

Nov. 27, 1928.

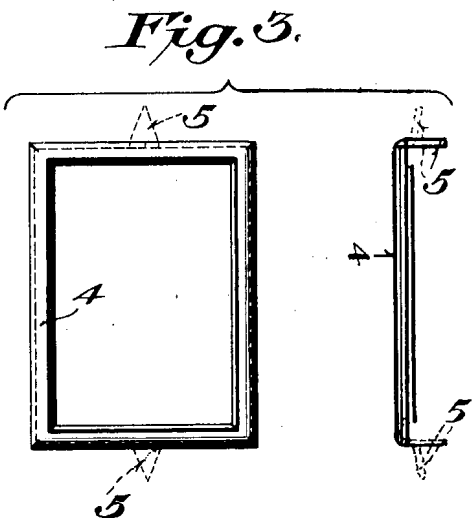
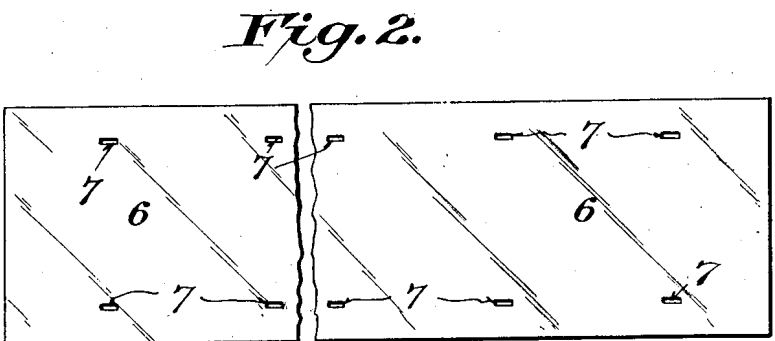
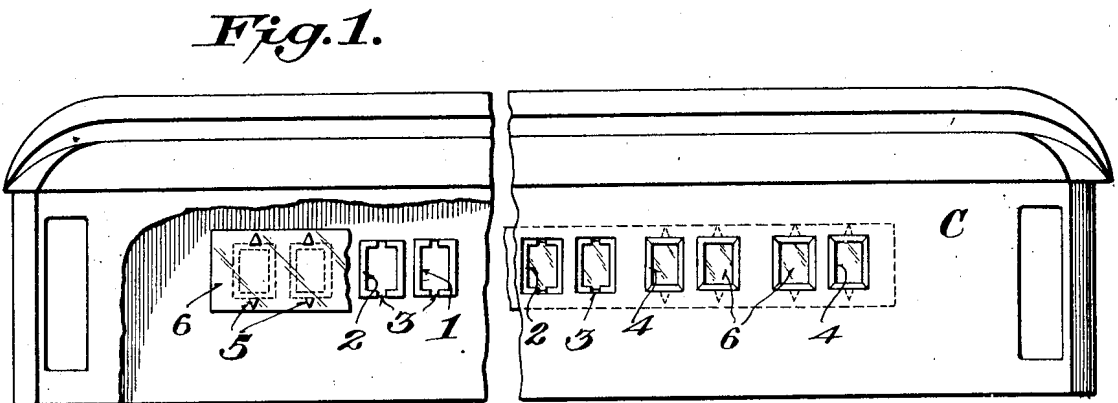
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WINDOW CONSTRUCTION FOR TOY CARS

Filed Feb. 18, 1928

2 Sheets-Sheet 1



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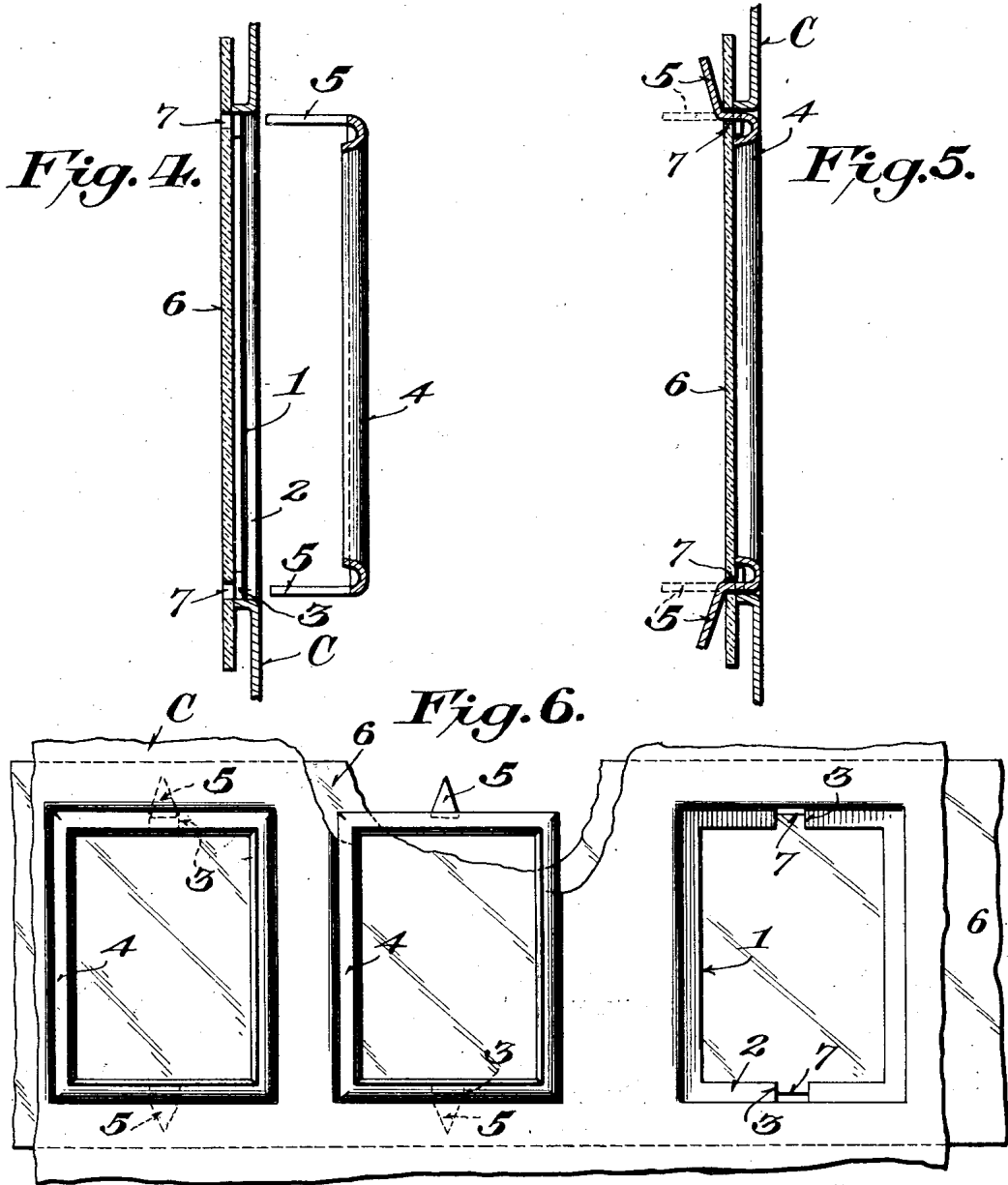
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WINDOW CONSTRUCTION FOR TOY CARS

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2 Sheets-Sheet 2



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UNITED STATES PATENT OFFICE.

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WINDOW CONSTRUCTION FOR TOY CARS.

Application filed February 18, 1928. Serial No. 255,378.

This invention relates to toy railway cars, and more particularly to a novel and practical means for holding the celluloid or other transparent element in position at the location of a window opening.

To that end the invention has in view a construction which permits of finishing the windows of toy cars in a thoroughly practical and expeditious manner, and in the case of passenger cars and the like permitting of the finishing of all of the windows along the car side in a simple and practical manner by a minimum number of operations, thereby obviating higher costs heretofore encountered in that connection.

That is to say, the invention aims to provide means whereby the window openings may be equipped with a transparency and a frame at a minimum expense, without detracting from the quality and at the same time adding durability, strength of detail, and in a general way effecting economies in manufacturing which results in an inexpensive product.

A further object of the invention is to provide a construction which permits of a wide range of variation in the manner of finishing the window frames in the respect that it permits of the making of a large variety of different colored panels or panels of different shape and design which may be painted or finished in different colors to be used in connection with various color schemes on the finished car.

With the above and other objects in view which will more readily appear as the nature of the invention is better understood, the same consists in the novel construction, combination and arrangement of parts herein-after more fully described, illustrated and claimed.

A preferred and practical embodiment of the invention is shown in the accompanying drawings,

Figure 1 is a side elevation of a car having the present invention applied thereto, a part of one side of the car being broken away to expose the inside of the opposite car wall.

Figure 2 is a detail plan view of the transparent strip.

Figure 3 includes front and side elevations of the window frame or panel.

Figure 4 is an enlarged detail vertical sectional view illustrating the manner of applying the panel or frame to the car side.

Figure 5 is a view similar to Fig. 4 showing the panel or frame fitted in place.

Figure 6 is an enlarged detail elevation illustrating the manner of applying the panels or frames to the side of the car or the like.

Similar reference characters designate corresponding parts throughout the several figures of the drawings.

In carrying the present invention into effect it is proposed to provide the car body C with suitable window openings 1, which in the case of a passenger type car may be arranged relatively close together along the car side to simulate the appearance of windows on standard coaches or Pullmans. These openings are preferably surrounded by a countersunk seat, depression, or rabbet 2 in the sidewall of the car and the bottom wall thereof is cut away at opposite sides as indicated at 3 to provide a fastening receiving space or clearance as will presently appear.

The seat or depression 2 is intended to receive an open panel or frame designated generally as 4, the same being provided with bendable fastening lugs, or tangs 5 at opposite sides thereof, and adapted to be fitted into the seat 2 in the car body from the outside face thereof. As will be observed from Figs. 1, 4, 5 and 6 the fastening members or tangs 5 are adapted to enter the notches formed as indicated at 3 in the bottom wall of the seat 2 thereby to penetrate or pierce the celluloid or other transparent element 6. This transparent element is preferably provided with openings 7 for receiving the fastenings 5, although it will of course be understood that it is within the range of the present invention to have the transparent element 6 pierced or otherwise engaged by the pointed lugs or fastenings 5. The provision of the transparent element 6, however, with pre-formed openings greatly assists in the assembling operation since it is merely necessary to make the openings 7 register with the notches 3 and then drop the frame or frames 4 into position within the seat 2, whereupon the fastenings 5 may be bent outwardly away from the frame to bind against the transparent element and lock it in place as well as to also lock the frame in place.

The advantages of the invention from a manufacturing and assembling standpoint will be readily apparent, but by way of explanation it may be pointed out that the

present invention makes it possible to provide each individual window opening with its own special panel or frame, and which if desired, may hold any desired color of celluloid, thereby permitting of the fitting of each window with individually characteristic transparencies if the decorative scheme of the car requires. On the other hand, when it is desired to finish the entire side of a car with the same type of celluloid insert, it is only necessary to arrange the insert on the inside face of the car, and from the outside of the car body place the panels or frames 4 in position. After they are in place, then the fastenings 5 may be all bent or pressed down into locking position by a single operation, thereby greatly facilitating the assembly work.

The present construction is superior to the type of car construction wherein the panels are fitted into the window openings from the inside since by inserting them from the outside a more individual appearance results and furthermore much finer detail of execution is possible. Furthermore, by placing the panels onto the car body from the outside the entire construction is held more firmly assembled, because the locking means is protected being inside the car, whereas panels

fitted to the windows from the inside are more or less likely to be displaced or punched inwardly, thereby proving disadvantageous under the usual handling of toys of this type.

Without further description it is thought that the features and advantages of the invention will be readily apparent to those skilled in the art, and it will of course be understood that changes in the form, proportion and minor details of construction may be resorted to, without departing from the spirit of the invention and scope of the appended claim.

I claim:—

A window construction for toy cars, comprising the combination of a part of a car having a window opening and a depressed seat surrounding said opening, the bottom of said seat being provided with fastening receiving clearances; a transparent element fitted to the window opening at the inside thereof, and a frame member having offset fastening lugs adapted to enter said clearances and to be bent at right angles to their normal plane to lock both the transparent member and the window frame in position.

In testimony whereof I hereunto affix my signature.

EARL D. BOISSELIER.