

(No Model.)

D. H. MONDY.
DUST GUARD FOR RAILWAY CARS.

No. 494,643.

Patented Apr. 4, 1893.

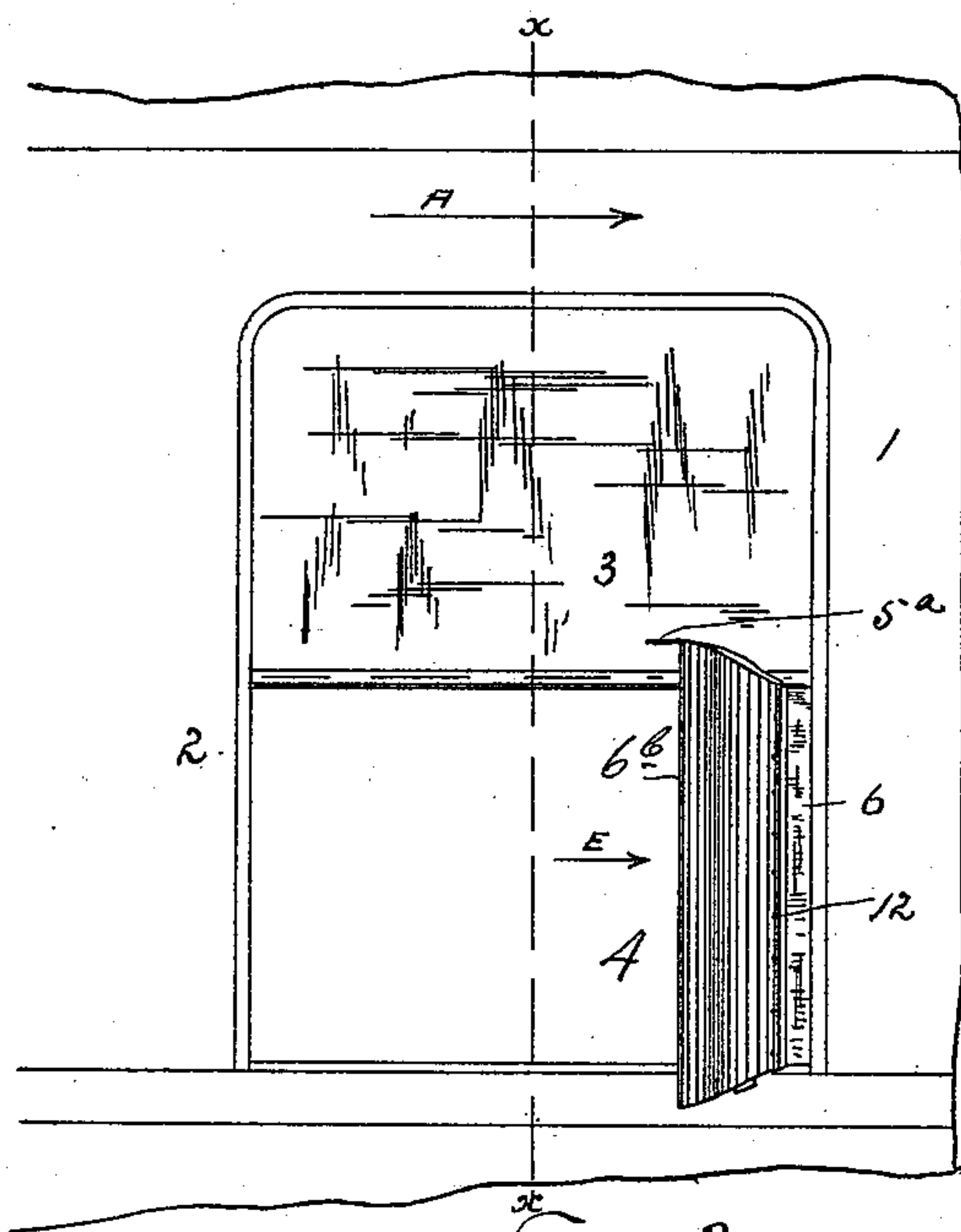


Fig. 1

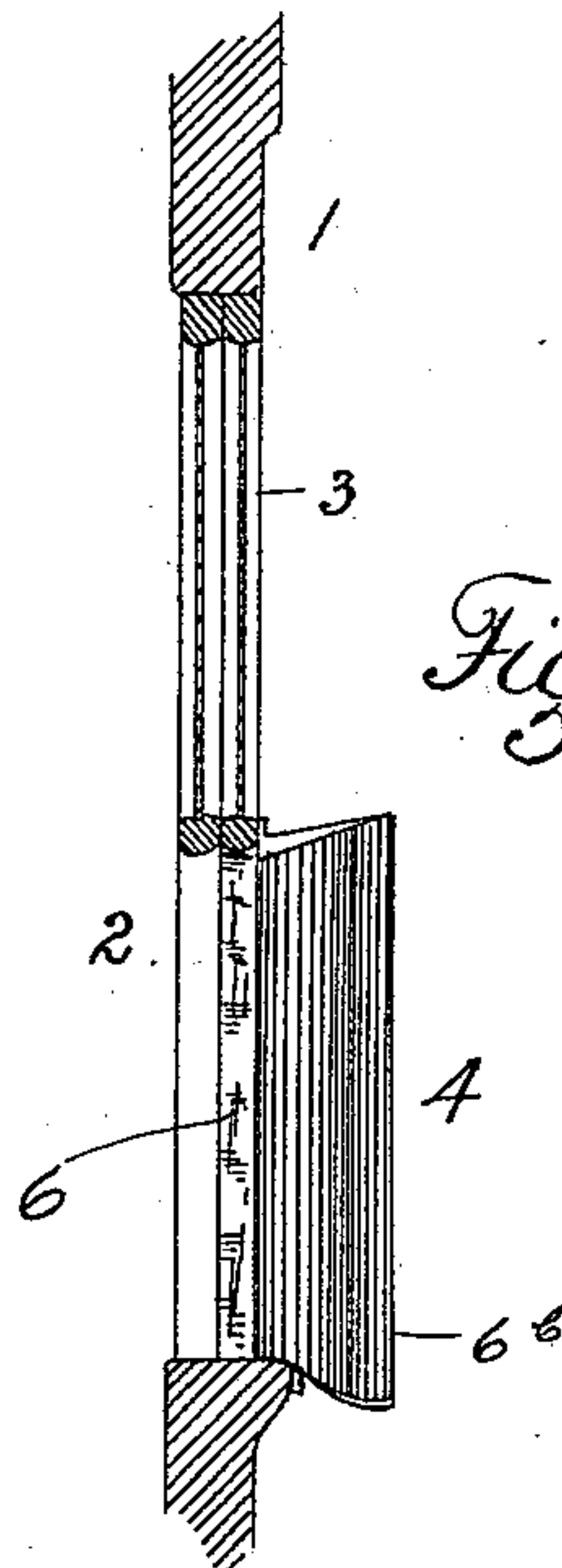


Fig. 2

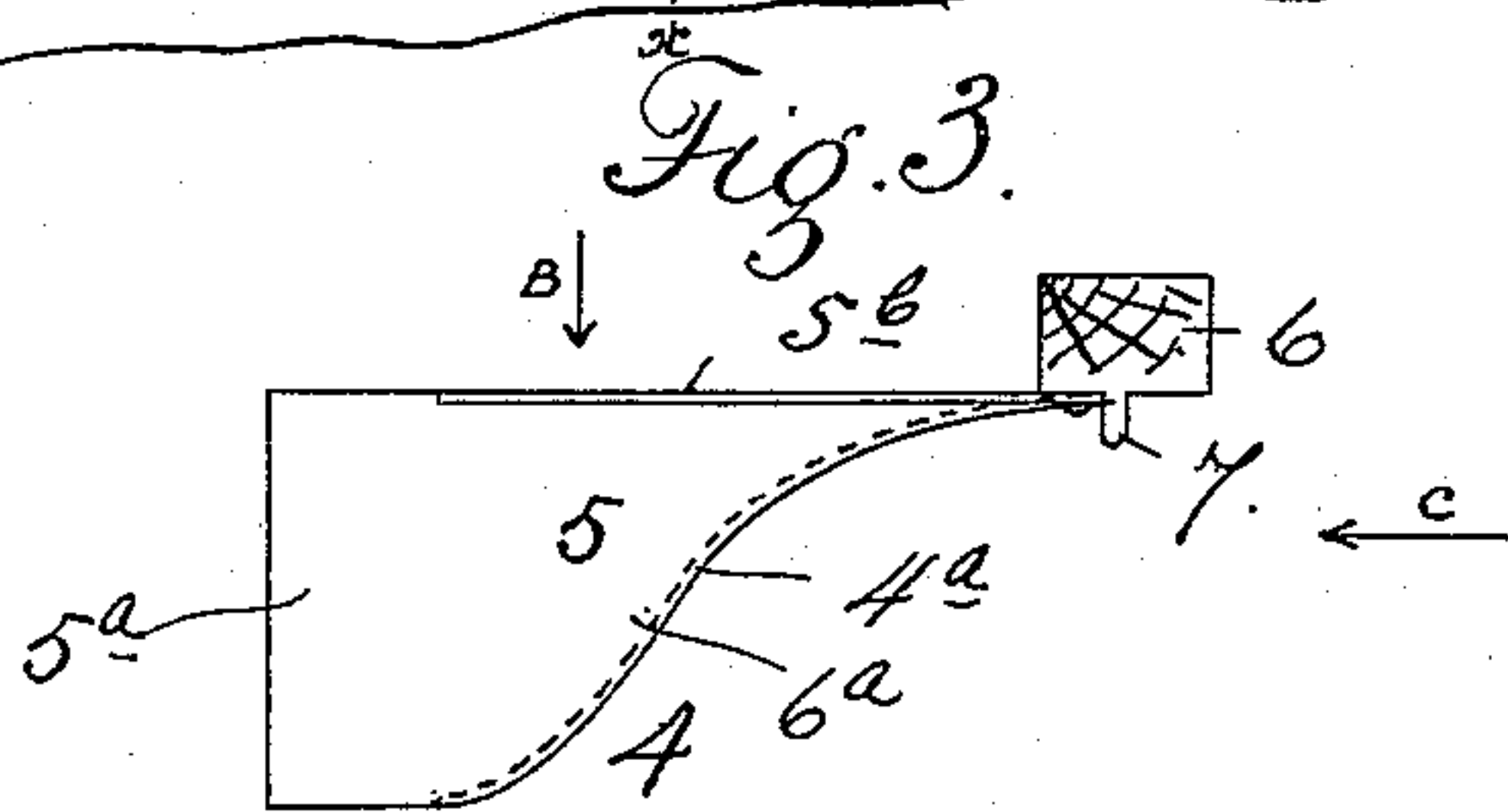


Fig. 3

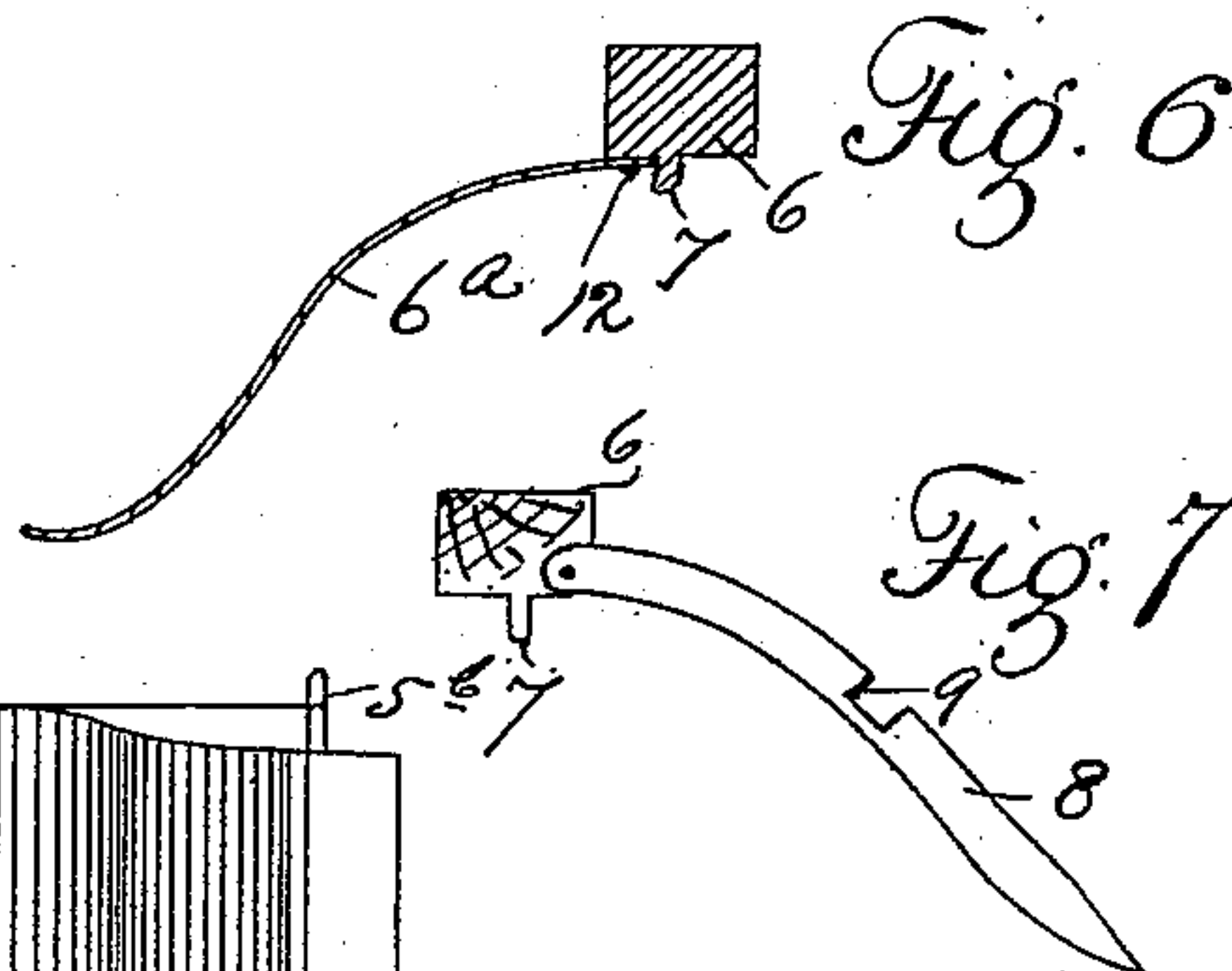


Fig. 6

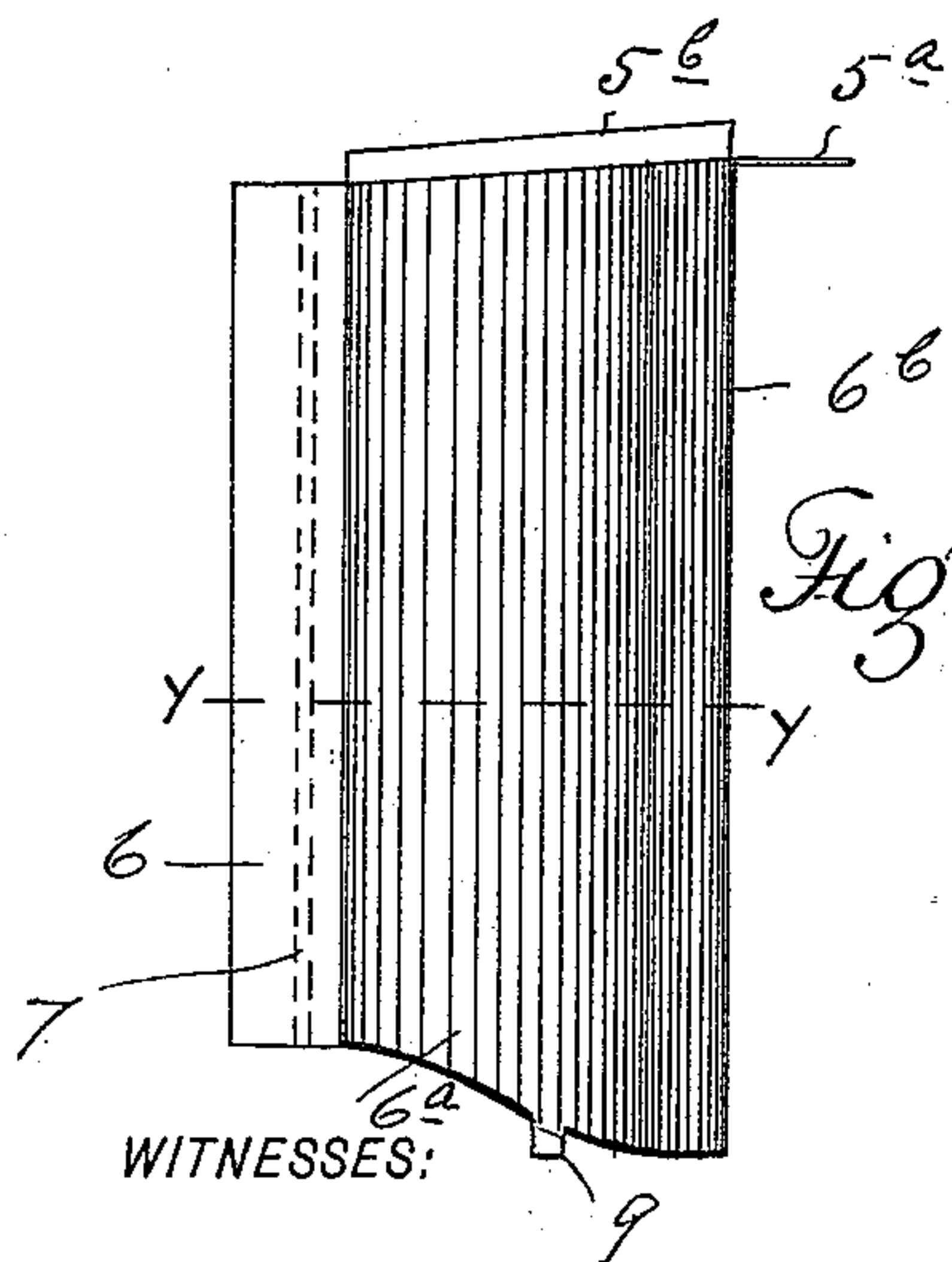


Fig. 4

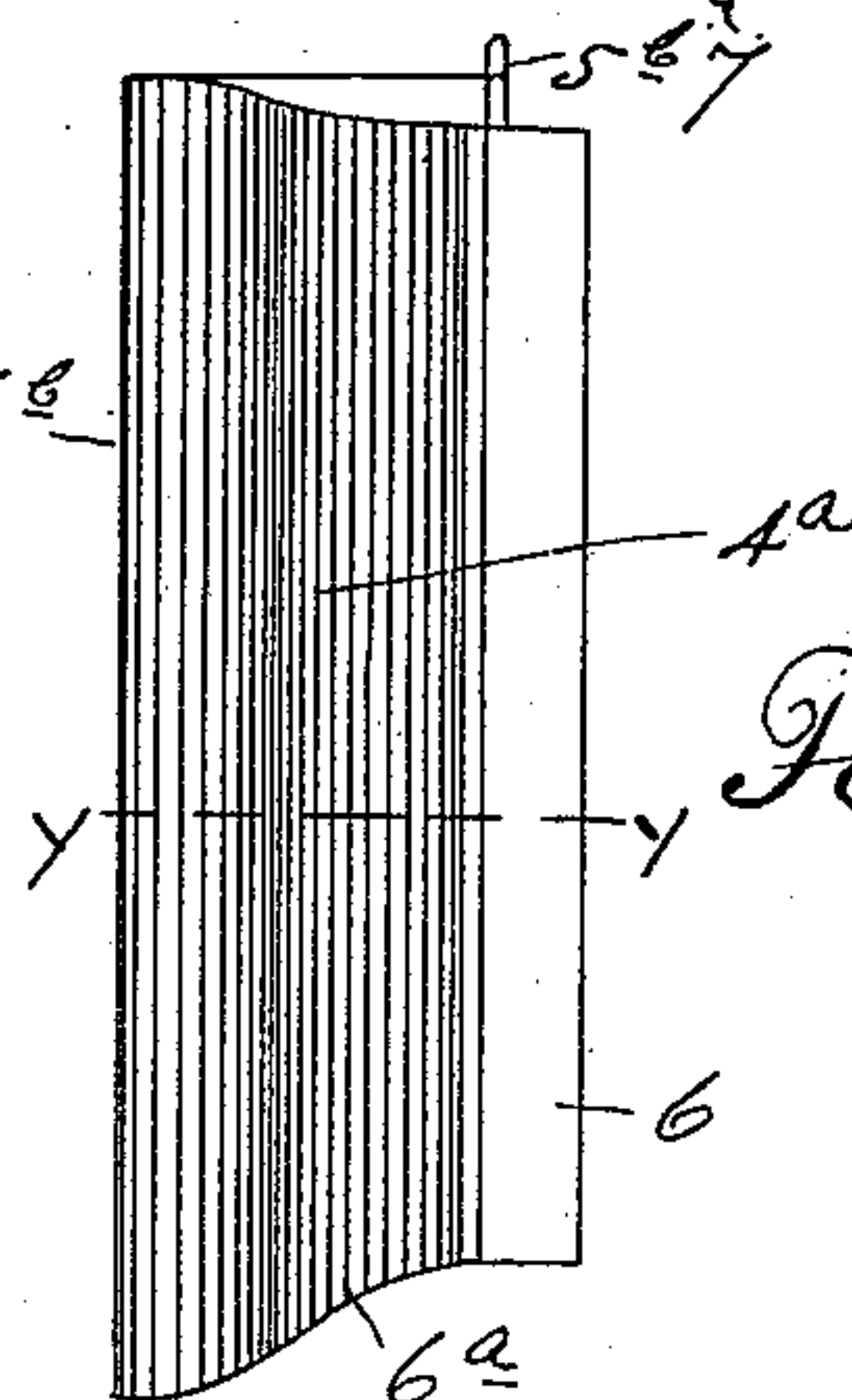


Fig. 5

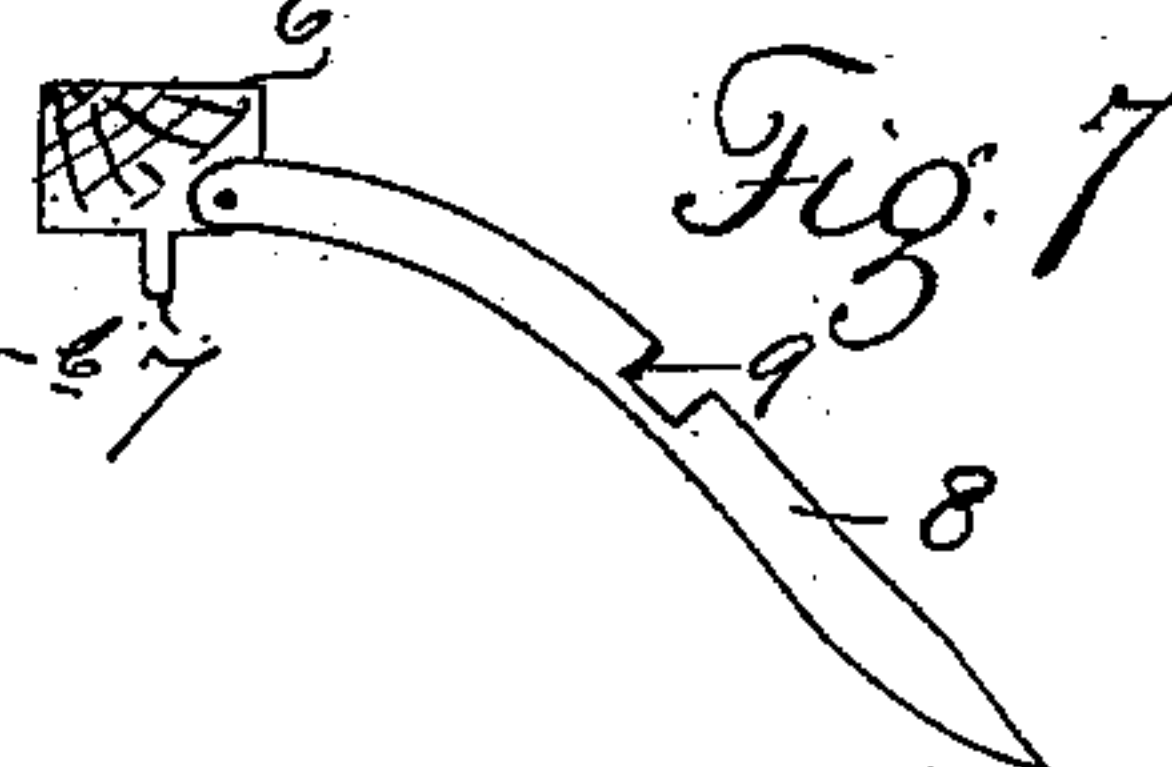


Fig. 7

WITNESSES:

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DUST-GUARD FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 494,643, dated April 4, 1893.

Application filed July 14, 1892. Serial No. 439,967. (No model.)

To all whom it may concern:

Be it known that I, DAVID HENRY MONDY, a citizen of the United States, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Dust-Guards for Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improved form and construction of dust- and smoke guards for railroad-carriages and its objects are to furnish a guard, which can be easily placed in any window of a railroad-carriage, which is constructed in such a manner as to efficiently keep dust, smoke and cinders from flying inside the windows, when the train is in motion and which will also aid in purifying the air in the carriage.

The nature of my invention will be more fully understood, taken in connection with the accompanying drawings, wherein I have illustrated the device in forms, found practically efficient for the accomplishment of the object and in which:

Figure 1 represents a part of a railroad-carriage, showing one window of which the lower part is raised and the dust-guard in working position. Fig. 2 represents a section, taken along the line $x-x$, Fig. 1 looking in the direction of arrow E. Fig. 3 represents a top view of the device; Fig. 4 an inside view of the device, looking in the direction of arrow B Fig. 3; Fig. 5 a front view of the device, looking in the direction of arrow C Fig. 3; Fig. 6 a cross-section of the device taken along the line $Y Y$, Figs. 4 and 5, and Fig. 7 an underneath or bottom view of the device.

Similar figures of reference indicate like parts throughout the several views.

Referring to the drawings for a further description of my invention, 1 represents a part of the side of an ordinary railroad-carriage, showing a window 2, of which the lower part 3 is raised and between which and the window-sill is placed my dust-guard 4. This dust-guard is made of a strip or post of wood 6 and a metal part 6^a, fastened to said piece of wood by means of nails 12 or in any other suitable way. The wooden part 6 is provided

with a small ridge 7 extending over its entire length and designed for the metal part 6^a to rest against, so as to keep it in place. The metal part 6^a is curved outward from the wooden part and in again as shown in the drawings, thereby forming a smooth and even curve for the smoke and dust to strike against. The metal part 6^a gets longer as it goes farther away from the wooden part 6 and obtains its greatest length at its outer edge 6^c. Its top is covered with a piece 5, provided with a flange 5^c turned at right angle with top piece 5 and a flange 5^a, lying in the same plane with part 5. The bottom edge of this metal part or sheet is bent under to form a flange 8 which is secured to the bottom of the post 6. A piece 9 is cut out of this flange and bent at right angles thereto and is designed to rest against the side of the car and thereby strengthen the device.

The manner in which my improved dust- and smoke guard operates may be explained in the following manner: Supposing that the train, to which the carriage of which 1 and window 2 (Fig. 1) form a part, moves in the direction of arrow A (Fig. 1) the wooden part of the dust-guard 4 is placed between the lower part of the raised window 3 and the window sill, and the window 3 is lowered down until it pushes firmly upon the upper surface of the wooden strip 6 thereby holding the device in place. The device is placed on the side of the window nearest to the front of the train and with its curved or outside part toward the locomotive, projection 9 of flange 8 resting against the side of the car. As the train moves the dust, smoke and cinders will fly in a direction opposite to the direction of the train and instead of entering the opened window will strike against the curve 4^a of the guard, following said curve, thereby taking a direction at an angle of the train into the country. The top piece 5 with flanges 5^a and 5^b will prevent the smoke and dust from entering the window over the top of the dust-guard, while flange 8 performs the same function at the bottom. This device may also be used for ventilating the car and will be found far preferable to the present way of ventilating by simply opening the windows. The guards being placed in the four end windows of the carriage, it will prevent

the air entering the car with force and thereby causing a draft and the suction will take all the bad air of the car. It may be observed that this guard has another advantage
5 to the straight guard now in use, as it will not hinder the speed of the train, there being no flat surface for the air to strike against.

Having thus described my invention, what I claim is—

10 In a dust guard for railway cars a post having the projection 7, a curved metal sheet of varying width secured at its narrowest edge

to said post, a cover extending over the top of said metal sheet and provided with the flange 5^c and a projecting end 5^a, the bottom 15 edge of said sheet being bent under to form a flange and a piece 9 being bent at right angles to said flange, substantially as shown.

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

DAVID HENRY MONDY.

Witnesses:

H. H. LEE,

C. S. THOMAS.