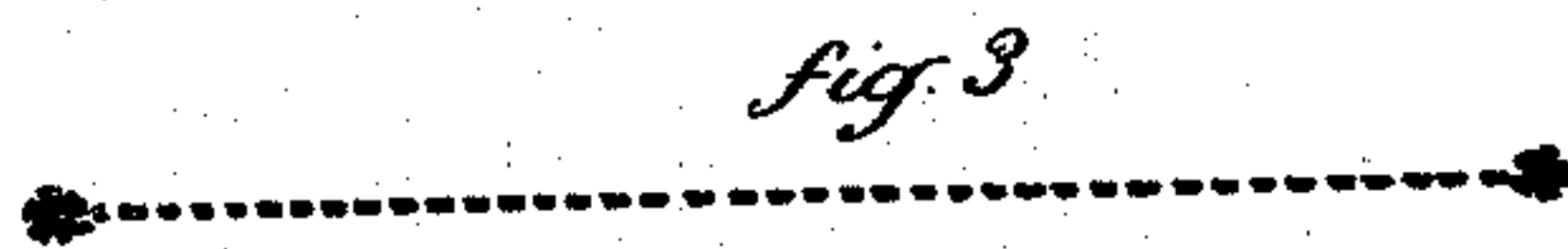
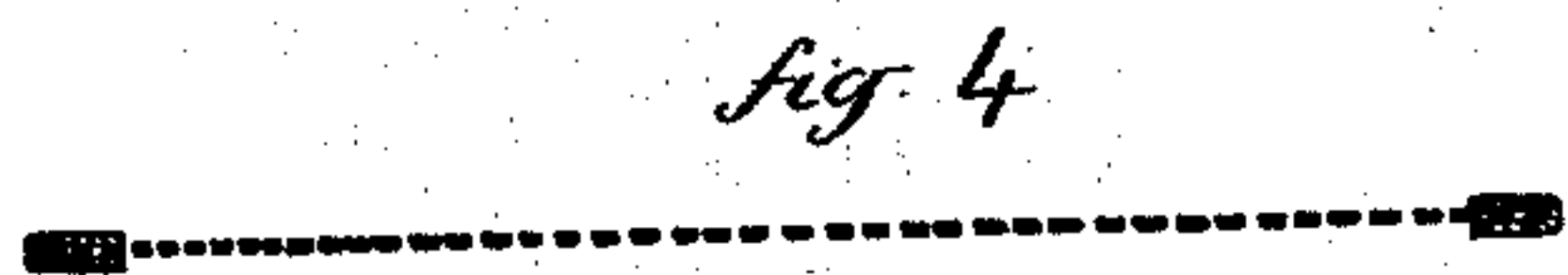
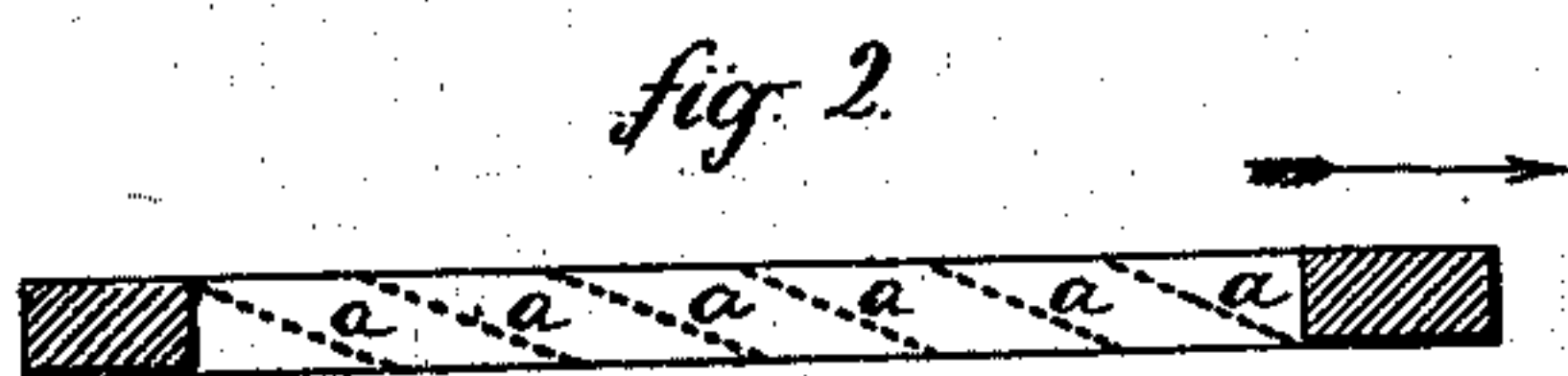
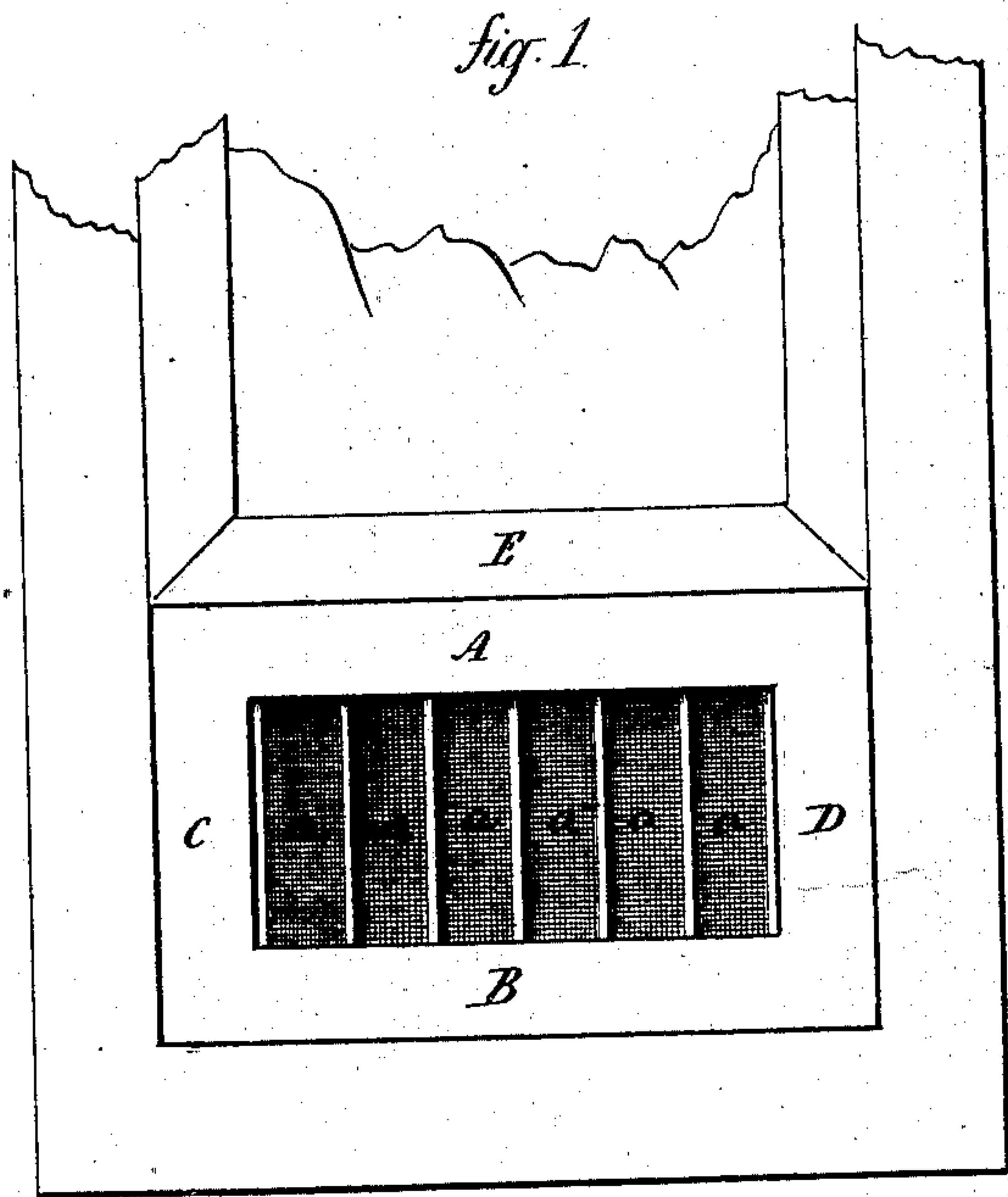


J. E. EARLE.

Railway Car Window-Screens.

No. 146,053.

Patented Dec. 30, 1873.



John E. Earle
Inventor

Witnesses
W. H. Shumway
A. J. T. T. T.

UNITED STATES PATENT OFFICE.

JOHN E. EARLE, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN RAILWAY-CAR WINDOW-SCREENS.

Specification forming part of Letters Patent No. **146,053**, dated December 30, 1873; application filed September 11, 1873.

To all whom it may concern:

Be it known that I, JOHN E. EARLE, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Railway-Car Window-Screen; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a front view of the device as placed in a window; Fig. 2, a longitudinal section of the window-screen; Figs. 3 and 4, transverse sections of the slats, enlarged.

This invention relates to an improvement in window-screens specially designed for railway-cars, the object of the invention being to prevent the entrance of smoke or dust, allow free circulation of air, and yet not materially obstruct the view from the window; and it consists in a screen formed from vertical slats set diagonally, so as to slightly overlap each other and leave a space between, and the said slats formed from perforated, netted, woven, or other open material.

A B are the top and bottom of a frame; C D, the ends, which are preferably constructed to set into the window-frame beneath the sash E when open. Into this frame are arranged several slats, *a*, more or less in number, set

diagonally into the top and bottom portions of the frame, and preferably set so that the edge of one will slightly overlap the other, and so as to leave a space between the slats, as seen in Fig. 2, in substantially the manner as arranging the slats in a window-blind. These slats are formed from any open-work material, preferably wire-gauze or perforated metal. The edges, in case of wire, are protected or strengthened by the introduction of a vertical wire, as seen in Fig. 3, or by a binding, as seen in Fig. 4.

The open-work does not materially obstruct the view from the window. The screen should be arranged so that the slats open to the rear. Therefore the motion of the car will create a strong outward draft between the slats, sufficient to take away dust or smoke, which would pass through the screen if formed of a flat surface, as in the usual manner.

I claim—

A window-screen formed from perforated, netted, or woven vertical slats set diagonally in the frame, and parallel, or nearly so, to each other, so as to leave a space between the slats, substantially as set forth.

JOHN E. EARLE.

Witnesses:

A. J. TIBBITS,
J. H. SHUMWAY.