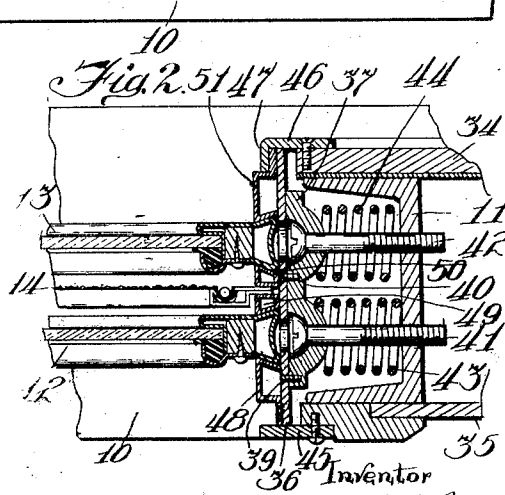
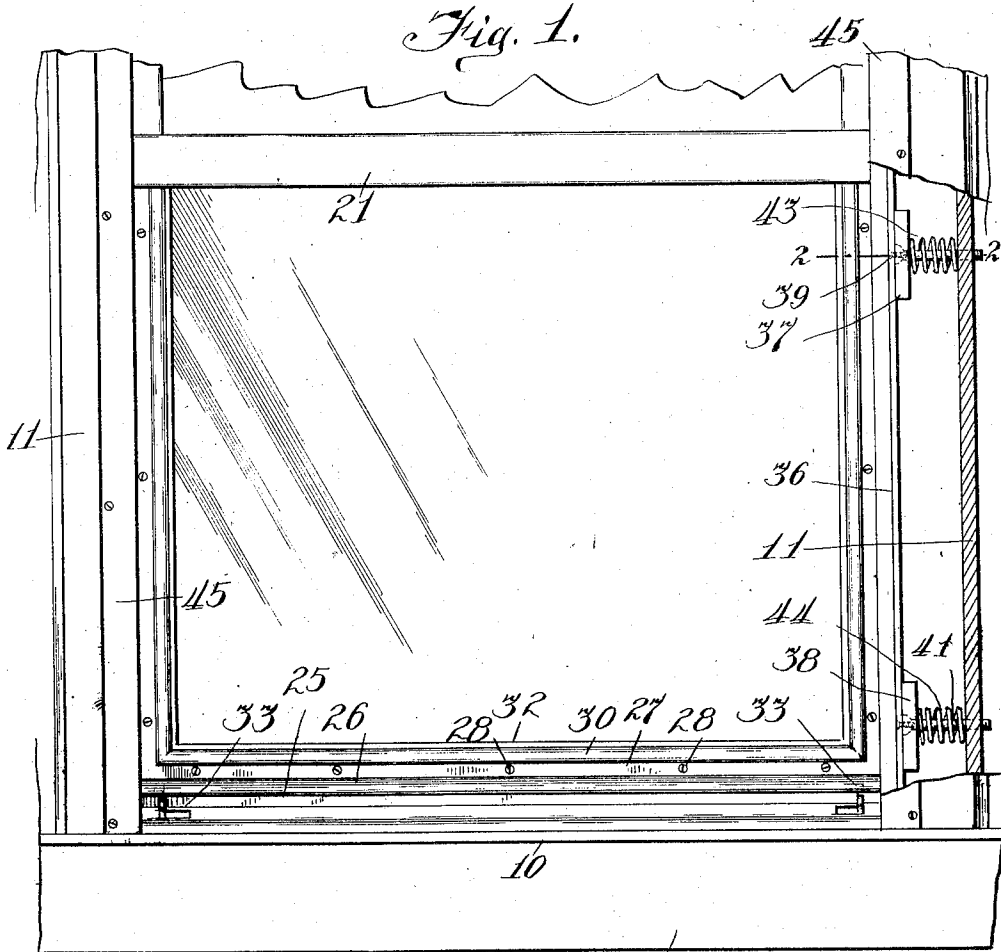


A. H. NEWPHER.
CAR WINDOW.
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1,025,640.

Patented May 7, 1912.



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CAR-WINDOW.

1,025,640.

Specification of Letters Patent.

Patented May 7, 1912.

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To all whom it may concern:

Be it known that I, ALFRED H. NEWPHER, a citizen of the United States, and resident of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Car - Windows, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

10 This invention is especially adapted for use in connection with cars having metal bodies. Its object is to provide an improved window casing which may be adjusted to compensate for inaccuracies in the construction of the car body. It is essential that the sash fit snugly within the casing in order that it may move freely, while completely excluding dust and drafts. It is found in practice exceedingly difficult to so accurately construct the window casing in metal cars as to provide a proper fit for the sash, and after the car has been in service there may be sufficient distortion of its body to either cramp the sash in its ways or open 25 seams through which air, dust and rain may enter.

The present invention overcomes these difficulties by providing for the adjustment and readjustment of the stiles of the casing and the stops carried thereby for providing the ways within which the sash runs.

The invention is fully hereinafter described, and is illustrated in the accompanying drawings in which—

35 Figure 1 is a detail elevation of the inner face of the window casing and of the window, the casing being shown in part in section; Fig. 2 is a sectional view on the line 2—2 of Fig. 1.

40 The window sill is shown at 10, and its casing at 11. There are shown inner and outer windows, generally designated by the numerals 12, 13, and a dust guard or screen 14, located between the two windows.

45 The sash may be of any preferred form of construction. As shown in the drawings, the frame of each of the sash is tubular and formed of sheet metal. As these sash, as shown, are made the subject of a divisional application they are not herein fully described, nor is any claim herein made relating to them.

The uprights of the window frame are shown as channel bars 11, secured between the outer and inner sheathing 34, 35, of the car body. The stile plate 36 is carried by a plurality of short plates 37, 38, to which it is secured by means of screws, as shown at 39, 40, these plates in turn being secured to the channel bar 11 by means of screws 41, 42, the heads of which are countersunk within the bars 37, 38, the stile plate being apertured to give access to them. Helical springs 43, 44, encircle the screws 41, 42, and react between the plates 37, 38, and the bottom of the channel bar 11. 55 60 65

Guide plates 45, 46, are secured, respectively, to the inner and outer faces of the wall of the car and extend beyond the stile plate 36, which loosely engages them, the inner edge of the outer plate 46 having an 70 instanding lip 47 for excluding the weather. Stop bars 48, 49, 50 and 51 are secured to the stile plate 36 by any suitable means, and provide ways within which the sash may 75 run, their sash-engaging faces being shown as undercut to snugly fit upon the sash bars. The stops 49 and 50 are spaced apart to form ways for the frame of the screen 14.

In assembling the elements of the window casing the stiles are trued up by manipulating the screws 41, 42. Should the stile require to be set in the screws are turned up, compressing the springs 43, 44. Should the stile require to be set out, the screws are 85 turned back, the springs forcing the plates out correspondingly. Should there be any distortion of the car body the sash will automatically adjust itself to the extent of the distance between the heads of the screws and the stile plates, as the plates 37, 38, are free to slide upon the unthreaded portions of the screw shanks. 90

The dovetail engagement of the sash with the casing insures a close fit under all circumstances. 95

While the window is shown and described as being mounted in a railway car, it is obvious that it may be employed in any other situation, as in ships or buildings. 100

The several features of the window as described may be used together, or may be separately associated with other forms of construction.

I claim as my invention—

In a window, in combination, a fixed frame, stile-supporting plates having countersunk apertures, screws loosely engaging the plates and in threaded engagement with the frame, springs reacting between the plate and the frame, and a stile

fixed to the outer faces of the plates and spaced apart from the heads of the screws.

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