder 6, when the projection or stop 7 will lie in the uppermost recess 10.

When it is desired to open the car window, the sash 9 is raised and if the operator does not draw the sash inwardly to allow the sash to pass the stop, the slanting surfaces 8 and 11 will cause a wedging action which will overcome the action of the springs 12 and force the lower portion of the sash inwardly enough to allow the sash to be raised until a lower one of the recesses 10 engages the stop 7, when the sash is released and the springs 12 keep it from becoming disengaged. The grooves 4 as was explained is sufficiently wide at the lower portion to allow the sash to be moved inwardly when passing the stop 7.

By making the car as here shown, the sash is made adjustable in height very easily, and no operating parts are in sight, which adds to its appearance. Besides this, the recesses 10 do not prevent the connection between the sash and stanchions being weathertight.

Any desired number of recesses 10 may be used in order to provide for the sash being held in various positions.

Having described my invention, what I claim is:

1. A railway car provided with stanchions having a groove formed between an inner and outer sash guiding strip, a sash movable in said grooves the faces of which engage the said guiding strips, said sash being provided with a recess extending inwardly from that part of the face of the sash which engages the guide strip, for a portion of the thickness of the sash, a projection in the sash groove adapted to engage in the sash recess and a spring adapted to force the sash toward the said projection, the sash grooves being wide enough to allow the sash to be moved free of the projection.

2. A railway car provided with stanchions having a groove formed between inner and outer sash guiding strips, a projection on the outer guide strip extending inwardly into the groove, a sash movable in the grooves and provided with recesses in its outer face to receive the said projection and a spring adapted to force the sash outwardly, the sash grooves being sufficiently wide to allow the sash to be moved inwardly and free of the said projection.

3. A railway car provided with stanchions having a groove, a sash movable in said grooves and provided with a recess extend-

ing inwardly from the outer face of the sash for a portion of the thickness of the sash, said recess having a slanting lower surface, a projection in said stanchion groove having a slanting surface and adapted to engage in the recess of said sash and a spring on the inner face of the sash adapted to force the latter

outwardly to engagement with said projection in the stanchion groove.

Signed this 27th day of June, 1907.

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