

(No Model.)

J. M. TAYLOR.
LOCOMOTIVE WINDOW.

No. 261,785.

Patented July 25, 1882.

Fig. 1.

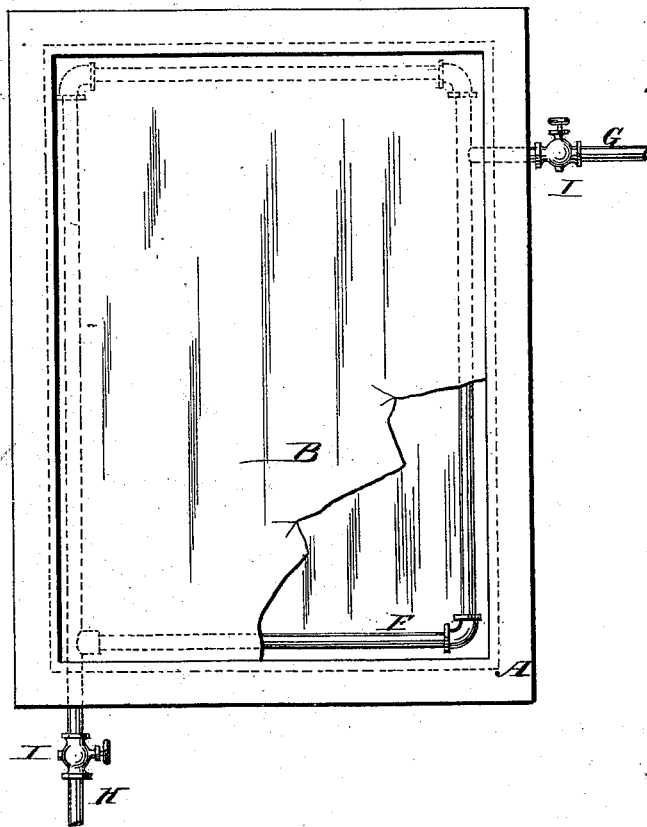
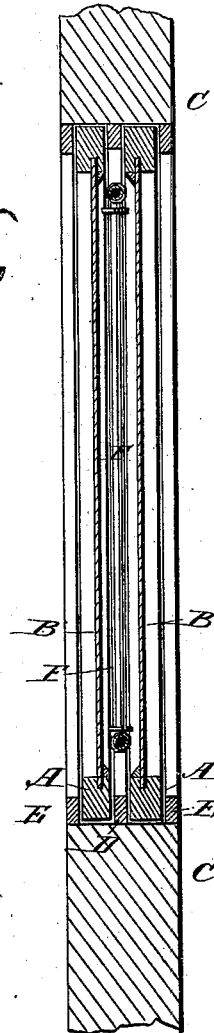


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN M. TAYLOR, OF FREDERICTON, NEW BRUNSWICK, CANADA.

LOCOMOTIVE-WINDOW.

SPECIFICATION forming part of Letters Patent No. 261,785, dated July 25, 1882.

Application filed April 15, 1882. (No model.) Patented in Canada February 27, 1882, No. 14,274.

To all whom it may concern:

Be it known that I, JOHN MORRISON TAYLOR, of Fredericton, and Province of New Brunswick, Canada, have invented a new and Improved Window for Locomotive, Steamboat, and other Cabs, of which the following is a full, clear, and exact description.

In a former application, filed March 29, 1882, Serial No. 56,719, a lookout-tube for locomotives the inner end of which tube is inserted in the top of the window of a locomotive-cab and the forward end of the said lookout-tube extending from the cab beyond the front end of the engine and provided with two glazed sashes with a heating-pipe between them is shown.

The object of the present invention is to furnish an improved window for use in railway-locomotive cabs, or in steamboats, or light-houses, &c.

The invention consists of a frame of wood, metal, or any suitable material fitted with two sashes, said sashes being glazed with glass, mica, or any other suitable transparent material, or the frame being glazed and the sashes omitted with a heating-coil of pipe arranged between the sashes, and having suitable connections with a hot-water, steam, or other hot-vapor holder for heating the windows by the circulation of a heating medium through the coil to melt the ice, snow, and frost, and thus keep the window clean, as hereinafter described.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a front elevation of a window constructed according to my invention with a part broken out, and Fig. 2 is a sectional elevation of Fig. 1.

A represents two sashes, glazed with glass B, or other transparent medium, and fitted in the frame C, side by side, with or without a parting stop-rail, D, but with suitable stops,

E, or other fasteners. Between the two sashes a steam-heating coil of pipe, F, is arranged, said coil having suitable inlet and exhaust connections, G and H, and stop-cocks I.

Although I have here represented the glass as fitted in sashes and the sashes fitted in the frame, I may, when only one pane is used, glaze it directly to the frame, the frame being suitably rabbeted.

It will be seen that by the circulation of the steam through the coil the glass will be kept entirely free from any obstruction by snow, ice, frost, &c. The distance between the glass of the two sashes need not be more than two inches or thereabout.

Double windows of this kind may be provided with heating-coil complete in frames adapted to be set in the ordinary window-openings of locomotives and other cabs without any material alterations in the said openings.

When the window is required to slide or swing open the connection with the boiler will be best made with rubber tubing.

The amount of heat may be regulated by the quantity allowed to escape through the waste-pipe, from which the water should be discharged from time to time.

Mica will be found to be the best material for the side of the window exposed to the weather.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The improved window for locomotive, steamboat, and other cabs, consisting of double sashes or panes of glass or other transparent medium with an inclosed space between said sashes or panes containing a heating-coil of pipe, F, having inlet and exhaust connections G H and stop-cocks I, substantially as specified.

JOHN MORRISON TAYLOR.

Witnesses:

WESLEY VAN WORT,
JEREMIAH A. BARRY.