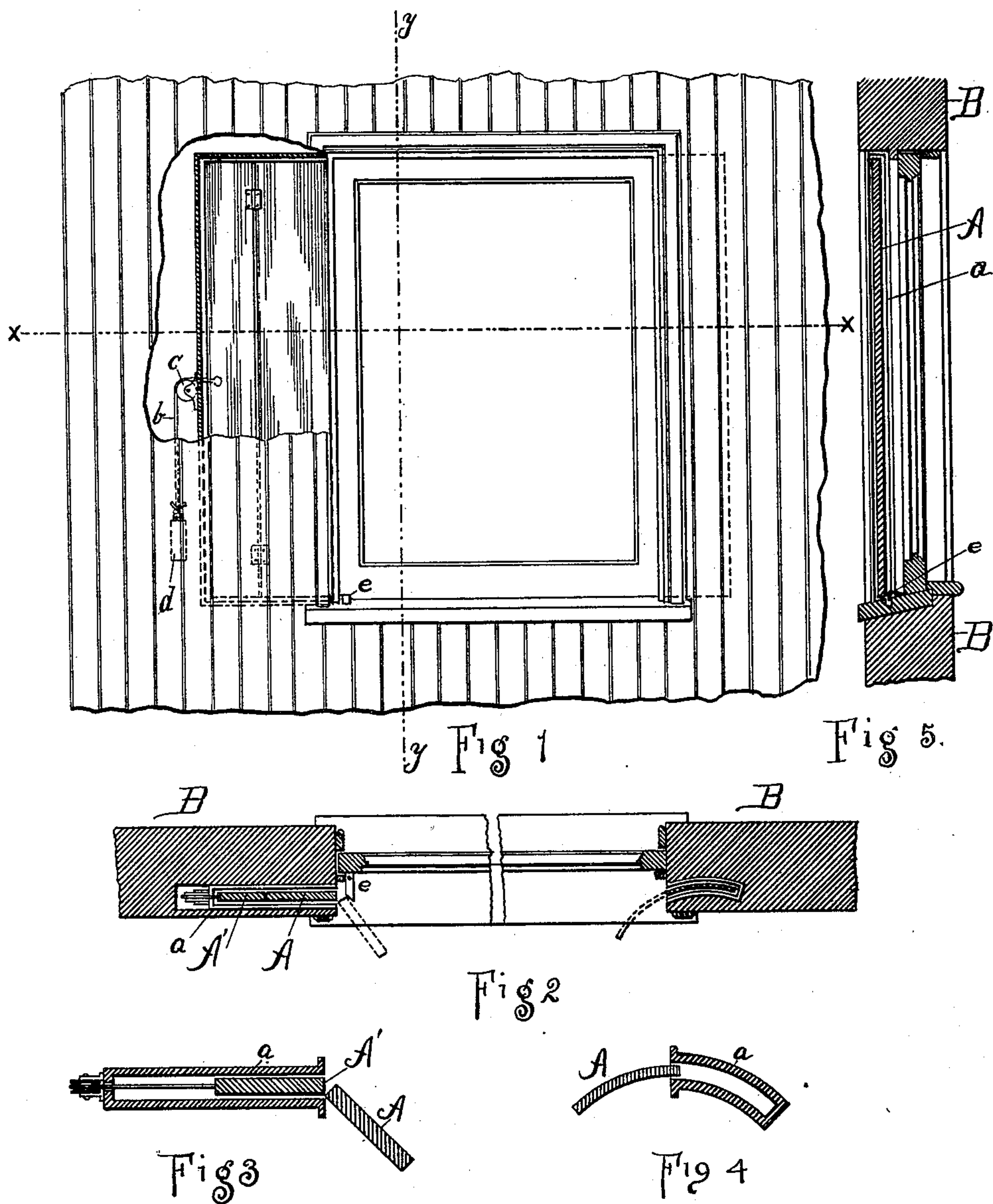


(No Model.)

J. C. TUTT.  
DUST GUARD FOR CAR WINDOWS.

No. 366,900.

Patented July 19, 1887.



WITNESSES:  
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# UNITED STATES PATENT OFFICE.

JOHN C. TUTT, OF KANSAS CITY, MISSOURI.

## DUST-GUARD FOR CAR-WINDOWS.

SPECIFICATION forming part of Letters Patent No. 366,900, dated July 19, 1887.

Application filed February 28, 1887. Serial No. 229,125. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN C. TUTT, of Kansas City, Jackson county, Missouri, have invented certain new and useful Improvements in Fenders for Car-Windows, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

This invention consists in a fender or guard arranged within the body of the car at the side of the windows and adapted to be withdrawn and located at an angle to the window-opening when required for use, and its object is to permit the sash to be adjusted to any desired height while the fender is in use.

A further object of the invention is to provide a fender that will prevent dust and cinders entering the car through the windows, and thereby annoying the passengers, one that shall occupy none of the interior space of the car, and one that is out of the way when not in use and always at hand and ready for use. In fact, the object of the invention may be briefly stated to be the provision of a cinder-fender for the windows of a car that will be a substantial fixture or a portion of the car itself.

In the drawings, which illustrate the manner of carrying out my invention, Figure 1 is a broken side elevation of a car-window having the fender applied thereto. Fig. 2 is a section through the devices shown in Fig. 1 on line *x x*. Fig. 3 is a detail section through the devices shown at the left hand of Fig. 1 and exhibiting the fender drawn out in position for use. Fig. 4 is a detail section through the devices shown at the right hand of Fig. 1, such device being a variation in the form of the fender; and Fig. 5 is a section through Fig. 1 on vertical line *y y*.

A represents a guard or cinder-fender that is normally located in a suitable frame or pocket, *a*, arranged within the body of the car B at the side of the windows, and which can be withdrawn from said pocket a limited distance and adjusted at a suitable angle to the window-opening to obstruct and prevent flying dust and cinders from entering the car, as shown. It is preferably of a length corresponding to the height of the window-opening, and it may be made of wood or any suitable metal, such as cast-iron. The inner edge of fender A is hinged to the outer edge of what

I would term a "guiding-section," A', which latter is adapted to slide loosely within the frame or pocket *a*. The services of said section A' are to guide the hinged section A during its movements, and also to support it in position and to close the opening to the pocket when the hinged section is pulled out during use. It is obvious that were no provision made for so closing said opening the pocket would soon be filled with dust and cinders, and so prevent the return of the hinged section to its normal position. In some cases I may dispense with said guiding-section, if so desired, thereby making the pocket in the side of the window of correspondingly smaller dimensions. A suitable handle or a hand-hold, of any desired description, should be located on the outer edge of the fender A, so that it can be easily pulled out and replaced in the pocket.

For the purpose of returning the fender to its position in the pocket after use, and to retain it securely there, I locate a small pulley, *c*, on the inner edge of the pocket and attach a cord or chain, *b*, to the inner edge of the guiding-section or to the fender in some way. This cord is passed over said pulley, and a suitable weight, *d*, is secured to its lower end, as shown. Of course, however, a spring of some sort could be arranged to return the fender to its normal position within the pocket, and I do not, therefore, desire to be limited to the arrangement of a weight that I here show for the purpose stated.

For the purpose of holding the fender at an angle to the window-opening, as before described, during use, I provide any suitable catch or fastener—such as *e*—which will engage the inner surface of the fender and hold it at the required angle to the window-opening.

This fender being located within the body of the car entirely outside of the window-sash, it is evident that the sash can be raised and lowered entirely independent of the fender. The fender may be left in position for use with the sash completely closed, if desired, or the sash can be raised just a little while the fender is in position, as required.

In some cases I may cut out a portion of the body of the hinged section or fender A, and insert a pane of glass in the opening so formed, thereby forming a sort of a sash and permitting the passengers to have a view through the glass



while their eyes are protected by the fender from dust and cinders.

In the varied form of fender shown at the right hand of the several figures of the drawings I dispense with the guiding-section and provide the fender A with a suitable curve, so that it will project the required distance when drawn out. In such case the fender will be curved longitudinally, as shown, and the pocket *a* will be also curved to correspond with it. The operation of this last-described construction will be substantially the same as that before mentioned, the curved fender being withdrawn from the pocket during use and returned thereto after using.

It is obvious that such changes in the construction here shown by me as might suggest themselves to a skilled mechanic could be made without departing from the spirit of my invention, and I feel myself entitled to make such alterations as come within its scope.

Having thus described my invention, what I claim is—

1. A cinder-deflector for car-windows, consisting of a deflecting-plate that is normally located within the car body, at the side of a car-window, and which can be withdrawn

from its normal position a suitable distance and arranged at an angle to the window, and a catch or fastener, whereby said deflector is held at the desired point, substantially as described.

2. In a cinder-deflector for car-windows, a deflecting-plate hinged to the outer edge of a guiding-plate located within the car-body at the side of the windows, as set forth.

3. A cinder-deflector for car-windows, consisting of a deflecting-plate normally located within the car-body at the side of the windows, a frame in which the said plate slides, and a fastener or catch for the purpose, as set forth.

4. The combination, with sliding deflector A, normally located in a pocket at the side of a window, of a cord and a weight for retaining it in said normal position and a catch or fastener for holding said deflector at the desired point when in use, as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN C. TUTT.

Witnesses:

C. A. KENYON,  
A. E. BURGESS.