(No Model.)

2 Sheets—Sheet 1.

L. B. SCOTT.

Car Window.

No. 242,059. Patented May 24, 1881.

Fig. 1.

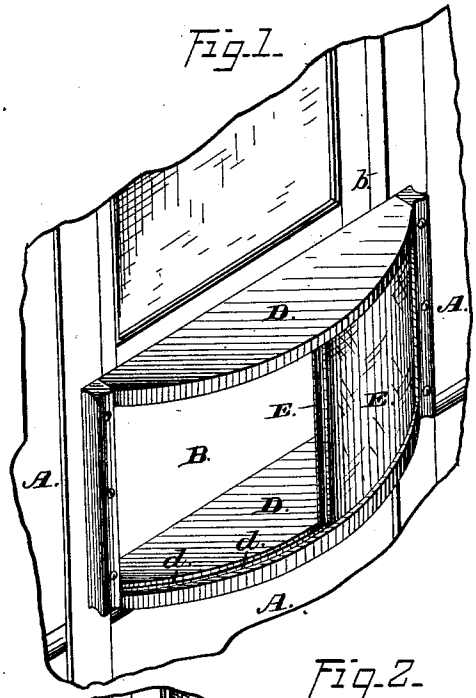
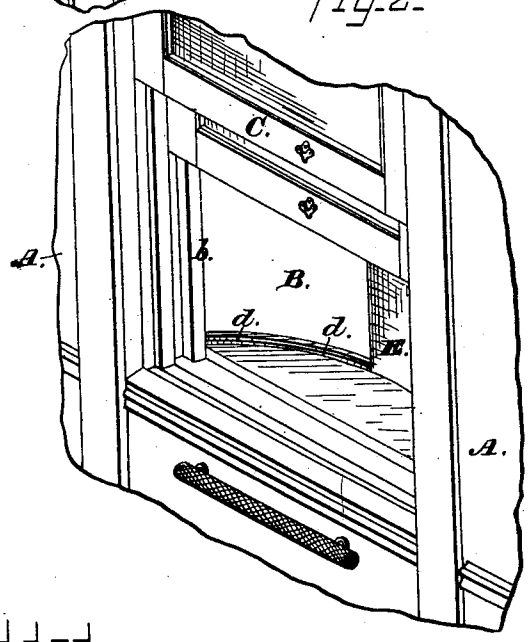


Fig. 2.



WITNESSES:

Jas. E. Hutchinson.

Henry C. Hazard.

INVENTOR.

L. B. Scott, by

Geo. S. Prindle, his Atty

N. PETERS, Photo-Lithographer, Washington, D. C.

(No Model.) 2 Sheets—Sheet 2.

L. B. SCOTT.

Car Window.

No. 242,059. Patented May 24, 1881.

Fig. 3.

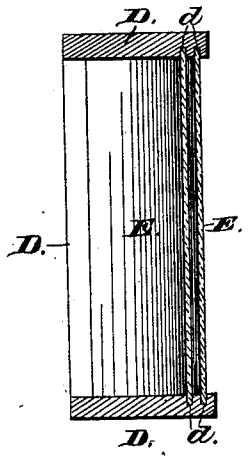
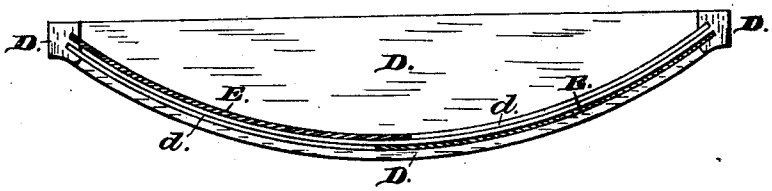


Fig. 4.



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UNITED STATES PATENT OFFICE.

LUCIEN B. SCOTT, OF FRIENDSHIP, ASSIGNOR TO WARREN L. SCOTT, OF NORWICH, NEW YORK.

CAR-WINDOW.

SPECIFICATION forming part of Letters Patent No. 242,059, dated May 24, 1881.

Application filed December 10, 1880. (No model.)

To all whom it may concern:

Be it known that I, LUCIEN B. SCOTT, of Friendship, in the county of Allegany, and in the State of New York, have invented certain new and useful Improvements in Car-Windows; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the exterior of my device as arranged in a car-window. Fig. 2 is a like view of the interior of the same. Fig. 3 is a vertical section of said device; and Fig. 4 is a horizontal section of the same.

Letters of like name and kind refer to like parts in each of the figures.

The design of my invention is to enable the side windows of a car to be opened without permitting dust, smoke, and cinders to enter at such opening; to which end it consists in a car-window formed horizontally upon an outward-swelling curve, and provided with curved sash which slide horizontally within the frame and enable that portion of the window opening toward the rear of the car to be opened or closed, substantially as and for the purpose hereinafter specified.

In the annexed drawings, A represents the side of a car provided with a window-opening, B, the upper portion of which is inclosed by means of a stationary sash, C.

Within the lower portion of the opening B is fitted a frame, D, which fills the space vertically and laterally, and from each jamb *b* of the window extends in an outward-swelling curve to the opposite jamb.

Within grooves *d*, which follow the curve of the top and bottom of the frame D, are fitted two sash, E, that are curved horizontally to correspond to the lines of said grooves, and capable of being moved from side to side within the same, and have each slightly greater width than one-half of the opening B, so as to be capable of closing the latter, with their contiguous edges overlapping.

As constructed the window is used as follows, viz: When it is desired that air should be admitted through the window-opening B the sash E at the rear side of said opening is moved forward until the desired amount of open space is secured between its rear edge and the rear jamb of the window, which opening may have any size less than one-half the entire space inclosed by the sash E. As the car moves forward the air-currents impinging against the forward closed sash, E, are deflected outward by its curved form and are prevented from passing in at the open space left at the rear portion of the frame D, by which means smoke, dust, and cinders floating in the air are prevented from entering the car, and its occupants are permitted to enjoy the comfort of open windows without the annoyance usually experienced when a car is open at any point. In consequence of the regularly decreasing angle of the curved portion of the frame D and sash E presented to the currents of air the latter are easily deflected outward without producing an eddy at the rear and causing the air to violently enter the car, as has heretofore been the case with deflectors placed in front of a window-opening.

The device described may be arranged to be placed within or removed from a window of ordinary construction, or it may be permanently attached to and form part of a car, as desired. In the first-named case provision will be made to secure the frame D within the grooves provided for the lower sash of each window, and said sash will be raised and caused to rest upon the upper end of said frame. When made part of the car the sill of the frame D will be suitably supported from beneath, and its upper end will have a sloping watershed to carry off the rain.

The usual glazed lower sash will be dispensed with, but the slatted sash ordinarily employed for the exclusion of sunlight will be arranged to slide down over the window-opening in the usual manner.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

A car-window formed horizontally upon an outward-swelling curve, and provided with curved sash which slide horizontally within the frame and enable that portion of the window opening toward the rear of the car to be opened or closed, substantially as and for the purpose specified.

In testimony that I claim the foregoing I have hereunto set my hand this 2d day of April, 1880.

LUCIEN B. SCOTT.

Witnesses:

JAS. E. HUTCHINSON,

HENRY C. HAZARD.

Correction of Letters Patent No. 242,059.

It is hereby certified that Letters Patent No. 242,059, issued May 24, 1881, for an improvement in Car Windows, upon the application of Lucien B. Scott, were improperly granted to Warren L. Scott as owner of the entire interest by assignment from Lucien B. Scott; whereas, it appears by the assignments upon record in this Office that said Warren L. Scott was assignee of one-half only of said Lucien B. Scott's interest, and that the said Letters Patent should have been granted to said Lucien B. Scott jointly with said Warren L. Scott; that the proper corrections have been made in the files and papers relating to the case in the Patent Office, and are hereby made in said Letters Patent to make the the title conform to the records of the Office.

Signed, countersigned, and sealed this 1st day of June, A. D. 1881.

[SEAL.]

A. BELL,
Acting Secretary of the Interior.

Countersigned:

E. M. MARBLE,
Commissioner of Patents.