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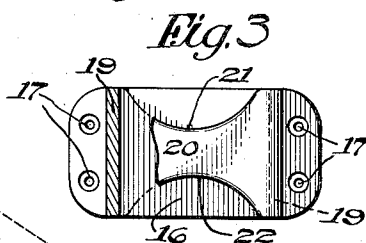
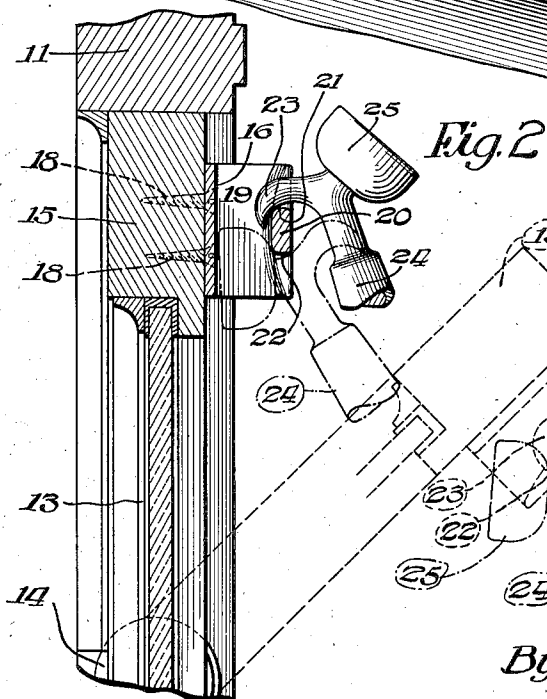
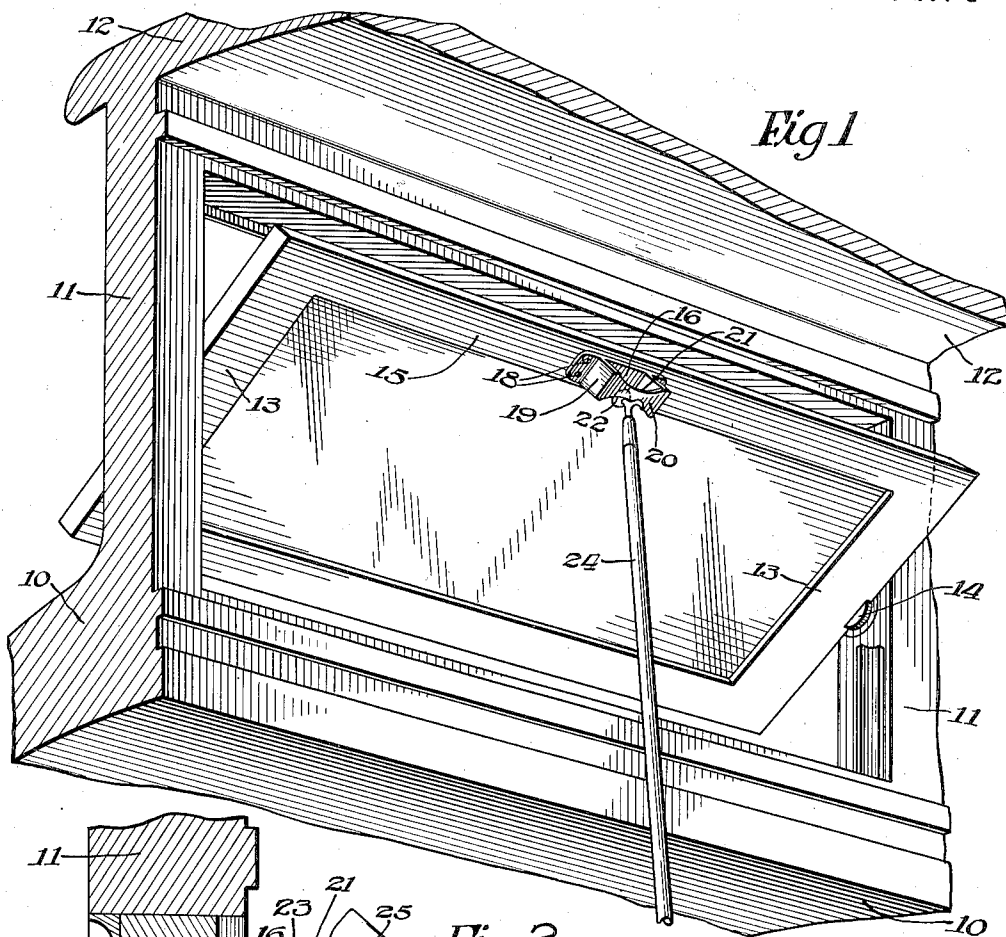
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2,063,583

DECK SASH FIXTURE

Filed June 24, 1935

2 Sheets-Sheet 1



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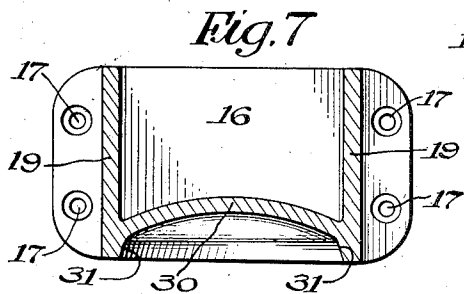
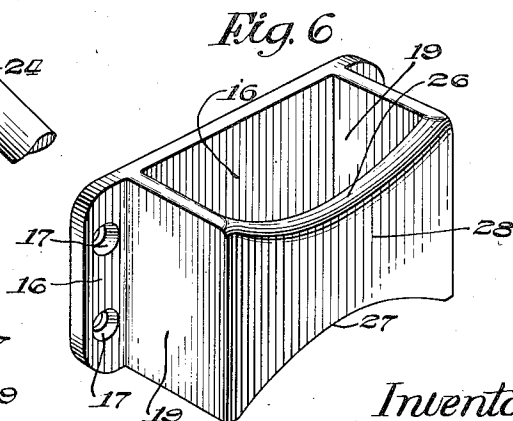
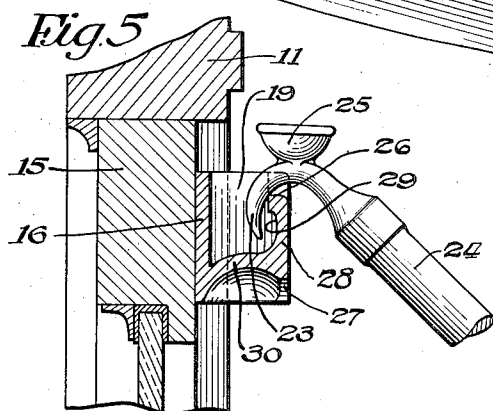
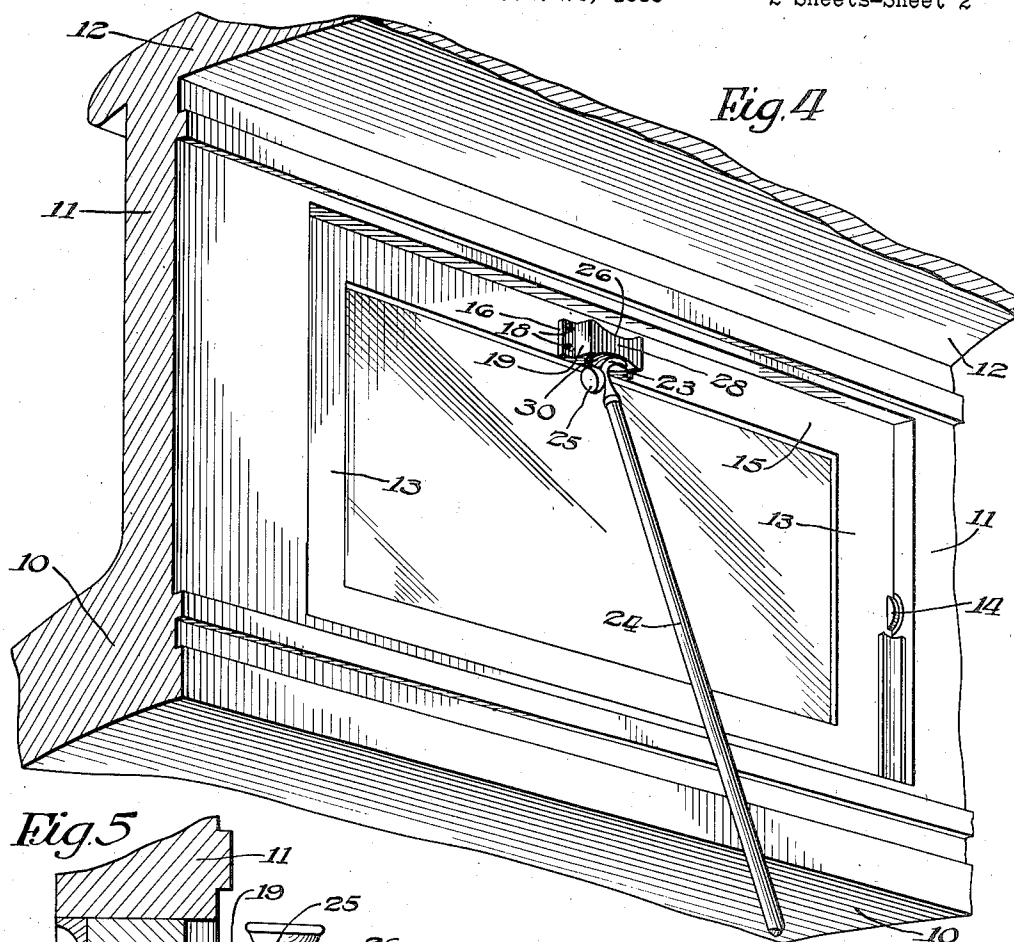
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DECK SASH FIXTURE

Filed June 24, 1935

2 Sheets-Sheet 2



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## UNITED STATES PATENT OFFICE

2,063,583

## DECK SASH FIXTURE

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Application June 24, 1935, Serial No. 28,048

6 Claims. (Cl. 268—134)

Heretofore deck sash pulls for railway cars have been composed of a metal bracket on the top rail of the sash presenting a ring to be engaged with a hook on the deck sash opener, as the conventional tool is called; but, the ring being small and parallel to a vertical plane crosswise to the sash, when the car is swaying, as it usually is when traveling, the trainmen, reaching overhead cannot readily make the hook catch the ring, and it frequently strikes the top rail or the panel, marring the finish and occasionally breaking glass panels. In closing the sash trainmen make no attempt to engage the ring, or to present the flat side of the rubber knob on the opener against the sash as it is intended that he should, but he merely jabs the metal end of the opener towards the corner between the panel and the top rail and, as a rule, does more damage than in opening the sash.

The principal object of this invention is to provide a deck sash fixture that can be readily and securely engaged with the deck sash opener, or a similar tool, both in opening and closing the sash and, hence, make it possible to prevent the annoyance and damage described.

Briefly, the invention replaces the small vertically arranged ring with a long horizontal bar, spaced from the top rail and having concave edges, or surfaces, at top and bottom to receive the deck sash tool at any point in the length of the bar, and if the tool slips at all, guide it to a secure intermediate position.

In the drawings—

Fig. 1 is a perspective view of a fragment of a passenger car showing one deck sash in open position, and the conventional deck sash tool engaged with a fixture embodying this invention preparatory to closing the sash;

Fig. 2 is a transverse section showing the deck sash opener in position to open the sash, and also showing in dotted lines the position of the tool and the sash as the latter reaches open position;

Fig. 3 is an elevation of the deck sash fixture with one end portion broken away;

Fig. 4 is a perspective view similar to Fig. 1, showing a modified form of the deck sash fixture and the conventional deck sash tool engaged with it as the sash reaches closed position;

Fig. 5 is a transverse section showing the deck sash opener engaged with the new deck sash fixture preparatory to opening the sash;

Fig. 6 is a perspective view of the fixture, and

Fig. 7 is a longitudinal vertical section through

a slightly modified form of the fixture shown in Figs. 4 and 5.

Other forms will be readily devised and these specific drawings and description are used for the purpose of illustration only.

In Figs. 1 and 4 the lower deck of the car is shown at 10 connected by the side deck 11 with the upper deck 12, and the side deck is equipped with a deck sash 13 pivotally mounted at 14 to swing between open and closed position.

The deck sash fixture is secured to the top rail 15 and comprises a generally flat base portion 16 having openings 17 at its ends to receive screws 18. Adjacent to each end of the base plate 16 is an upright flat web 19, the ends of which are connected to the respective ends of an elongated flat bar 20, the upper and lower edges 21 and 22 of which are concave practically throughout their entire length.

The bar 20 can be two inches or more in length and have its edge five-eighths of an inch or more from the base plate without interfering with the appearance of the car, and when it is considered that the ring of the prior deck sash pulls rarely exceeded five-eighths of an inch inside diameter, it will become clear that placing the hook 23 of the deck sash opener 24 above and somewhere between the ends of the bar 20, and then pulling it down, is by far easier and more readily accomplished than inserting a hook in the ring of the prior deck sash pulls. If the hook, in being pulled down, strikes any part of the upper edge 21 it will, if it slides at all, move quickly to a secure intermediate position and hold to the fixture while the sash is pulled to the position shown in dotted lines in Fig. 2, during which the point of the hook moves around to the lower edge 22 of the bar 20, as shown in the dotted lines.

In closing the sash it is also easy to place the rubber knob 25 on the deck sash tool somewhere below the edge 22 and between the ends of the bar 20 and push upwardly, with the result that the metal portion of the tool finds a secure seat against the intermediate portion of the concave edge 22, and enables the trainman to close the sash without injury to any part of the finish.

The modified form shown in Figs. 4, 5, and 6 is similar to that shown on sheet 1, but differs from it in several respects.

First, the top and bottom edges 26 and 27, are shallower and of longer radius than the edges 21 and 22. The width of the bar 28 at the middle is greater than in the form shown in Fig. 1, and the hook 23 cannot encompass it as shown in dotted lines in Fig. 2. In order to accommo-

date the point of the hook the bar 28 is thickened and provided on its inner side with a recess 29 to receive the point of the hook.

Second, the bottom of the fixture is closed by a curved web 30 forming a seat for the deck sash pull, or other tool, in the operation of closing the sash, as illustrated particularly in Fig. 4. The web 30 is curved lengthwise very much like the lower edge 27 of the bar, and is also curved crosswise, as best shown in Fig. 5. This shape makes it easy to seat the tool and make a secure engagement between it and the fixture.

Some will prefer this modified form because it is easier to polish the lower surface of the web 30 than the surfaces of the base plate 16 and the webs 19, which it conceals from view when mounted on the deck sash.

The form shown in Fig. 7 is like that shown in Figs. 4, 5, and 6, except that the end portions of the web 30 join the webs 19 in such a way as to form shoulders 31 to engage the deck sash tool when carelessly pushed against the web 30 at too great an angle.

Instead of considering the embodiments of the invention here shown as replacing the small vertically arranged ring of prior deck sash pulls with a long horizontal bar spaced from the top of the rail, they may be thought of as presenting sockets of considerable area to receive and cooperate with the deck sash tool. In this way the space between the base plate and the bar, on sheet 1, serves as two sockets, one to be entered from above and the other from below. In the other forms, the space below the web 30 becomes one socket, and the space above it another.

But however the invention is contemplated it does afford a fixture of sufficient area that the trainman can, in spite of the swaying of the car, make his tool readily catch it, and safely engage with it for both the operations of opening and closing the deck sash.

I claim as my invention:—

1. In a deck sash fixture, a flat base adapted to be fastened to the sash, spaced webs extending outwardly from the base, and a bar connecting the outer ends of said webs having an elongated concave upper edge adapted to receive the hooked end of an operating tool and guide said hooked end toward the center of the bar when the tool is pulled to open the sash and having an elongated concave lower edge for receiving thrust from a tool to close the sash and guide the engaged part of said tool toward the center of the bar.

2. In a deck sash fixture, a flat base adapted to be fastened to the sash, spaced webs extending outwardly from the base, a bar having a concave upper edge adapted to receive the hooked end of an operating tool and guide said hooked end toward the center of the bar when

the tool is pulled to open the sash and having a concave lower edge connected by a web to the base, said latter web being dished to provide a socket adapted to receive thrust from an operating tool for closing the sash and guide said tool toward the center of said socket.

3. In a deck sash fixture, a flat base adapted to be fastened to the sash, spaced webs extending outwardly from the base, a bar having a concave upper edge adapted to receive the hooked end of an operating tool and guide said hooked end toward the center of the bar when the tool is pulled to open the sash and having a concave lower edge connected by a web to the base, said latter web being dished lengthwise and crosswise to provide a socket adapted to receive thrust from an operating tool for closing the sash and guide said tool toward the center of said socket.

4. In a deck sash fixture, a bar having a concave upper edge adapted to receive the hooked end of an operating tool and guide said hooked end toward the center of the bar when the tool is pulled to open the sash and having a concave lower edge, and means for mounting said bar on a sash rail and spaced therefrom, said means including a web extending toward the sash from said concave lower edge of the bar, and said web being dished to provide a downwardly facing socket adapted to receive thrust from an operating tool for closing the sash and guide said tool toward the center of said socket.

5. In a deck sash fixture, a flat base adapted to be fastened to the sash and a bar carried lengthwise of the base and spaced outwardly therefrom having a concave upper edge provided with a flange directed toward the base and adapted to receive the hooked end of an operating tool and guide said hooked end toward the center of the bar when the tool is pulled to open the sash and having a concave lower edge for receiving thrust from a tool to close the sash and guide the engaged part of said tool toward the center of the bar.

6. In a deck sash fixture, a flat base adapted to be fastened to the sash and a bar carried lengthwise of the base and spaced outwardly therefrom having its upper edge inclined downwardly from its end portions to a central portion for forming an elongated recess for receiving the hooked end of an operating tool and guiding said hooked end toward the central portion of the bar when the tool is pulled to open the sash and having a lower edge inclined upwardly and inwardly for receiving thrust from a tool to close the sash and guide the engaged part of said tool toward the central portion of the bar.

GEORGE C. CHRISTY.