

O. C. RIFE.

Dust-Guards for Car Windows.

No. 135,365.

Patented Jan. 28, 1873.

Fig. 1.

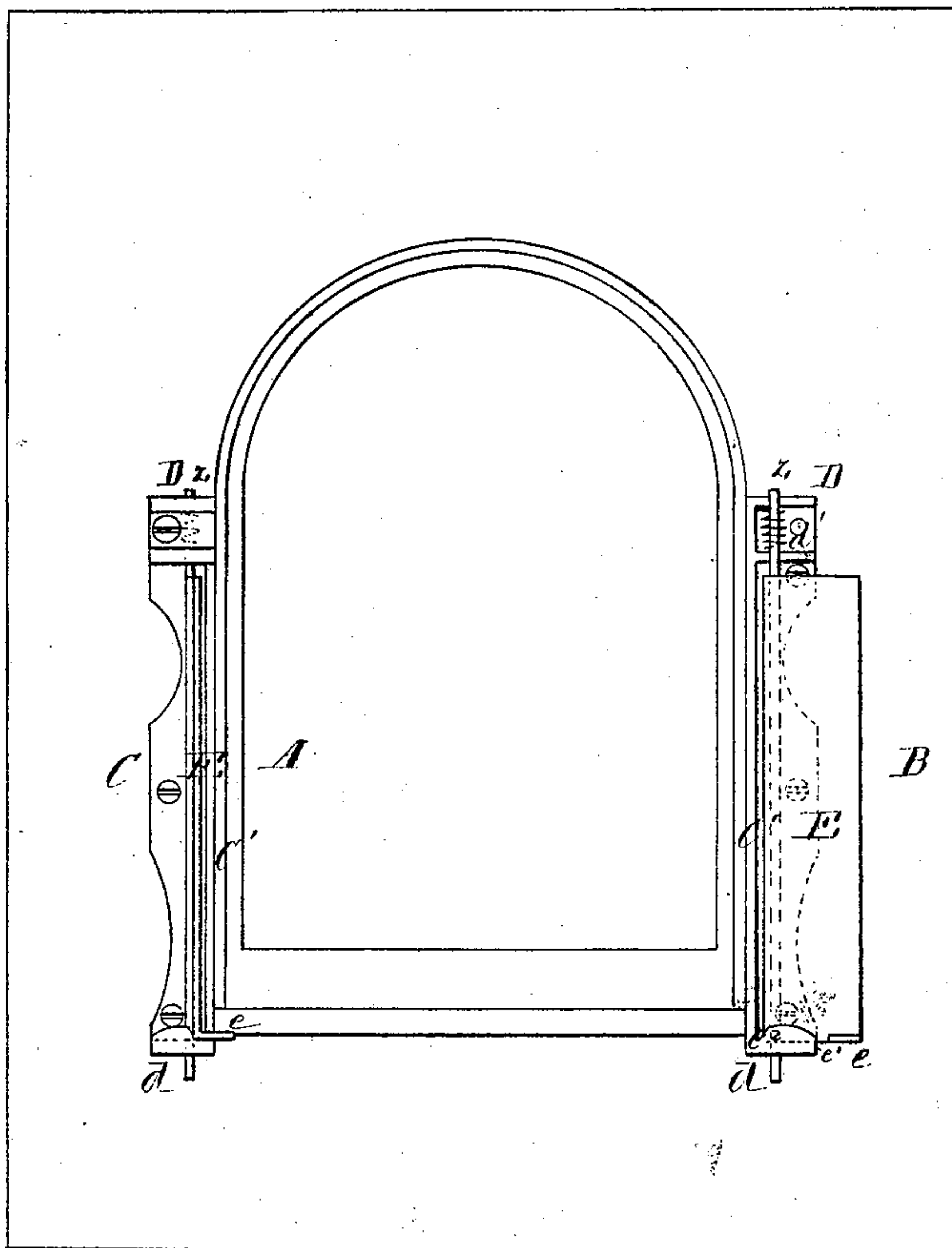
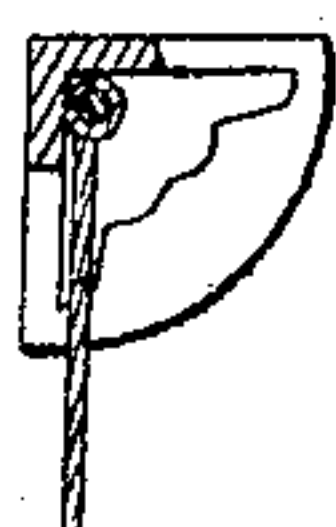


Fig. 2.

Witnesses:
E. A. Bates.
T. A. Connelly



Inventor:
Obed C. Rife
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UNITED STATES PATENT OFFICE.

OBED C. RIFE, OF NORTH MANCHESTER, INDIANA, ASSIGNOR OF ONE-HALF HIS RIGHT TO JOHNSON M. BURDGE, OF SAME PLACE.

IMPROVEMENT IN DUST-GUARDS FOR CAR-WINDOWS.

Specification forming part of Letters Patent No. 135,365, dated January 28, 1873.

To all whom it may concern:

Be it known that I, OBED C. RIFE, of North Manchester, in the county of Wabash and State of Indiana, have invented a new and valuable Improvement in Dust-Guards to Car-Windows; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a front view of my invention. Fig. 2 is a detail view.

This invention has relation to dust-guards and draft-promoters or ventilators for railroad cars; and it consists in the construction and novel arrangement of adjustable hinged wings, and of its parts which are attached to the sides of a car on each side of the windows, substantially as and for the purpose hereinafter more fully described.

Referring to the drawing, A represents a car-window, and B a portion of the side of a car. To the latter, on each side of the window and on the outside of the car, are attached the plates C, having each a flange at C', a notched lug at d, and a box containing a spring, d', at D, and provided with a removable cap. E represents the dust-guards, consisting of metallic plates of about four or five inches in width and of any desirable length, which are each secured to a vertical rod, z, pivoted or hinged to the box D and lug d of its respective plate. The wing, as may be seen by the drawing, is secured at its inner edge to the rod, and hence, when swung outward at a right angle to the side of the car, is braced by the flange C'. Each wing is provided with an ear at e, by means of which it may be easily handled. When the wing is back against the side of the car its lower

edge rests in a notch, e¹, formed at the inner extremity of the lug d, and when turned outward rests in a notch at e².

The wing may be adjusted to any angle, and it will be held in position by means of the spring d', which acts upon the rod z.

When the car is in motion the wing forward of the window is turned outward, while the other is held back against the side of the car. The rapid motion of the car causes the wing to displace the air in front of it, and to therefore produce a vacuum behind it, which can only be supplied from the interior of the car. In this way all impure air is carried outward and perfect ventilation obtained. The outward current effectually prevents the smoke or dust from entering the car by the windows.

By connecting the guards of each window by crank attachments and connecting-rod, and then coupling all those on one side of the car by a rod running its whole or nearly its whole length, all the wings connected in this manner may be operated together. To operate the main rod a lever should be attached to one end of the car. To prevent improper manipulation the lever may be locked when the wings have been adjusted.

What I claim as new, and desire to secure by Letters Patent, is—

The combination, with the journal-box D, and spring d', and the base-plate C having the notched lugs d, of the dust-excluding wing E having its upper journal passing through the spring-box and attached to spring d', as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

OBED C. RIFE.

Witnesses:

AUGUSTUS R. POWELL,
BASSLER WALTER.