E. M. JUTKINS.

SASH CONSTRUCTION.

APPLICATION FILED MAR. 22, 1919.

1,349,887. Patented Aug. 17, 1920.

Fig. 1.

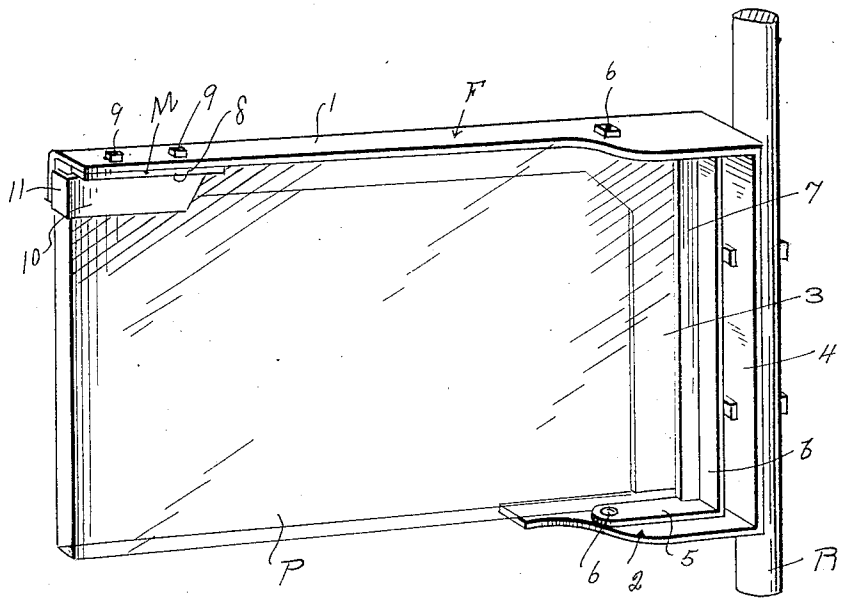
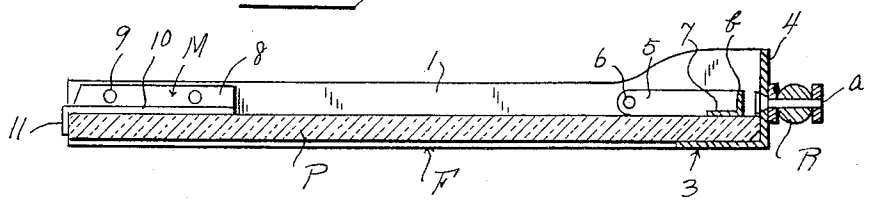


Fig. 2.



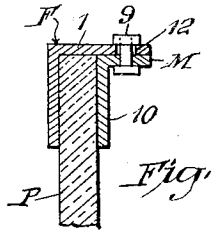


Fig. 3.

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SASH CONSTRUCTION.

1,349,887. Specification of Letters Patent. Patented Aug. 17, 1920.

Application filed March 22, 1919. Serial No. 284,274.

To all whom it may concern:

Be it known that I, EDGAR M. JUTKINS, a citizen of the United States, residing at La Junta, in the county of Otero and State of Colorado, have invented certain new and useful Improvements in Sash Constructions, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to certain improvements in sash constructions and has relation more particularly to a structure of this character adapted and designed for use in connection with safety windows of locomotive cabs, and it is an object of the invention to provide a structure of this general character having novel and improved means whereby a glass panel may be readily applied or removed therefrom.

The invention consists in the details of construction and in the combination and arrangement of the several parts of my improved sash construction whereby certain important advantages are attained and the device rendered simpler, less expensive and otherwise more convenient and advantageous for use, as will be hereinafter more fully set forth.

The novel features of my invention will hereinafter be definitely claimed.

In order that my invention may be the better understood, I will now proceed to describe the same with reference to the accompanying drawings, wherein:

Figure 1 is a view in perspective of a sash structure arranged in accordance with an embodiment of my invention, the operating rod coacting therewith being shown in fragment:

Fig. 2 is a longitudinal sectional view taken through the device as illustrated in Fig. 1: and

Fig. 3 is a fragmentary cross sectional view illustrating in detail a connection for the member M.

My improved sash structure as herein disclosed is particularly adapted for use in connection with the operating means for a safety window for locomotive cabs as particularly described and claimed in my copending application, Serial No. 257,164, filed October 7, 1918.

As herein disclosed, my improved sash structure comprises a frame F substantially U-shaped in form with its side members 1 and 2 horizontally disposed. The side member 2 is of a length materially less than the length of the side member 1, so that when the glass panel P is applied to the frame, the lower and outer marginal portion of the panel is unobstructed by the frame F so that no objectionable interference is given to the view of the engine man.

The side members 1 and 2 and the connecting end member 3 of the frame F have their outer marginal portions defined by the laterally and inwardly directed flanges 4. The flange 4 of the end member 3 is adapted to be connected at *a* to the rod R embodied in the operating means disclosed in my pending aplication, Serial No. 257,164, hereinbefore referred to.

5 denotes a substantially U-shaped yoke having the free extremities of its side members pivotally engaged at 6 with the side members 1 and 2 and the intermediate portion *b* of the yoke 5 is defined by an inwardly directed flange 7 which, when the yoke 5 is swung inwardly toward the frame F, contacts with an end portion of the panel P, and the yoke 5 is maintained in this position by the clamping bolts which constitute the pivots 6. The flange 7 has its ends free of the side members of the yoke 5 so that said flange possesses sufficient inherent resiliency to facilitate its engagement with the panel P.

The panel P, when applied, has its marginal portions contacting with the flanges 4 and is applied after the yoke 5 has been swung in an outward position. The opposite end portion of the panel is held to the frame F by a member M including a plate 8 secured to the outer or free end portion of the member 1 through the medium of the bolts 9 or the like. The inner marginal portion of the plate 8 is defined by an inwardly directed flange 10 which contacts with the panel P. The outer end of the flange 10 is provided with a laterally directed lug or extension 11 adapted to engage the adjacent end of the panel P, whereby said panel is held against movement longitudinally of the frame F or more particularly the side members 1 and 2.

It is preferred that the outer bolt 9 be directed through an elongated slot 12 in the member 1 so that the member M may be adjusted to compensate for panels of various thicknesses.

To remove an applied panel, the outer bolt 9 is removed and the inner or second

bolt loosened which permits the member M to be swung or moved into a position to release the panel P.

From the foregoing description, it is thought to be obvious that a sash construction arranged in accordance with my invention is particularly well adapted for use by reason of the convenience and facility with which it may be assembled and operated, and it will also be obvious that my invention is susceptible of some change and modification without departing from the principles and spirit thereof and for this reason I do not wish to be understood as limiting myself to the precise arrangement and formation of the several parts herein shown in carrying out my invention in practice, except as hereinafter claimed.

I claim:

1. A sash structure for a safety window of a locomotive cab comprising a substantially U-shaped frame, the marginal portions of said frame being defined by inwardly directed flanges, a panel insertible within the frame and engaging the flanges, a yoke pivotally engaged with the side members of the frame and having clamping engagement with the end portion of the panel adjacent the intermediate member of the frame, and a member carried by the outer end portion of one of the side members of the frame and engaging the panel.

2. A sash structure for a safety window of a locomotive cab comprising a substantially U-shaped frame, the marginal portions of said frame being defined by inwardly directed flanges, a panel insertible within the frame and engaging the flanges, a yoke pivotally engaged with the side members of the frame and having clamping engagement with the end portion of the panel adjacent the intermediate member of the frame, and a member carried by the outer end portion of one of the side members of the frame and engaging the panel, said member being provided with an extension engaging the adjacent end of the panel.

3. A sash structure for a safety window of a locomotive cab comprising a substantially U-shaped frame, marginal portions of said frame being defined by inwardly directed flanges, a panel insertible within the frame and engaging the flanges, a clamping member carried by one end portion of the frame and movable toward or from the panel, a member supported by the opposite end portion of the frame and movable toward or from the panel, said second-named clamping member being provided with an extension overlying the outer edge of the panel when said member is in position.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

EDGAR M. JUTKINS.

Witnesses:
ROBERT O. BARRETT,
RALPH L. BATES.