C. T. DEBLOIS.
Car-Window.

No. 203,123. Patented April 30, 1878.

Fig. 3.

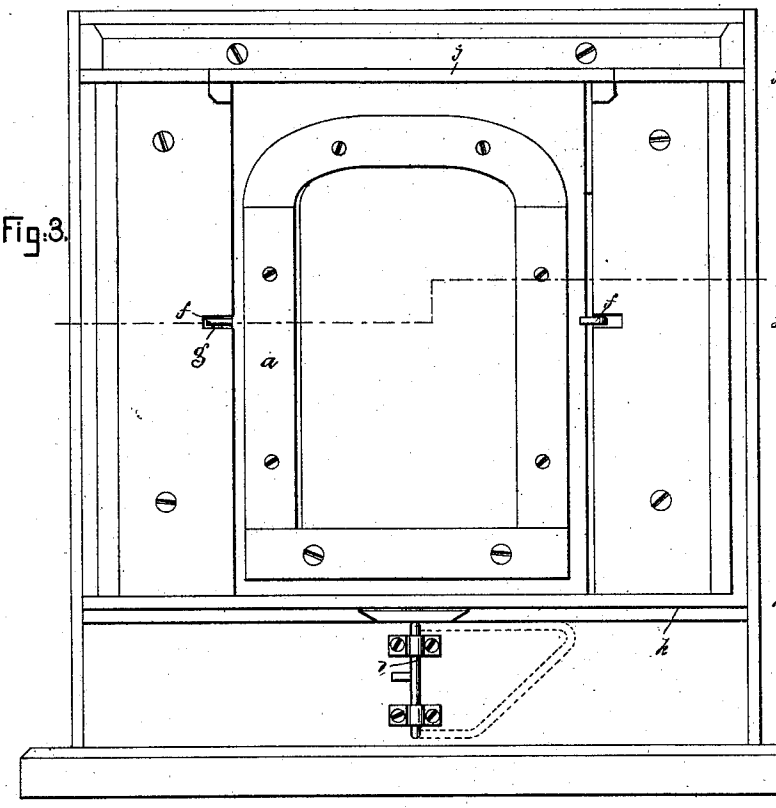


Fig. 1.

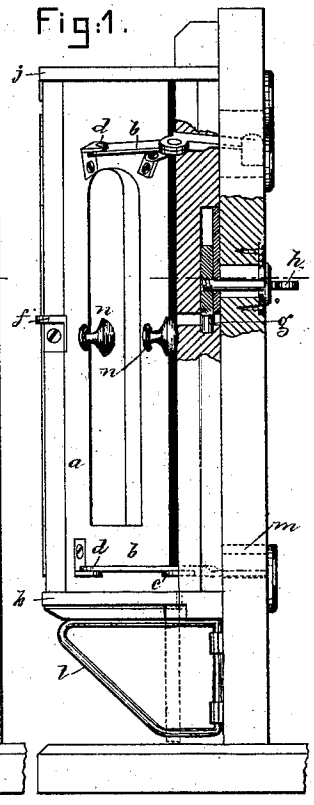
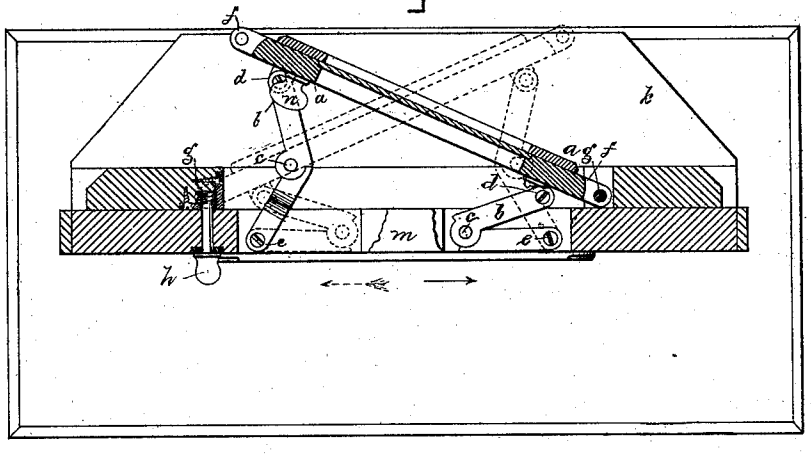


Fig. 2.



Witnesses.
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UNITED STATES PATENT OFFICE.

CHARLES T. DEBLOIS, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN CAR-WINDOWS.

Specification forming part of Letters Patent No. **203,123**, dated April 30, 1878; application filed February 12, 1878.

To all whom it may concern:

Be it known that I, CHARLES T. DEBLOIS, of Boston, county of Suffolk, State of Massachusetts, have invented an Improvement in Car-Windows, of which the following is a specification:

This invention relates to improvements in that class of car-windows in which the sash is so supported that it may be moved outward laterally, opening to either the right or left, according to the direction of movement of the car.

In railroad passenger-cars as now constructed the glazed windows opposite the seats commonly slide up and down, such windows, when raised to admit air, also permitting the passage into the car of cinders, smoke, &c.

To obviate this difficulty of the open window, blinds have been pivoted at each side of the window-frame outside, so that one of such blinds, when opened according to the direction of movement of the car, as is well understood, would produce a current of air which would prevent the passage of cinders, &c., into the car. The blind at that side of the window in the direction of the movement of the car is the one opened, and it, as is obvious, obstructs the view, and is therefore specially objectionable to travelers.

In this my invention (following the general construction of prior inventors) I have supported the window-sash so that it may be opened outward to the right or to the left, according to the direction of movement of the car, the glazed sash itself performing the function of the two blinds referred to without in the least obstructing the view; and my invention consists in certain details of construction hereinafter specifically claimed.

Figure 1 represents, in vertical section, sufficient of a railroad-car to show one embodiment of my invention; Fig. 2, a cross-section thereof, the sill being broken out to show the sash-connecting devices, and Fig. 3 an outside elevation.

The window frame, sills, and sash may be of any usual shape and size. The sash *a* is joined at each side, at bottom and top, with the window-frame or car-body by means of sash-connecting devices composed, as herein shown, of jointed arms *b*, pivoted together at *c* to the sash at *d*, and to the window-frame or other portion of the car-body, as at *e*.

As shown in the full lines, Fig. 2, the glazed window-sash is opened as it will be when the car is moving in the direction of the full arrow, while the dotted lines show it in the position it will be placed when moving in the direction of the dotted arrow.

Each side of the sash is provided with an ear, *f*, having a hole to receive a pintle, *g*, or equivalent, connected with a thumb-piece, *h*. When both pintles are in the eyes, both sides of the sash are held firmly closed. By removing either pintle, as by lifting the thumb-piece, the other pintle serves as the pivotal point for the sash, and it is therefore obvious, by withdrawing the pintle from that eye most remote from the front of the car, that the rear side of the glazed sash may be thrown outward, and that a window-sash so held and supported at each side may be opened to the right or left, according to the direction of movement of the car, for purpose of ventilation without at all obstructing the view. The outermost edge of the window-sash extends, practically, across the open space of the window-frame, and therefore becomes a more efficient device for the exclusion of cinders, &c., than the usual blind. The upper cap *j* closes the space above the top of the open sash, and the shelf *k* the space below the sash.

In order that the shelf *k* may be lowered, as it preferably will be in winter, it is hinged to the car-body or window-frame, and is held up by a swinging or pivoted rest, *l*.

It is obvious that both edges of the sash may be carried out away from the frame and car-body simultaneously, leaving an open space between the sash and frame, if desired, for any purpose. The connecting devices at the lower portion of the sash, when the sash is closed, fold into a space below the sill *m*, where they are concealed, and the upper ones will fold into a suitable space at the top.

I am aware that a window-sash was, before my invention, so held that either side of it could be held, and the other side swung outward according to the direction of movement of the car.

The sash will preferably be provided with knobs *n*, by which to open or close it. The

sash may be provided with any suitable locking device to hold it in the desired opened position.

Instead of supporting one large sash, as hereinbefore described, I may so divide the sash as to hold two or more panes of glass, either of which may be held as described with reference to the sash *a*. In this modification the sash will preferably have three long narrow panes, and the middle one will be arranged so as to be moved out at either side.

This my invention, as to supporting a sash for purposes of ventilation without the admission of cinders, might be embodied in a frame adapted to be set into the window-frame opening between the bottom of a raised sash and the sill.

I claim—

1. A swinging car-window provided with eyes *f*, in combination with removable pintles *g* and knobs *h*, substantially as described.

2. In combination with a car-window swinging outwardly, the folding shelf *k* and its support *l*, substantially as and for the purpose described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES T. DEBLOIS.

Witnesses:
G. W. GREGORY,
L. A. BAXTER.