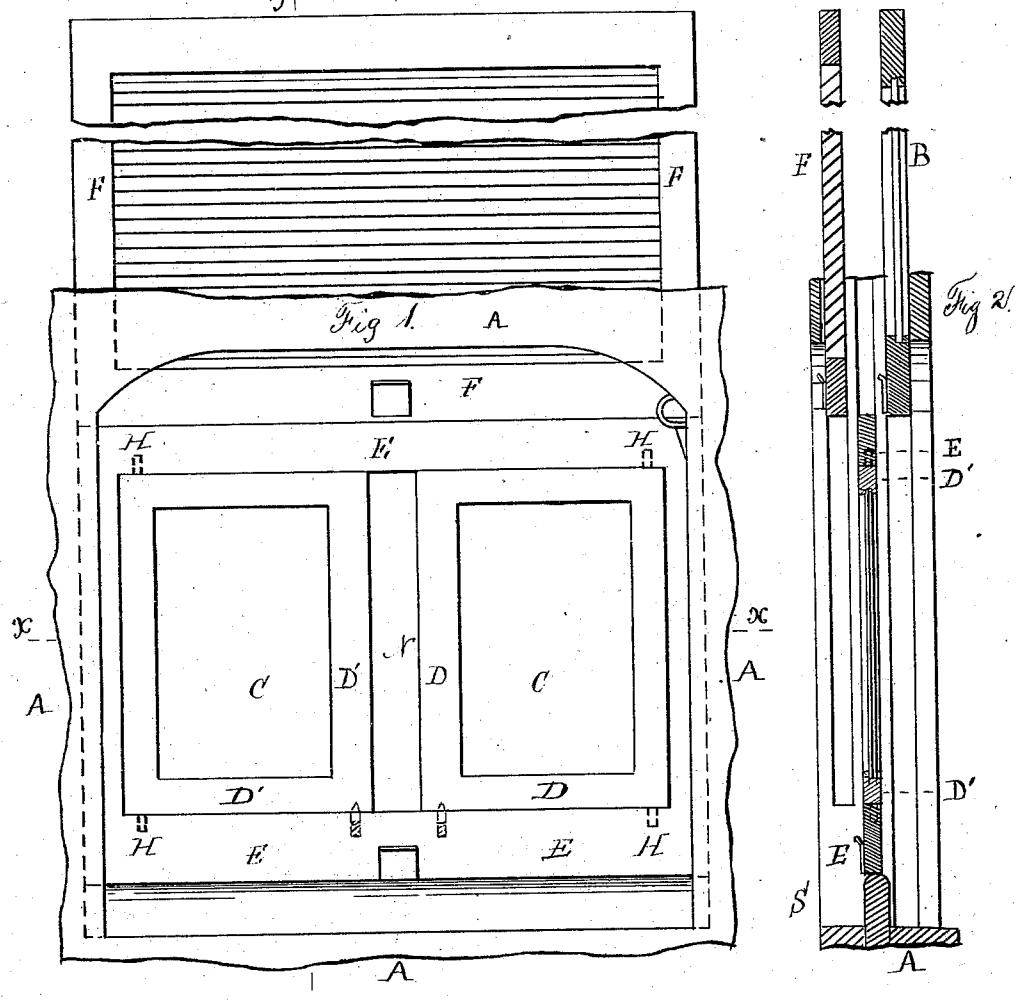
W. C. HICKS.

Car-Window.

No. 224,778. Patented Feb. 24, 1880.



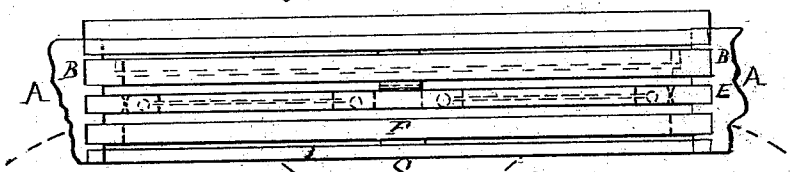


Fig 3

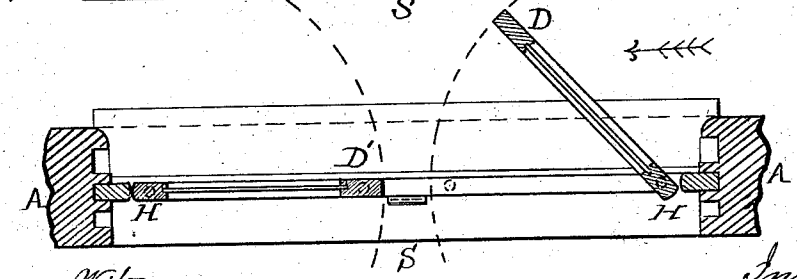


Fig 4.

Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM C. HICKS, OF SUMMIT, NEW JERSEY.

CAR-WINDOW.

SPECIFICATION forming part of Letters Patent No. 224,778, dated February 24, 1880.

Application filed January 17, 1880.

To all whom it may concern:

Be it known that I, WILLIAM C. HICKS, of the town of Summit, State of New Jersey, have invented a new and useful Improvement in Car-Windows; and I hereby declare that the following is a full, clear, and exact description and specification of the same, reference being had to the annexed drawings, making part thereof.

The object of my invention is to prevent dust and cinders from entering railway-cars, and also to ventilate the cars; and my invention consists in certain combinations of deflectors with the ordinary car-windows now in use. These combinations are set forth in the claims at the end of this specification.

In order that persons skilled in the art may make and use my improvements, I will proceed to describe the construction which I prefer, and which is shown in the drawings, in which—

Figure 1 is a front elevation of my invention as it appears from the inside of the car S when ready for use. Fig. 2 is a vertical cross-section of the same through the window on the line *y y*, Fig. 1. Fig. 3 is a horizontal section of the side of the car just above the window, showing the top of the ordinary window-sash, the ordinary blind, and my pivoted deflectors in a sliding frame. Fig. 4 is a horizontal section through the side of a car, window-frame, and deflectors, on the line *x x*, Fig. 1.

A represents the side walls of a car and the frame of the window arranged to hold the ordinary window B, so that it can be slid up and down when required, the latter being provided with a suitable catch to hold it up. I prefer that it be arranged to stand at such an elevation that the top of the deflectors D D′ may just touch the bottom of it and raise it slightly when they are thrown out, as seen at D, Fig. 4.

A frame, E, is arranged inside the window B, and two deflectors, D D′, are pivoted to it at H H H H, so that they may be turned in or out at any desired angle. When the car is moving in a direction against that indicated by the arrow, Fig. 4, one window-deflector, D, may stand at the angle shown, and the other deflector, D′, may be closed, as shown, or may stand open inward, if desired.

The dust and cinders will strike the deflector D in the direction of the arrow, and be deflected from entering the car. At the same time a draft will be created from the inside of the car S to the outside.

The deflectors D D′ are in a sliding frame, and may be thus raised out of the way, so that the ordinary window B may be put down and used to exclude all rain, snow, or cold when desired; but it is not necessary to have the deflectors pivoted to a slide. They may be pivoted to the frame of the window; but such pivots must be so located that the deflectors may swing into the open space made by opening the window—that is, they must be pivoted inside the sliding weather-window.

The operation of my window will be readily understood from what has been already described. When the car is moving in the direction of the arrow, Fig. 4, D′ is to be placed at the angle shown for D in the figure, and D is to be closed or turned inward.

Having now fully described my improvements, what I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, substantially as hereinbefore set forth, of a car-window arranged to slide in a frame in the walls of a railway-car and two deflectors pivoted in a frame arranged to slide before the said window and inside the car, all constructed and arranged to operate substantially in the manner and for the purposes set forth.

2. The combination, substantially as hereinbefore set forth, of a car-window arranged to slide in a frame in the walls of a railway-car and two deflectors pivoted in the frame inside the said window and of the car, all constructed and arranged to operate in the manner and for the purposes substantially as described.

WILLIAM C. HICKS.

Witnesses:
JAMES M. HICKS,
W. H. HICKS.