

J. H. DINSMORE.
Locomotive Windows.

No. 145,790.

Patented Dec. 23, 1873.

Fig. 1.

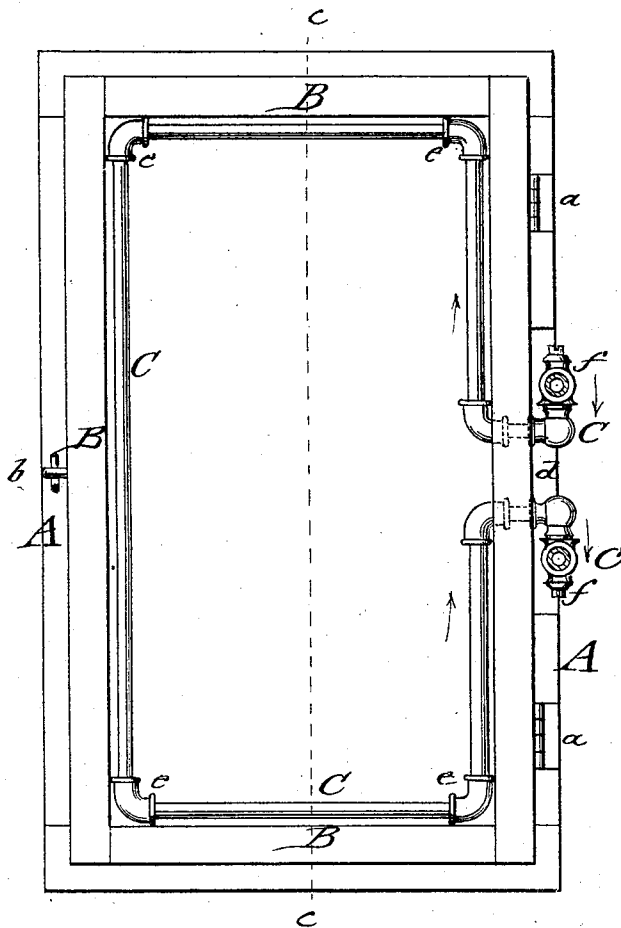
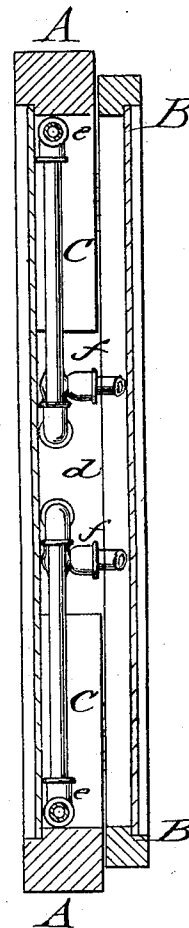


Fig. 2.



WITNESSES:

E. Woff
Sedgwick

INVENTOR:

J. H. Dinsmore

BY

Munn & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN H. DINSMORE, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN LOCOMOTIVE-WINDOWS.

Specification forming part of Letters Patent No. **145,790**, dated December 23, 1873; application filed November 22, 1873.

To all whom it may concern:

Be it known that I, JOHN H. DINSMORE, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Locomotive-Window, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a front elevation of my improved locomotive-window; and Fig. 2, a vertical transverse section of the same on the line *cc*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of my invention is to construct the doors and windows of the engineer's room of locomotives in such a manner that the glass is kept free from moisture, frost, or other obstructions to the sight, allowing the engineer a more perfect outlook on the track. My invention consists of a window or door with an outer and inner sash, between which one or more steam-pipes extend along its circumference, so as to produce such a temperature in the space between the glass panes that no vapor or frost can settle thereon. Both sashes are hinged, the inner one to the outer, and the outer, by hinge-joints, to the steam-pipes, so that the windows may be thrown open, if desired.

In the drawing, A represents the outer sash, and B the inner or second sash, of the window or door of a locomotive-engine room. The inner sash, B, is hinged, at *a*, to the outer sash, and locked to it in suitable manner by hook

and eye *b*, or otherwise. A steam-pipe, C, connects with the boiler, enters through a side recess, *d*, of sash A, and extends, by means of elbows, along the sides of sash A, leaving it again below the entrance-pipe, and discharging the steam below the foot-board of the engine. The outer sash A swings, by hinge-joints *f*, on the stationary entrance and exit pipes, which allows the opening of the window or door for fresh air and during clear weather. The space formed between the glass of the sashes is, by means of the steam-pipes, kept at such temperature that no moisture, snow, or frost can settle on the outer glass, but will keep the same clear and unobstructed for the engineer, facilitating his work greatly in stormy weather and during the winter season.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The improvement in locomotive windows and doors, consisting of an outer and inner sash, which form an inclosed space, with a system of steam-pipes running in the same along its sides, and hinged to the steam entrance and exit pipes, in the manner and for the purposes substantially as described.

JOHN H. DINSMORE.

Witnesses:

E. O. ROCKWOOD,
J. B. PARSONS.