

917,119.

2 SHEETS—SHEET 1.



*Fig. 1a.*

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917,119.

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SASH LOCK FOR CAR WINDOWS.  
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2 SHEETS—SHEET 2.

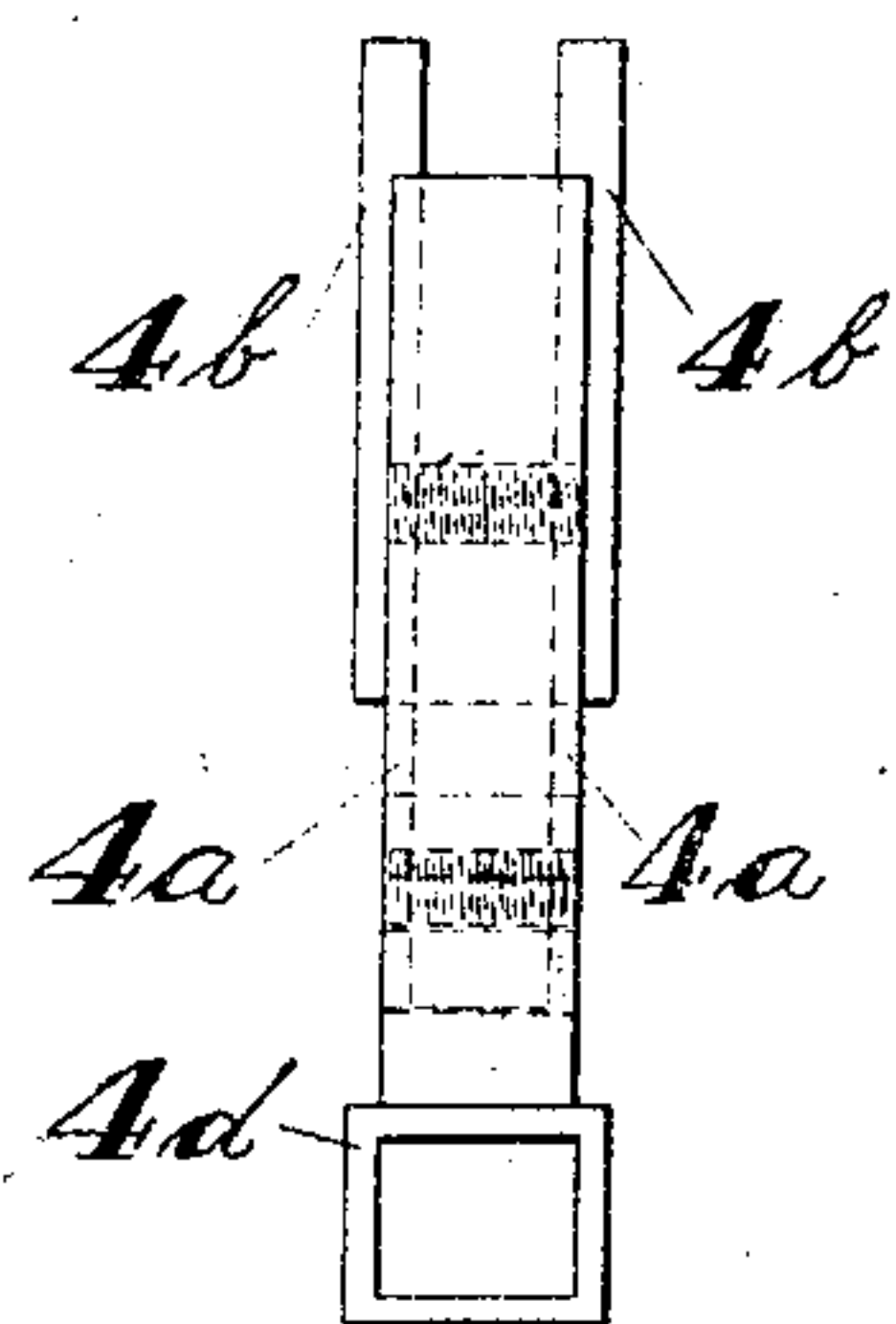


Fig. 3.

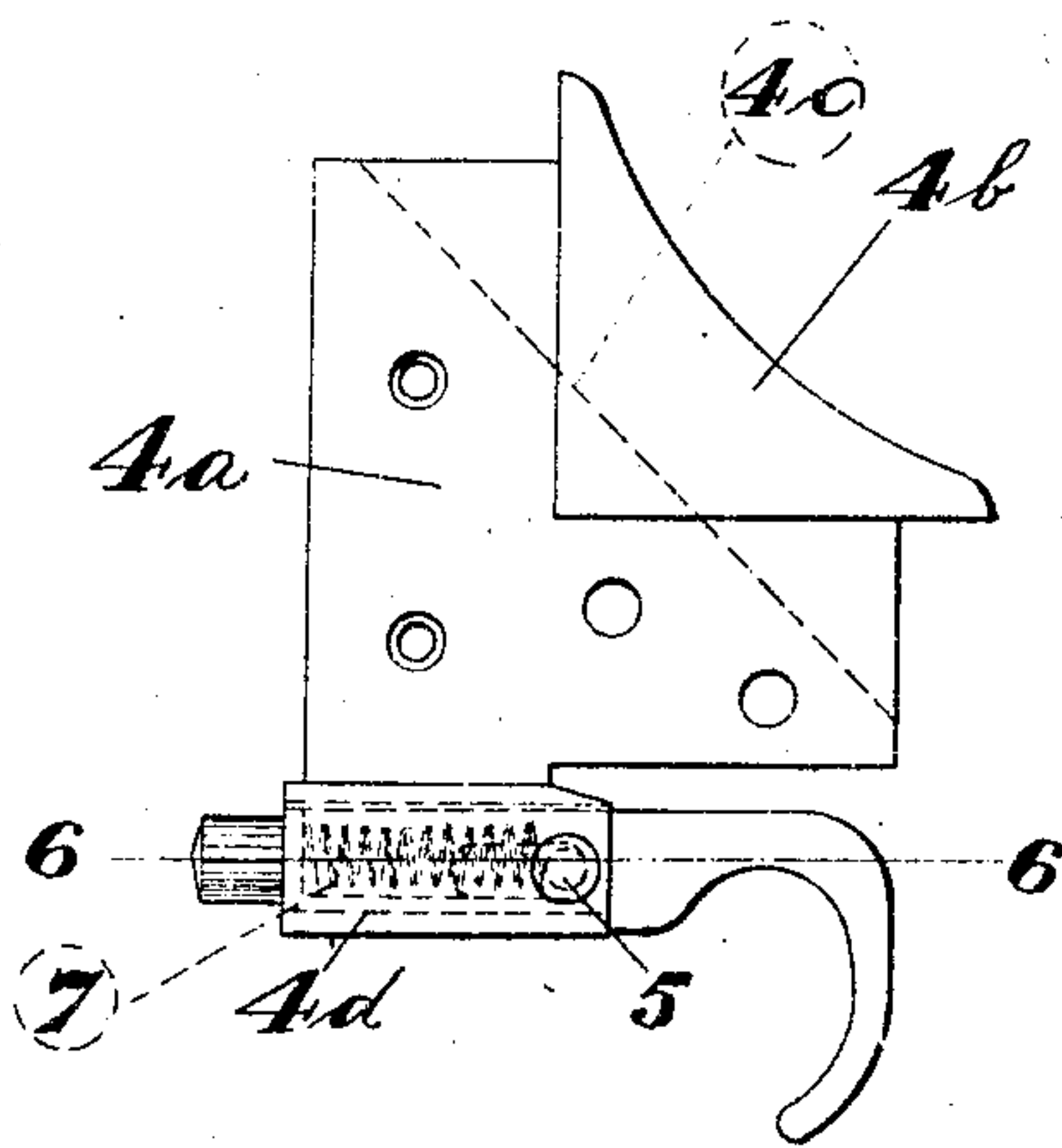


Fig. 2.

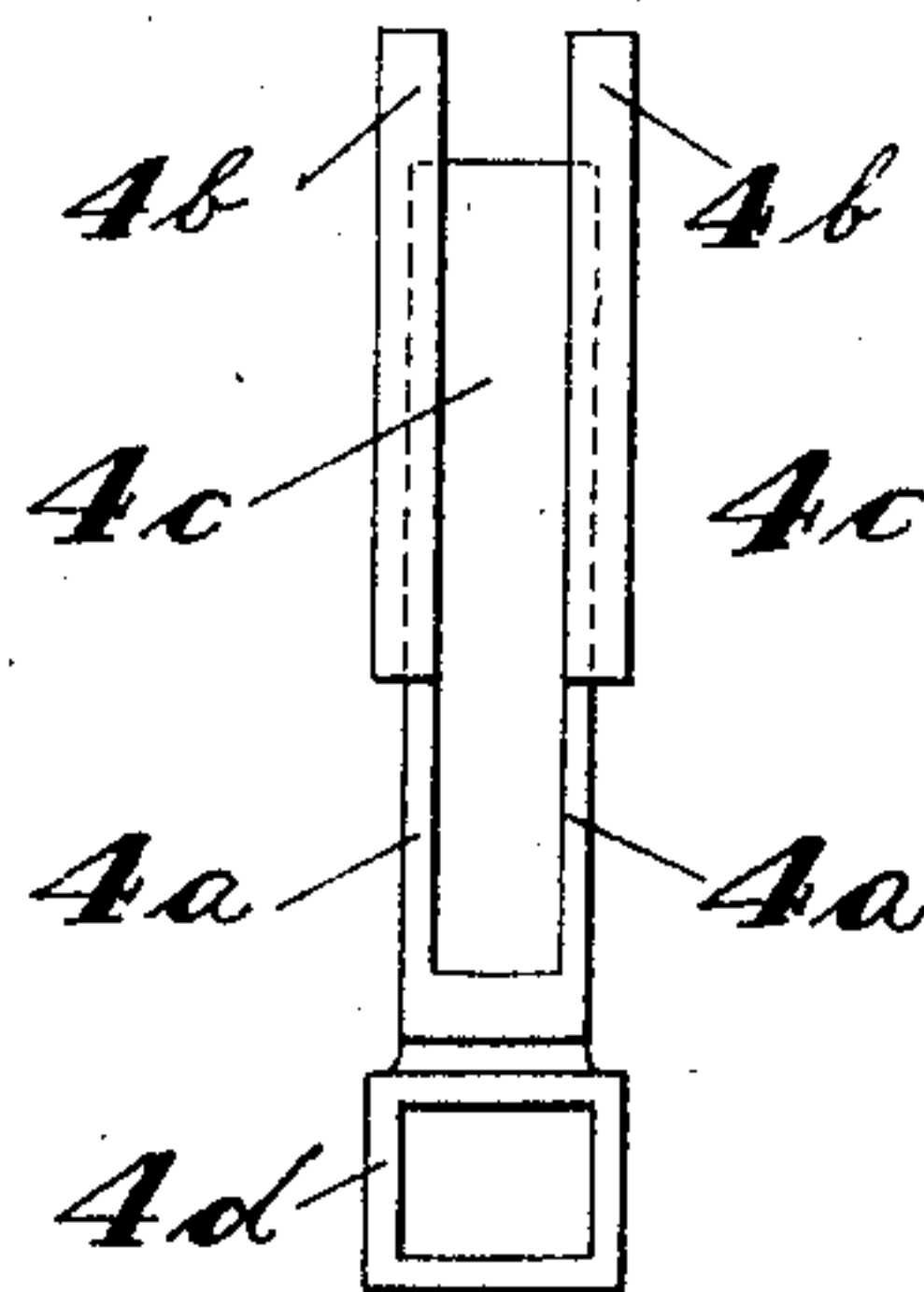


Fig. 4.

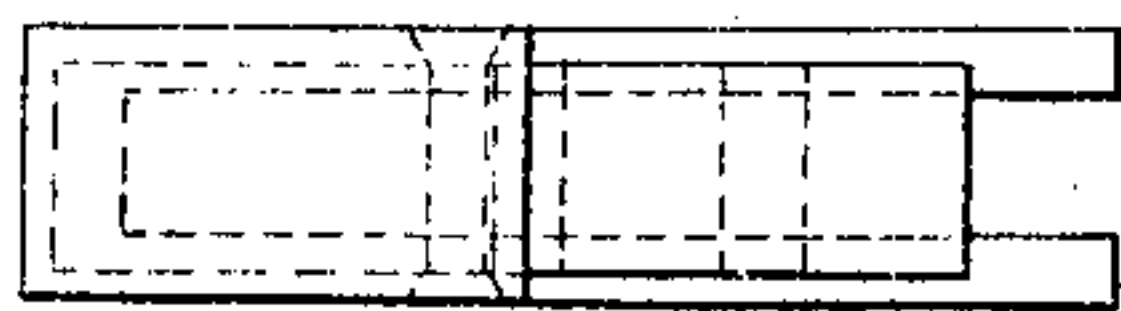


Fig. 5.

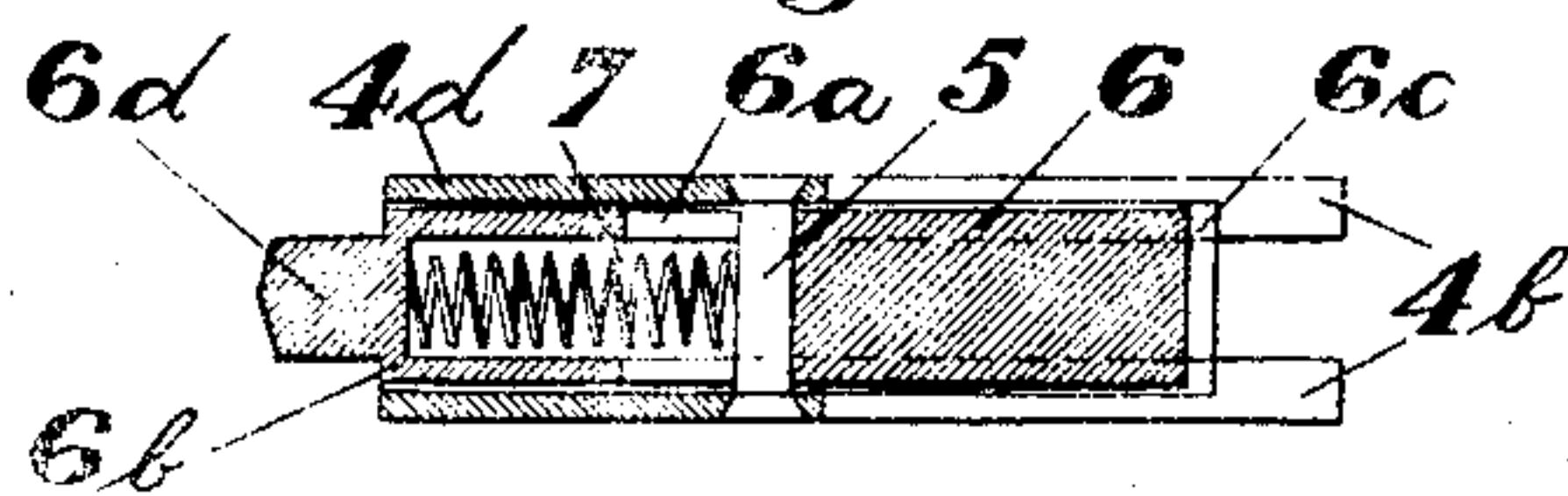


Fig. 6.

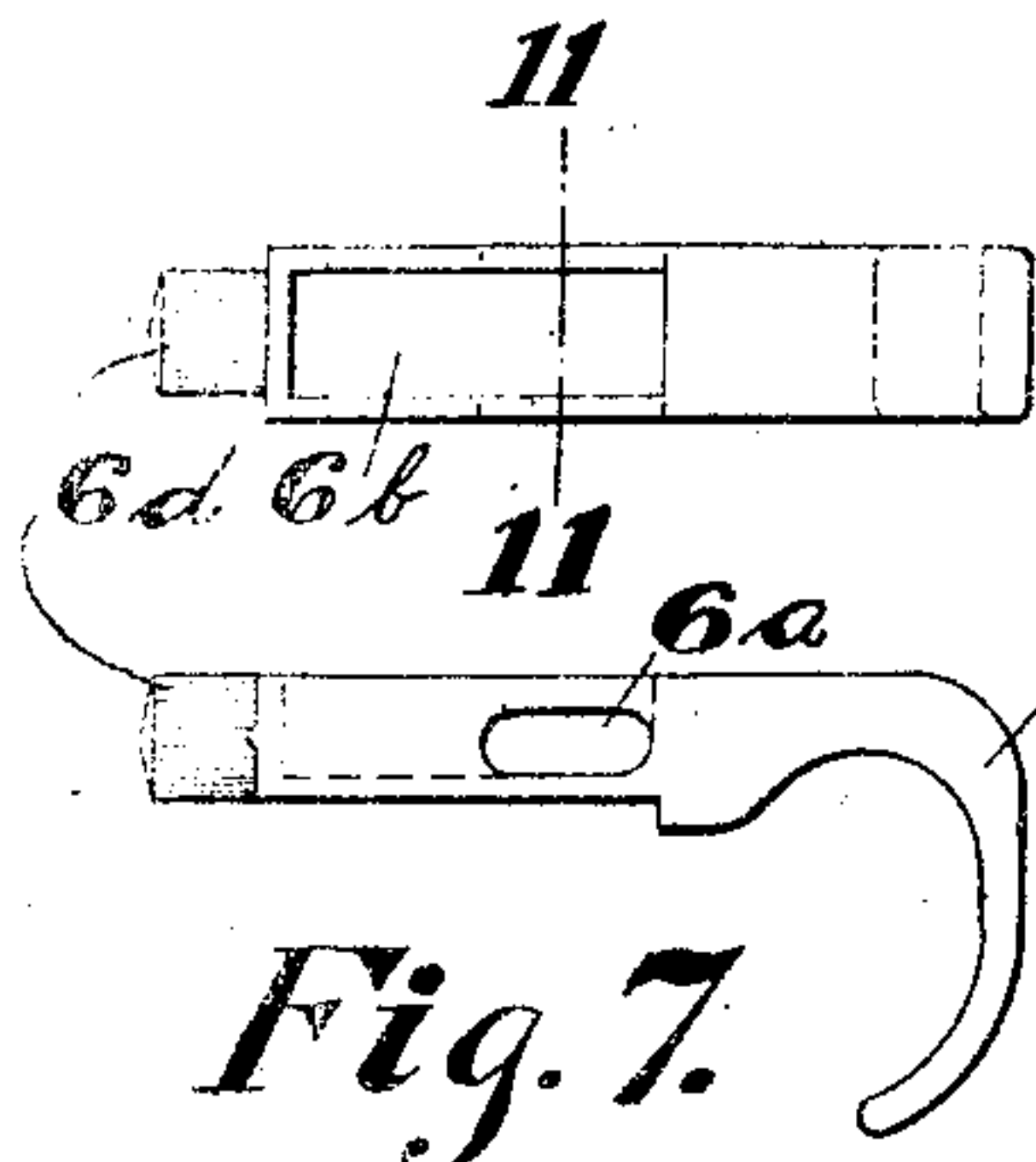


Fig. 7.

Fig. 8.

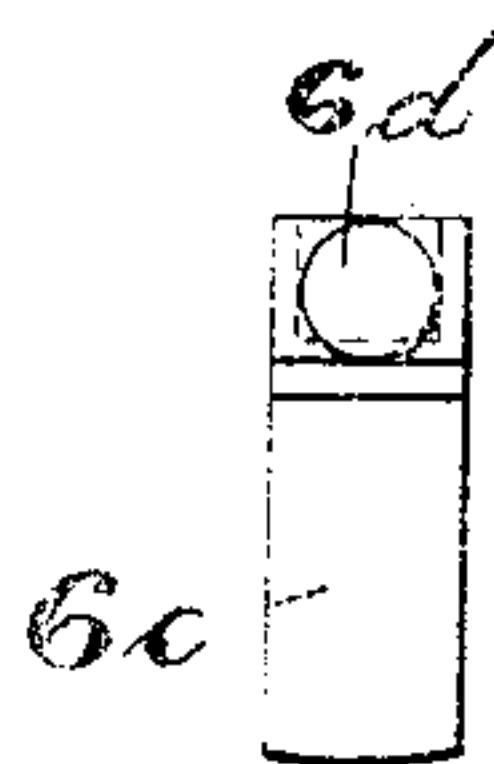


Fig. 9.

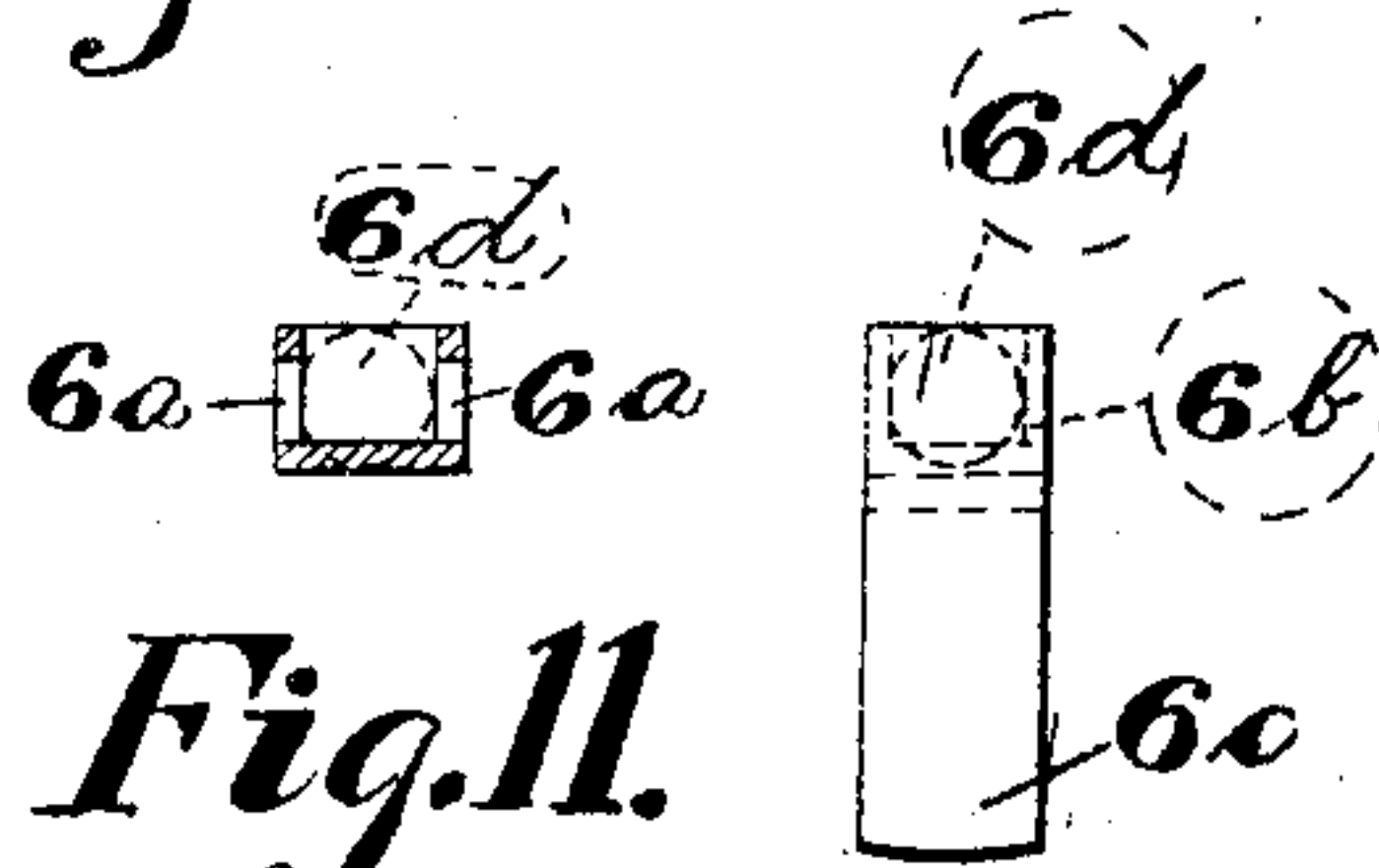


Fig. 10.

Witnesses  
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# UNITED STATES PATENT OFFICE.

WILLIAM M. PEACH, OF BELLEVUE, PENNSYLVANIA, ASSIGNOR TO PRESSED STEEL CAR COMPANY, OF PITTSBURG, PENNSYLVANIA, A CORPORATION OF NEW JERSEY.

## SASH-LOCK FOR CAR-WINDOWS.

No. 917,119.

Specification of Letters Patent.

Patented April 6, 1909.

Application filed October 14, 1905. Serial No. 457,641.

*To all whom it may concern:*

Be it known that I, WILLIAM M. PEACH, citizen of the United States, residing at Bellevue, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Sash-Locks for Car-Windows, of which the following is a full, clear, and exact description.

An object of the present invention is to provide a drop sash for railway cars and a sash lock for use in connection therewith, which sash and lock are suitable for use in connection with sliding doors wherein the parts must be narrow and must not project beyond the vertical plane of the sliding door pocket. Such a sash is shown in the accompanying drawings, in which like reference characters refer to like parts, and in which—

Figure 1 is a detail elevation of a drop sash in combination with its latch and latch keeper plates, the general structure of the door being sufficiently shown to illustrate the invention; Fig. 1<sup>a</sup> is a detail section view on the line 1<sup>a</sup>—1<sup>a</sup> of Fig. 1; Fig. 2 is a detail face view of one of the individual combined gusset brackets and latch housings with a latch mounted therein; Fig. 3 is an edge view in one direction of the same with the latch removed; Fig. 4 is a like view in the opposite direction; Fig. 5 is a bottom edge view of the parts shown in Fig. 2; Fig. 6 is a bottom sectional view on the line 6—6, Fig. 2; Figs. 7 to 11, inclusive, are detail views of the latch, Fig. 11 being a detailed sectional view on the line 11—11, Fig. 8.

Referring now in detail to the drawings, 1 represents a rail of the sash, of metal, U-shape in section, as shown in the drawings, the horizontal rails 1 lying between the ends of the vertical rails 1, although these may be varied, if desired, so that the vertical rails lie between the ends of the horizontal rails, in which event the combined bracket gusset and latch housing, hereinafter described, will be slightly modified.

2 represents the glass carried by the rails 1 and incased at its edges by rubber or other cushioning substance 3 held by the U-shaped rail 1.

4 are combined bracket gussets and latch housings formed with angle seats 4<sup>a</sup> on each face to receive the legs of the U-shaped rail 1, which legs of rail 1 are secured to angle brackets or latch housings 4 through means of screws, rivets or the like, suitably disposed

with the perforations in the surface of the angle seats 4<sup>a</sup>.

4<sup>b</sup> are abutment wings forming shoulders or abutments against which the edges of the legs of the rails 1 abut forming a secure joint between the respective rails 1. Wings 4<sup>b</sup> are spaced apart to receive glass 2, and there are formed between wings 4<sup>b</sup> an inclined seat 4<sup>c</sup> for the edge of the glass 2, corners of the glass being cut to fit these seats.

As shown in the drawings, the two uppermost gusset brackets 4 serve only to connect the respective rails and hold them and the upper edge of the glass 2 firmly together. The lower gusset brackets, however, are provided with depending housings 4<sup>d</sup>, tubular in form and perforated to receive a rivet 5, which holds in its place within housing 4<sup>d</sup> a latch 6 provided with slots 6<sup>a</sup> in its side through which rivet 5 is passed, a spring chamber 6<sup>b</sup>, a handle portion 6<sup>c</sup> and a bolt or engaging portion 6<sup>d</sup>.

7 is a spring located within the chamber 6<sup>b</sup> and bearing against rivet 5 and the opposite end of said chamber 6<sup>b</sup> to hold latch normally projected.

8 is a keeper strip adapted to be secured to the sash jamb (not shown) in suitable position to be engaged by latch 6.

If desired, the locations of the latches may be changed so that they are located at the top of the sash instead of at the bottom, also that there is one above and one below without departing from the spirit of my invention.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:—

1. In a sash construction, a sash comprising rails, a corner bracket or gusset embraced by said rails and having a latch housing formed integral therewith.

2. In a sash construction, a sash comprising U-shaped rails, a corner bracket or gusset embraced by said rails and having a latch housing formed integral therewith.

3. In a sash construction, a sash comprising U-shaped rails, a gusset or bracket formed with a thinner portion inserted between said rails and a thicker portion overlapping the edges of said rails, said bracket or gusset also slotted to receive a pane of glass.

4. In a sash construction, a sash comprising channel-shaped rails, a gusset or



bracket inserted between the flanges of said rails and having a housing formed integral therewith in combination with a latch mounted on said housing and a suitably mounted keeper for said latch.

5. In a sash construction, a sash comprising U-shaped rails, a rail connecting device inserted between the flanges of said rails and having a latch housing formed

thereon entirely in the vertical plane of said rails.

In testimony where I affix my signature, in presence of two witnesses.

WILLIAM M. PEACH.

Witnesses:

H. B. FISHER,  
T. B. DENHAM.