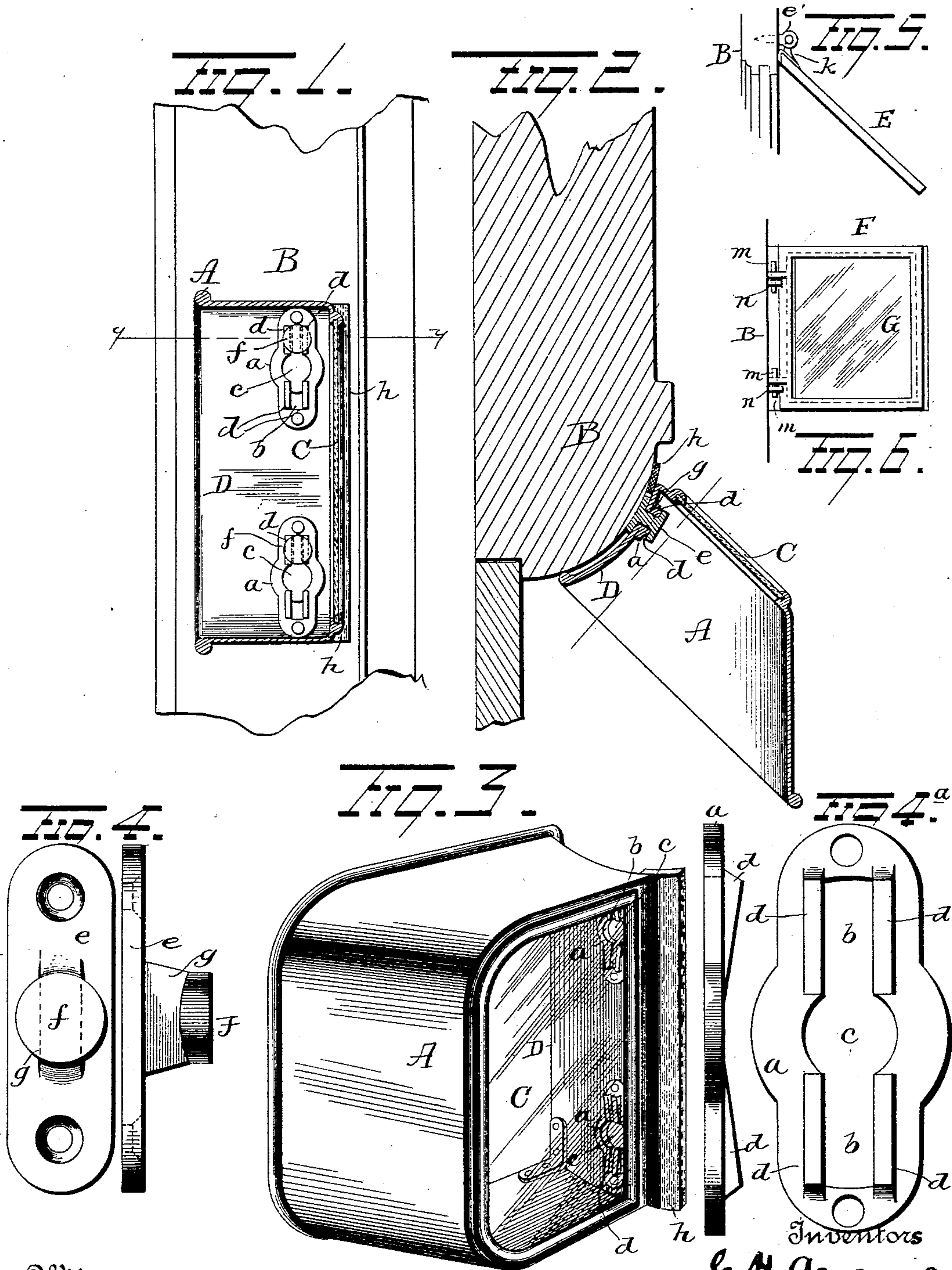


(No Model.)

C. H. AMANN & W. H. THOMAS.
CINDER DUST GUARD FOR CARS.

No. 541,144.

Patented June 18, 1895.



Witnesses
E. Nottingham
G. F. Downing

Inventors
C. H. Amann
W. H. Thomas
By *H. A. Seymour*
Attorney

UNITED STATES PATENT OFFICE.

CHARLES H. AMANN AND WILLIAM H. THOMAS, OF CINCINNATI, OHIO; SAID AMANN ASSIGNOR OF ONE-HALF TO GEORGE C. WITT, OF SAME PLACE.

CINDER-DUST GUARD FOR CARS.

SPECIFICATION forming part of Letters Patent No. 541,144, dated June 18, 1895.

Application filed December 14, 1894. Serial No. 531,771. (No model.)

To all whom it may concern:

Be it known that we, CHARLES H. AMANN and WILLIAM H. THOMAS, of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Cinder-Dust Guards for Cars, Locomotive-Cabs, and other Vehicles; and we 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.

Our invention relates to an improvement in cinder and dust guards for cars, locomotive cabs and other vehicles, the object being to provide means whereby protection against sparks and other flying objects is afforded persons engaged in looking or leaning out of doors or windows of moving vehicles.

A further object is to so construct and arrange the guard that objects some distance in advance of the vehicle to which it is attached may be clearly visible.

Our invention consists of a transparent guard adapted to project laterally from the side of a car or other vehicle and means for its attachment to said car or vehicle.

Our invention further consists in certain novel features of construction and combinations of parts as will be hereinafter more fully described, and pointed out in the claim.

In the accompanying drawings, Figure 1 represents a sectional view of our improvement attached to the door-frame of a postal car. Fig. 2 is a sectional view on line *y y* of the same. Fig. 3 is a detached view of same. Fig. 4 represents a detached view of the attaching devices, and Figs. 5 and 6 are modified forms of our improvement.

A represents the guard and B the jamb or other part of the car or vehicle to which it is attached.

The sides, top and end of guard A are preferably made of sheet metal, but any suitable material may be used in their construction, while end C is of glass or equivalent material.

The form of guard A is preferably that shown in Fig. 2 of the drawings, but this form may be varied in many different ways to suit

the great variety of uses to which my invention is applicable.

Within guard A and directly to side D thereof is secured plates *a, a*, each of which is provided with an oblong slot *b*, enlarged at its center as shown at *c*, said slots being in direct communication and registering with like slots located in the side D of the guard. Plates *a, a*, are each preferably provided with four inclined projections *d, d, d, d*, the inclination starting from a point adjacent to the enlarged center to the end of slot *b*. Instead of making plates *a, a*, separate and independent of side D, they may be made integral therewith. This may be accomplished in various ways, one of which being by the use of dies, whereby a portion of the metal displaced during the process of forming the oblong slots may be used in forming the inclined projections *d, d, d, d*.

The locking posts *e, e*, are each provided with holes for the reception of screws for their attachment to the jamb or other portion of a car or vehicle. The central or forwardly projecting part of each post *e*, is preferably provided with a circular head *f*, the body or neck portion of said head being somewhat restricted as shown at *g*, said restricted part extending from the head *f* to the outer face of the base of each post *e*.

The attaching and detaching of guard A to and from its operative position, require but little or no labor and are accomplished very quickly and as follows: To secure the guard as shown in Fig. 1, the enlarged centers of the oblong slots both in the side D and plates *a, a*, are first brought in a registering position with heads *f, f*, of posts *e, e*, and the heads *f, f*, entered through the enlarged centers above referred to, after which a slight blow on the top of guard A forces the upper pairs of inclineds under the heads thus effectually locking the guard against displacement. During the downward movement of the guard the upper inclined projections pass under the projecting sides of heads *f, f*, and as said heads are integral with posts *e, e*, the guard A is consequently forced firmly against the side of the car or other object to which the posts

e, e, are secured, and hence the greater the force exerted on top of guard A, the tighter the latter will be forced against the side of the car or other object.

5 To remove the guard from its operative position it is only necessary to apply pressure in an upward direction until the heads *f, f*, are in a registering position with the enlarged portions of oblong slots *a, a*, after which the
10 guard may be removed.

In order to prevent the entrance of sparks, dust or other flying substances between the car and the forward edge or end of guard A, we have secured to said guard a thin strip of
15 elastic material *h*, which latter runs the full length of the forward abutting edge of said guard and is adapted to rest snugly against the side of the car or other vehicle.

In the modified form shown in Fig. 5, E
20 represents a piece of plate glass or other transparent material, provided with double hooks *k, k*, which latter are adapted to engage the eyes *e', e'*, secured to the side of a car or equivalent vehicle.

25 In the form shown in Fig. 6, F represents the frame, G the glass, *m m* the double hooks, and *n n* the eyes, which latter are secured to the car or other vehicle and are adapted to receive the hooks *m, m*, whereby the guard is
30 supported in its operative position.

Our improvement is adapted for use in connection with passenger cars, locomotive cabs, express cars and other vehicles, but it is more particularly designed for use in connection
35 with postal cars, whereby mail clerks are enabled with safety to their eyesight to catch mail bags while the train is moving at a rapid rate of speed.

40 Mail clerks are frequently injured and in many cases, have entirely lost their eyesight

by reason of hot cinders and other flying substances, and if not injured, have by reason of their failure to see in advance of the train, missed catching the mail bag. However, by the use of our device, these existing difficulties are overcome, because of the absolute
45 protection afforded by my improved guard.

By constructing plates *a, a*, in the manner described, it will be seen that the improvement is adapted to be secured on either side
50 of a car as well as on either side of a door or window frame. This reversible feature is very important, inasmuch as it enables us to use a single guard on either side of a door.

It is evident that changes in the construction and relative arrangement of the several
55 parts might be made without avoiding our invention and hence we would have it understood that we do not restrict ourselves to the particular construction and arrangement of
60 parts shown and described, but,

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

A reversible dust guard consisting of a
65 frame having a transparent plate therein, the said frame having slots therein and double incline adjacent to the slot, and posts having heads thereon adapted to enter the slots and engage either set of inclines according to the
70 side of the car to which the guard is applied, substantially as set forth.

In testimony whereof we have signed this specification in the presence of two subscribing witnesses.

CHARLES H. AMANN.
WM. H. THOMAS.

Witnesses:

JAS. J. WEILER,
CHAS. B. FLAGG.