(No Model.)

H. C. SCHOYER.

DUST AND DRAFT ARRESTER.

No. 567,922. Patented Sept. 15, 1896.

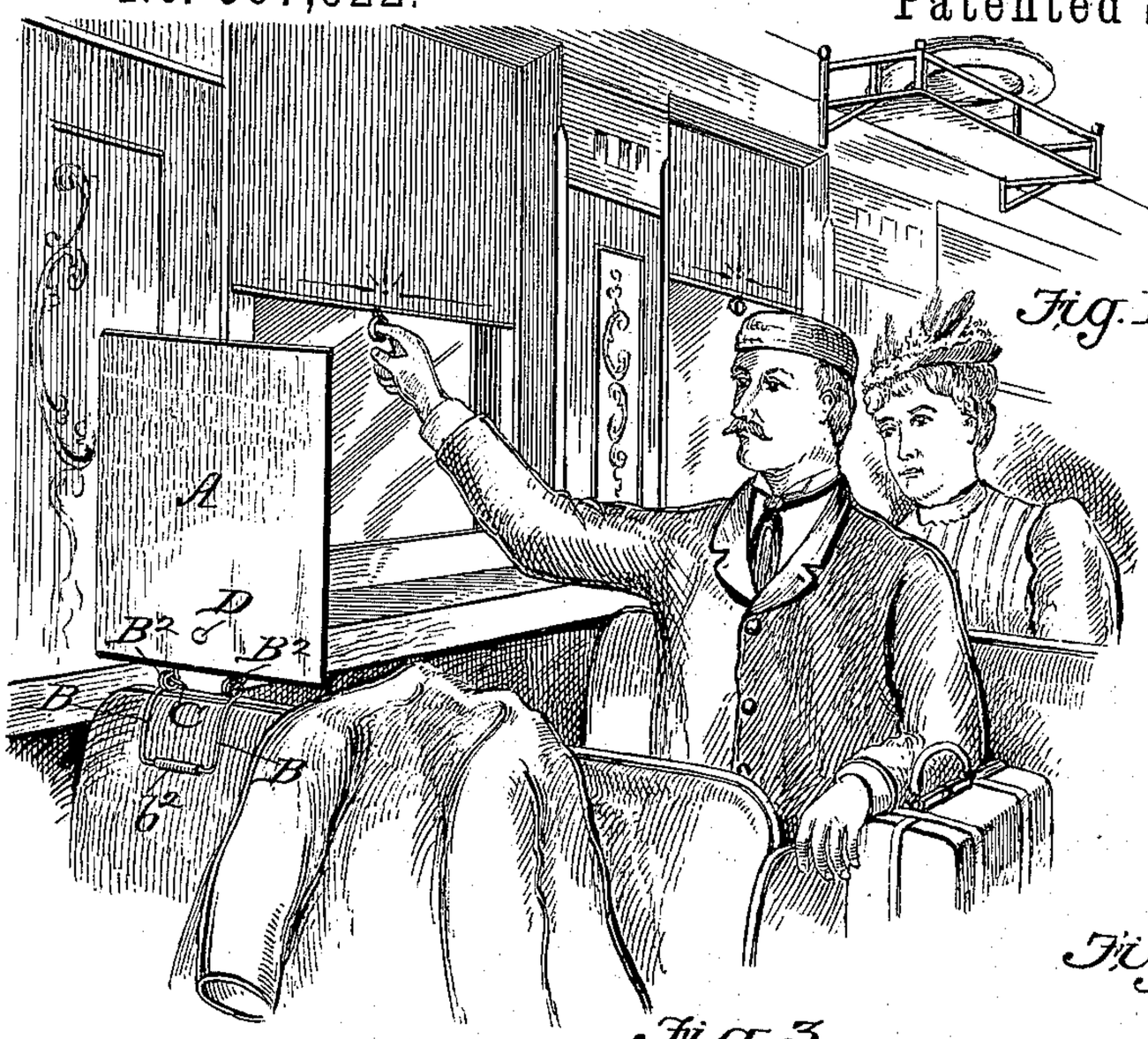

Fig. 1.

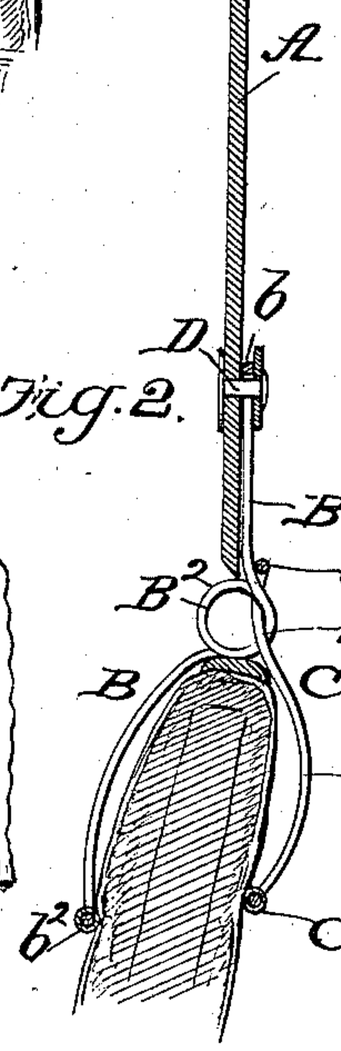

Fig. 2.

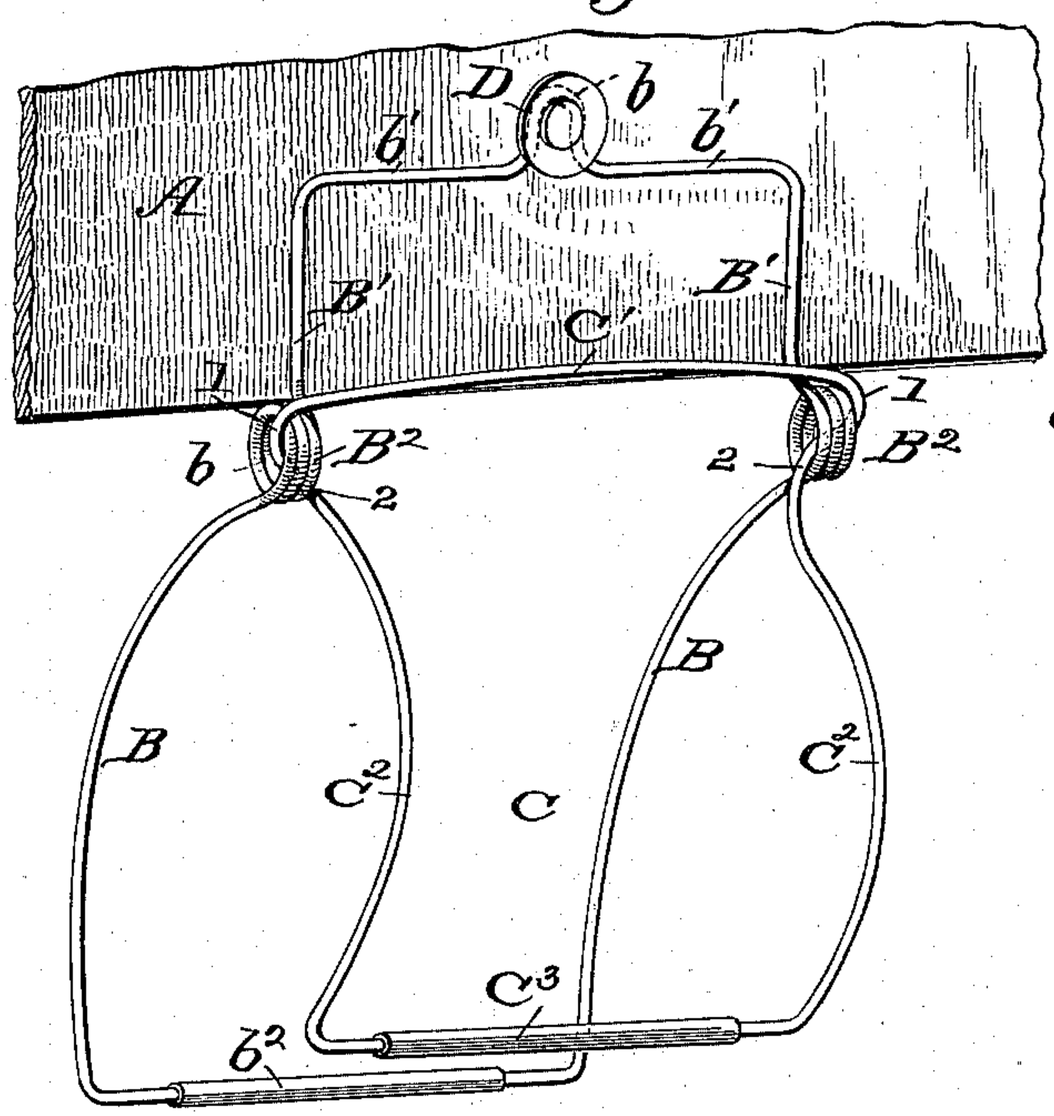

Fig. 3.

WITNESSES:

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DUST AND DRAFT ARRESTER.

SPECIFICATION forming part of Letters Patent No. 567,922, dated September 15, 1896.

Application filed August 3, 1896. Serial No. 601,515. (No model.)

To all whom it may concern:

Be it known that I, HAYES C. SCHOYER, of Altoona, in the county of Blair and State of Pennsylvania, have invented a new and useful Improvement in Dust and Draft Arresters, of which the following is a specification.

My invention is an improvement in dust and draft arresters for use in railway-cars, and is designed to protect the occupant of one seat from the draft and dust entering through the open window opposite the seat next in front, and the invention relates particularly to the means for holding the protecting-plate and to the improved devices by which to clamp the same to the back of the seat immediately in rear of the open window; and the invention consists in certain novel constructions, combinations, and arrangements of parts, as will be hereinafter described, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a part of the interior of a car provided with my improvements. Fig. 2 is a detail perspective view of the improvement, parts being broken away; and Fig. 3 is a sectional view of the improvement as in use.

The protecting-plate may be a cardboard or suitable panel of wood or a plate of sheet metal of suitable size and adapted to serve the purpose and which may be carried in the hand-satchel, or a suitable supply may be in the hands of the train-porter for use should occasion arise.

The clamp and plate-holder consist of two members B and C, which, for convenience of reference, I shall term, respectively, the "main" member and the "jaw" member. The main member B is bent midway its ends, forming an eye *b* to receive the rivet D, by which the protecting-plate is secured. From such eye *b* arms *b'* extend laterally outward and then down, forming the side arms B', which are coiled at B^2, such coils resting immediately below the plate A and forming a bearing upon which the lower edge of the plate rests and by which such plate is prevented from turning upon the rivet D should such rivet become loose at any time. The coils also operate to brace and steady the plate firmly in position. Below the coils the side arms are bowed or arched forwardly to conform to the roll at the upper edge of a car-seat and their lower ends are connected by the cross-bar, as shown, their free extremities being united by a sleeve b^2, as shown, or in other suitable manner, as may be desired. This main member B, it will be seen, thus serves to support the protecting-plate and brace it firmly in position, and also forms a jaw of the clamp by which the said plate is held in place.

The jaw member C is formed of wire and has its top bar C' extended across in rear of the side arms B' at a point above the coils B^2, so such top bar will bear in rear of said side bars, as shown. The side arms C^2 of the member C are bent down and in through the coils B^2, and thence down parallel with the side arms of the member B, being connected at their lower ends at C^3, as shown. By this construction the member C is pivoted to the member B in a simple manner and so that it operates to brace the coiled side bars of such member B from lateral displacement, the portions of member C at 1 preventing any spreading of the side arms B', while the portions at 2 hold the said coiled portions from moving inward, the main member being thus firmly supported in position. The side arms of the jaw member are coiled reversely to those of the member B, so they will operate to bind firmly upon the upper edge of the back of a car-seat, so the device can be readily applied and removed.

It will be readily seen that the invention will be of importance in railroad travel as it enables the traveler to protect himself against a window open in the next seat in front and also permits him to raise the window opposite the seat he occupies without annoying those in rear by simply applying the arrester to the back of the seat he is occupying, thus protecting those in the rear.

The device is simple, inexpensive, and can be readily carried and applied for use.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A dust and draft arrester comprising the plate, the clamp comprising the main member having the coiled side arms, and secured above said arms to the plate, and the jaw member having its top bar extended across adjacent to the coils of the main member and its side bars passed through such coils and

disposed above and below the same, substantially as described, whereby to prevent the lateral displacement of said coils substantially as set forth.

2. A dust and draft arrester comprising the plate, the main member having an upper portion secured to the plate and having side arms provided with coils fitting below the plate and the jaw member pivoted to said main member and forming therewith a spring-clamp by which to bind upon the back of the seat substantially as shown and described.

3. The combination of the main member having its side arms provided with coils and having an upper portion above said coils the plate secured to said upper portion and resting at its lower edge upon the coils and the jaw member substantially as shown and described.

4. The combination of the protecting-plate, the main member secured to and supporting said plate and the jaw member pivoted to said main member substantially as shown and described.

5. The improved dust and draft arrester herein described consisting of the main member formed of a rod having at its middle an eye having its side rods provided with coils, the plate riveted to the eye of the main member and resting at its lower edge upon the coils and the jaw member having its top bar bearing in rear of the side rods of the main member above the coils and its side arms passed through such coils and extended along the opposite sides of such coils above and below the same whereby to prevent any lateral movement of the side arms of the main member substantially as shown and described.

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