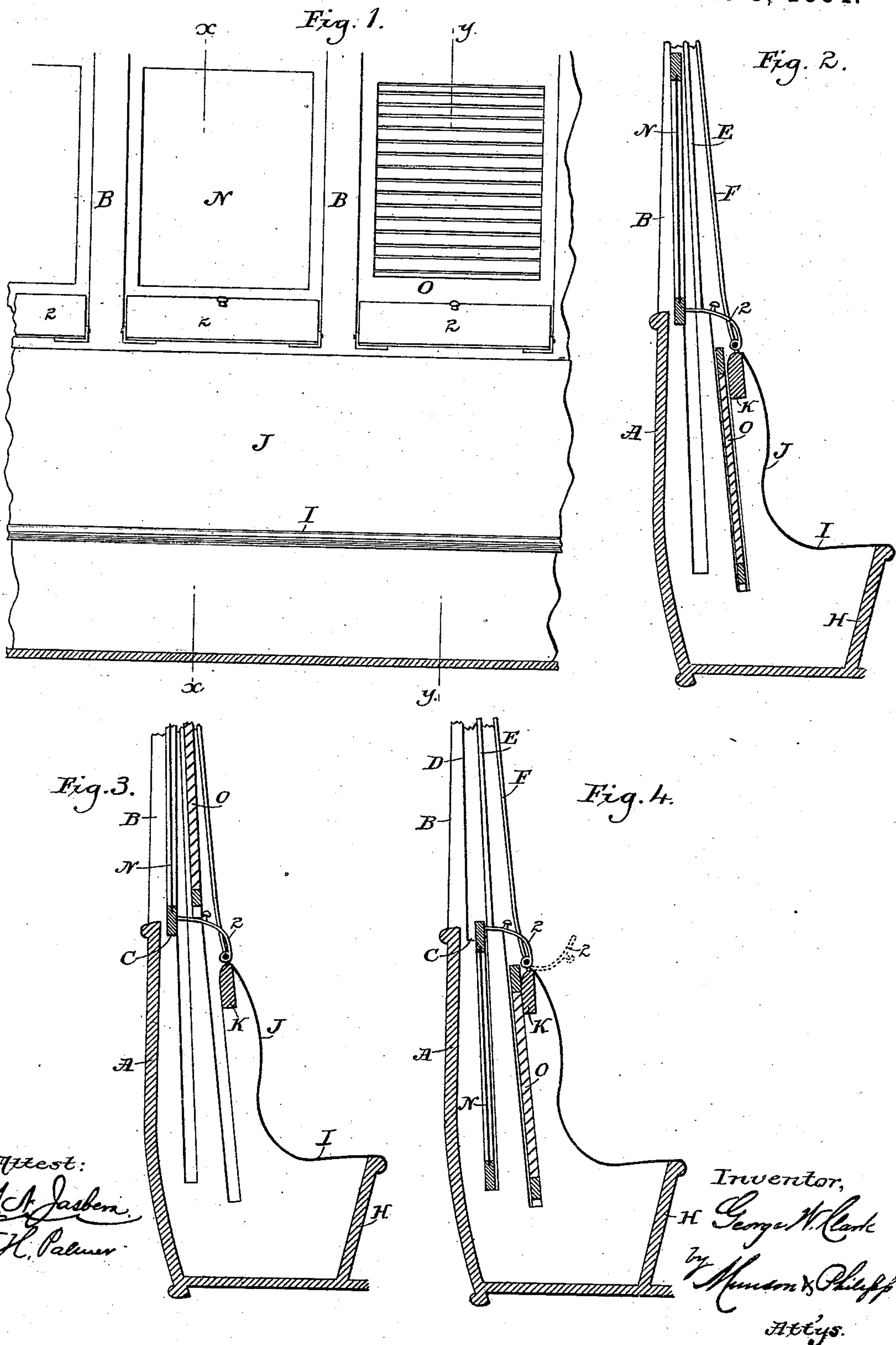


(No Model.)

G. W. CLARK.  
WINDOW GUARD.

No. 299,519.

Patented June 3, 1884.





# UNITED STATES PATENT OFFICE.

GEORGE W. CLARK, OF BROOKLYN, NEW YORK.

## WINDOW-GUARD.

SPECIFICATION forming part of Letters Patent No. 299,519, dated June 3, 1884.

Application filed February 4, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. CLARK, a citizen of the United States, residing in the city of Brooklyn, county of Kings, and State of New York, have invented certain new and useful Improvements in Guards for Windows, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

In all vehicles having dropping windows—such as street-cars, omnibuses, stage-coaches, and the like—there necessarily exists a pocket or recess for the reception of the window when dropped open, the mouth of which must have lateral dimensions forming a considerable space, said pocket and space constituting a reservoir of large dimensions, from which the cold air may readily pass into the vehicle. Such windows, moreover, require to have their lower portions capable of moving laterally, so as to be rested upon the sill or other stop when raised to their closed position, and disengaged therefrom when they are to be dropped open; hence when raised, although supported on the sill, they obtain, after short wear, enough play to admit the passage of the atmosphere behind them into said pocket, and thence into the body of the vehicle, thereby rendering the occupants uncomfortable either from the draft or the low temperature created.

The object of this improvement is the prevention of the ingress of air through the window-opening or from its holding-chamber into the vehicle; and it consists in a window-guard so constructed and combined with the window and its holding chamber or recess as not only to cover the mouth of said chamber, but to hold the base of the window itself snugly in its frame, and thus cut off the passage of air, as will be fully hereinafter explained.

The device is fully illustrated in the accompanying drawings, which show, in Figure 1, an interior side elevation of a portion of a street-car; in Figs. 2, 3, and 4, sectional elevations thereof, Fig. 2 (taken on line *x*) having the window raised and the blind dropped, Fig. 3 (taken on line *y*) having both window and blind raised, and Fig. 4 both window and blind dropped.

Only so much of a car-body is illustrated as is necessary to an understanding of this invention, it being understood that its wheels,

roof, and other mountings may be constructed in any ordinary way.

As is usual, the side panels, A, are secured in place by attachment to stanchions B, that rise at suitable distances apart, to provide window-openings, which are fitted for the reception of sliding windows by means of sills C and molding D E F, that provide the guideways in which the window-sash, and it may be blinds, run. These stanchions also afford the means for securing the panels or running-boards above the windows, and also form the supports for the carlings that uphold the roof. They are framed into or otherwise connected to the floor-trusses that receive and sustain the braces upon which the floor is laid. This exact construction, common to all cars, is not shown in detail, for the reason that it or any other structure may be selected; but enough parts are shown to illustrate a practical application of the present improvement.

The longitudinal seat, common to street-cars, is shown to be a piece that starts from the foot-board H, bends about horizontally to form the seat I, then curves vertically to constitute the back J, and terminates at a supporting-rail, K, just beneath the horizontal line of the window-sills. The recess or chamber behind the seat must afford room enough for the window N and the blind O, when dropped, to clear the window-space, and their guards continue far enough into said chamber to support both the window and blind when descending into said chamber. When the window is to be raised, it is lifted by a pull, and while rising it is guided in a slightly angular direction to carry its top outward against the side of the car. When its bottom is high enough to clear the sill or rest C, said bottom is pushed outwardly until it is over the sill. It is then rested upon the sill, and thus closes the window-opening, as in Figs. 1, 2, and 3. A reversal of these operations will bring it into its dropped or open position, as in Fig. 4. The blind O is commonly operated in like manner. The chamber behind the seat necessary for the reception of this sliding window, and the wide mouth thereof alone suitable for the passage of both window and blind, form an extensive area in which the air is so exposed in cold weather as to be rendered of very low temperature, and thus readily coming into contact



with the backs of the riders, expose them to great discomfort, and this is greatly augmented by drafts of air that pass direct from the outside past the lower part of the window and through the mouth of this chamber. In order to cut off this passage of cold air into the body of the vehicle, I have provided the mouth of this chamber with a guard, 2, that may consist of a curved or other shaped body made of metal, wood, or other suitable material. It is hinged at its bottom edge to or in contact with the belt K, and is given dimensions adapting it to cover the mouth of the window and blind-chamber behind the seat, by extending its front edge against the face of the lower member of the sash N, as in Figs. 1, 2, 3, and 4. In this position it completely closes the mouth of said chamber and cuts off the passage of air therefrom into the car, whether the air is stored in said chamber or is passing into the same past the window. The hinge-joint of this guard may carry a spring tending to press the guard against the window, or a spring may be otherwise attached to so act, in which construction the guard will operate not only to press the window snugly against its guard, and thus stop the passage of air, but prevent the window from rattling. The guard may be so used when the blind is down, as in Fig. 2, or when it is raised, as in Fig. 3, in the latter case acting as a support or rest for the blind, which in turn will operate as a lock for the guard. When both window and blind

are down, as in Fig. 4, the guard may rest against the upper part of the window-sash, as in Fig. 4, or entirely overlap it and rest against the sill. In all positions the guard will form a handsome finish between the seat and window, and prevent the deposit of trash behind the car-seat, as is now a common practice in public vehicles.

Of course, each window will be provided with one of these guards, as is exemplified in Fig. 1, and each will have a knob or handle to facilitate its manipulation, as in swinging it forward, as shown in Fig. 4, to permit the movement of the window or blind. No details of its application to an omnibus or carriage of any other form need be given, as only the ordinary skill of a mechanic will be required to adapt it thereto.

What is claimed is—

The combination, with the sliding windows of a vehicle and the chamber for their reception when dropped, of a movable guard constructed substantially as described, and operating to rest snugly against the sash, and thus close the opening to said chamber, as set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

GEORGE W. CLARK.

Witnesses:

GEO. H. GRAHAM,

T. H. PALMER.