

No. 629,306.

Patented July 18, 1899.

J. E. SCOTT.
DUST GUARD FOR PASSENGER CARS.

(Application filed Feb. 4, 1899.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

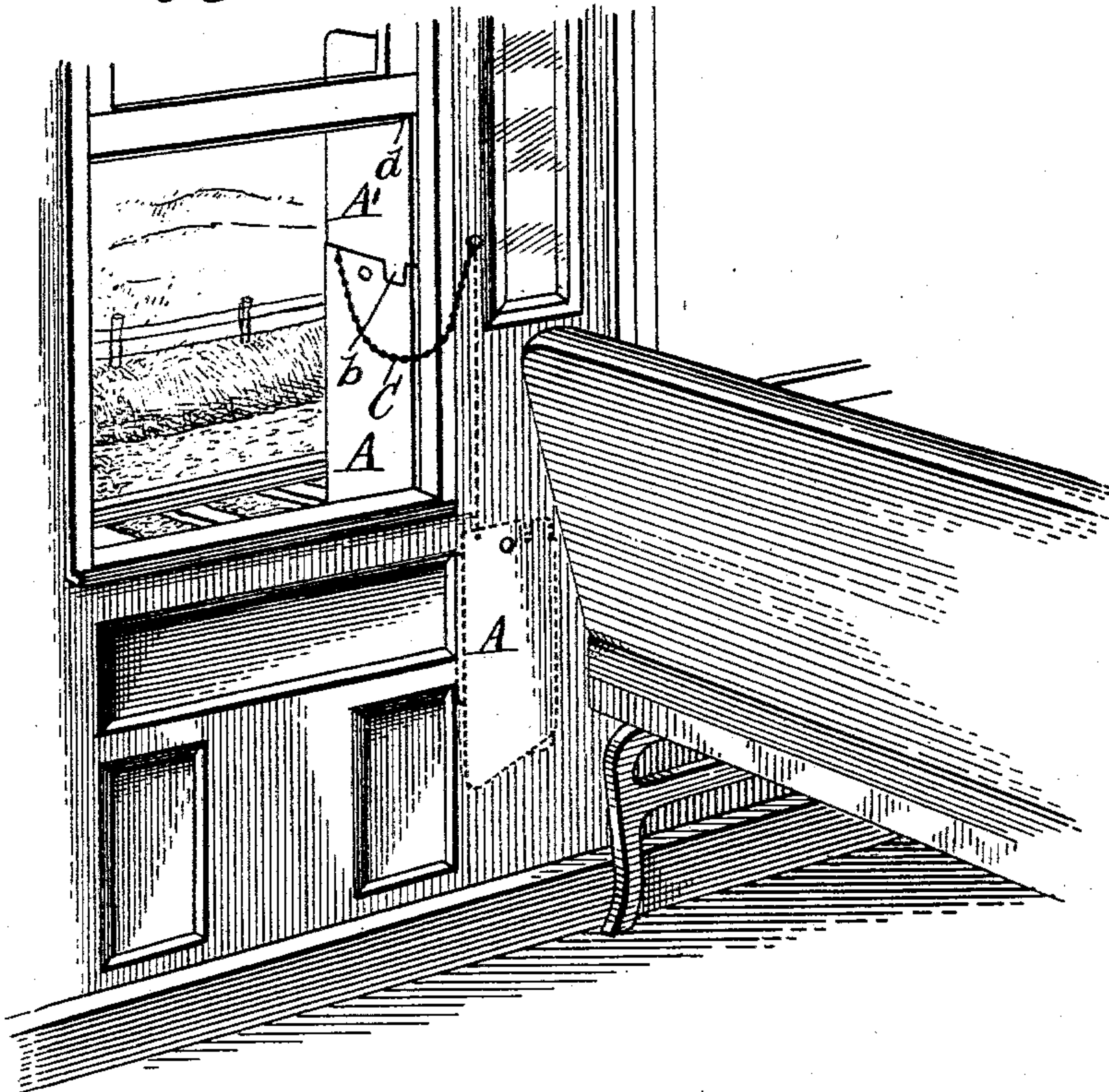


Fig. 2.

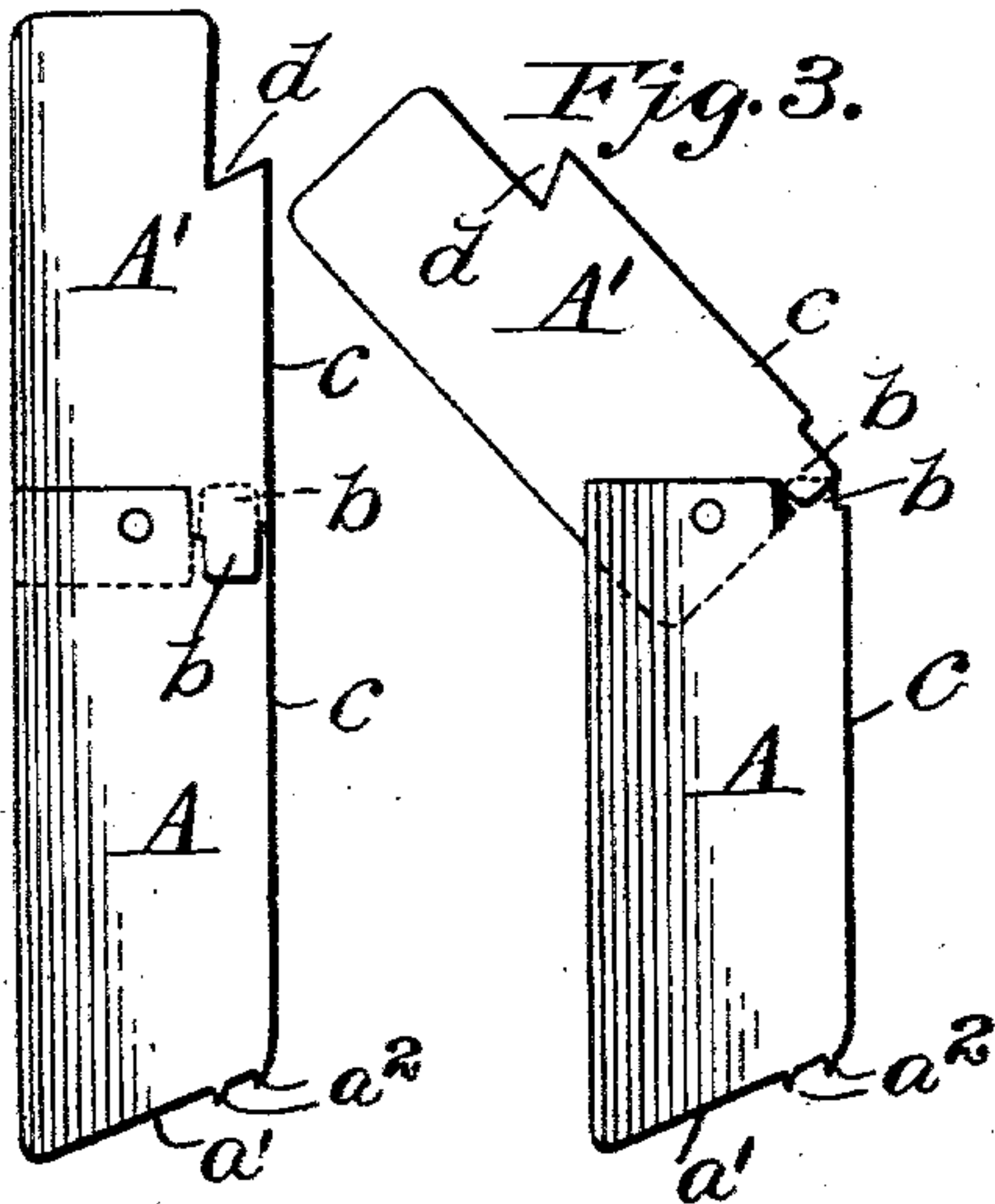


Fig. 3.

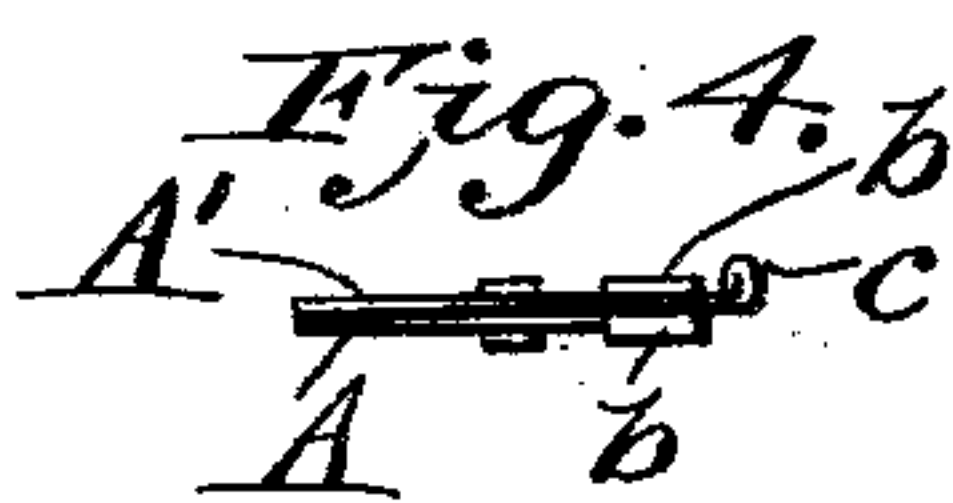


Fig. 4.

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Fig. 5.

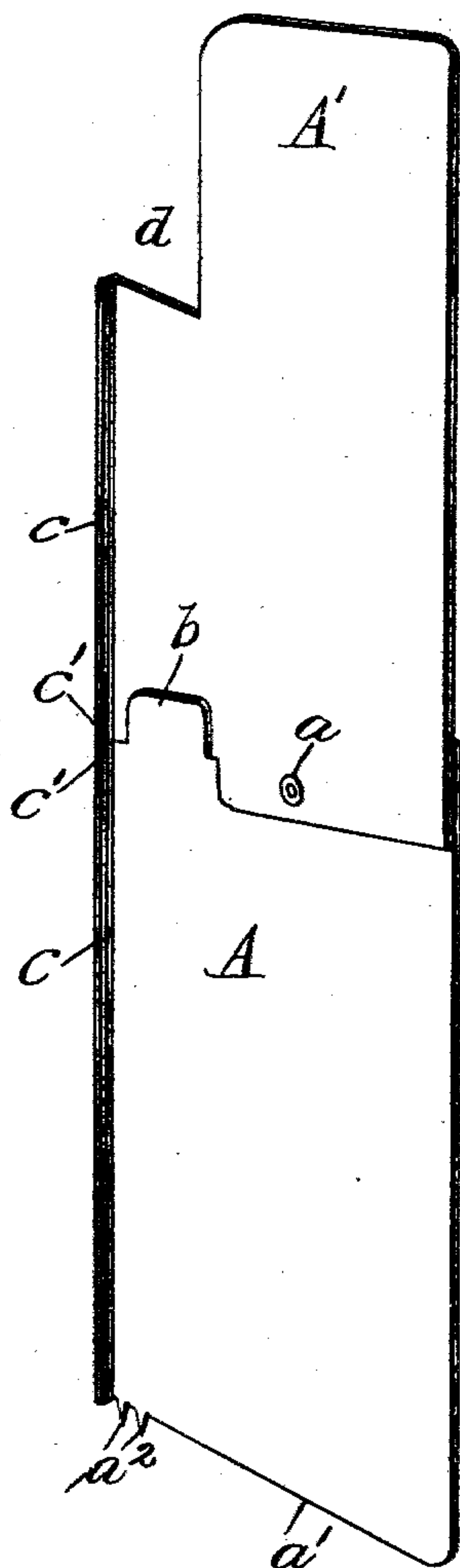
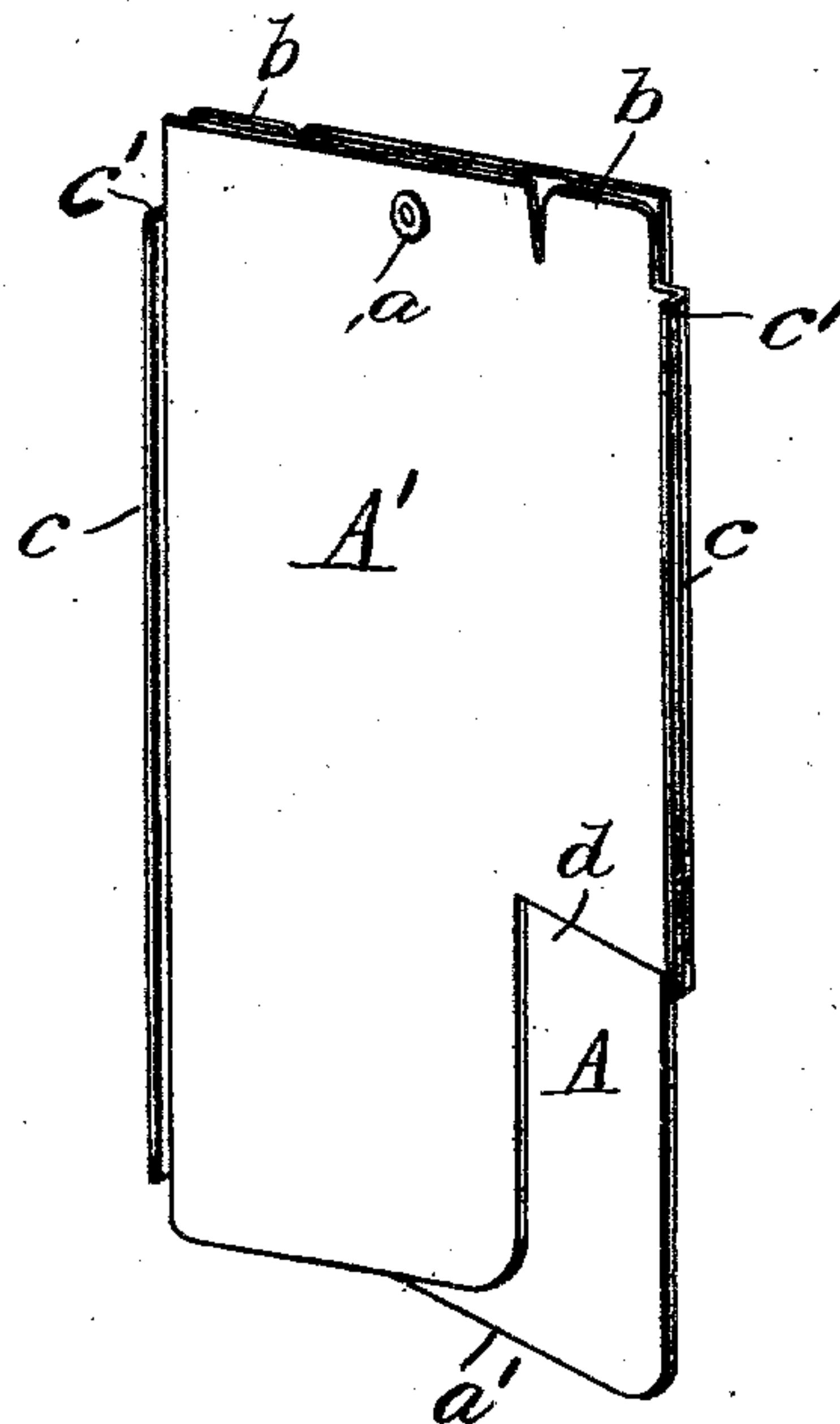


Fig. 6.



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DUST-GUARD FOR PASSENGER-CARS.

SPECIFICATION forming part of Letters Patent No. 629,306, dated July 18, 1899.

Application filed February 4, 1899. Serial No. 704,565. (No model.)

To all whom it may concern:

Be it known that I, JAMES E. SCOTT, a citizen of the United States, and a resident of Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Dust-Guards for Passenger-Cars; and I do 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a perspective view showing the invention as in application. Fig. 2 is a side elevation of the invention. Fig. 3 is a similar view with upper section of guard partly folded. Fig. 4 is a plan view of device as shown in Fig. 2. Figs. 5 and 6 are enlarged perspective views of the guard-plates in their extended and folded positions.

This invention is designed to provide a dust-guard of improved character for car-windows and one which can be readily put in place in the window or removed by the operator at pleasure and which, if desired, can be readily carried by the passenger in his grip or satchel for use in any car in which he may happen to be.

With these objects in view the invention consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, the letters A A' designate the guard, which is formed in two flat-plate sections of proper width, centrally pivoted to each other at their meeting portions and of a combined length equal to the height of a window-opening when the sash is fully raised. If desired, however, the guard may be made of a length to fit a window-opening when the sash is but partially raised. The meeting portions of the two sections, which are connected by the pivot *a*, are overlapped for a short distance to give the guard rigidity and are formed at their inner edge portions with overlapped tongues *b* for the same purpose. The inner edges of the sections are preferably beaded or flanged, as

shown at *c*, whose ends form abutting shoulders *c'* when the sections are in extended position, whereby pivotal movement of the sections in that direction is prevented. The flange of the bottom section forms a stop for the outer edge of the upper section when folded to prevent further pivotal movement thereof when the two sections are brought into alinement, as shown in Fig. 6. Said bead or flange also stiffens or gives rigidity where most needed to the sections, which are preferably of light sheet metal. The upper section A' is cut away at its upper inner corner portion to form a seat *a* for the bottom rail of the window-sash, the bottom of said seat being beveled, as indicated, to fit the bevel of said rail. The bottom edge of the lower section A is also beveled, as at *a'*, to correspond to the inclination of the window-sill. It is also preferably provided with one or more teeth or points *a''* to prevent it from slipping on the sill.

In use the device is placed in the open window at either side, although preferably at the front side, with the lower rail of the open sash resting in the seat *d* and the inclined bottom edge *a'* resting on the sill. The weight of the sash holds the guard in place. When the guard is the property of the railway company, it is preferably provided with a chain C, attached to a suitable button or other object on the interior of the car adjacent to the window and by which it is supported when not in use. When it is the property of the passenger, it can be removed by him and placed in his grip or satchel at the end of the journey or when its use is no longer desired.

The device forms a simple and efficient guard against dust or cinders, and its use in no way defaces or injures the woodwork of the car.

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

1. A removable dust-guard for car-windows, consisting of a guard-plate adapted to be held between the raised sash and the window-sill, and formed in two sheet-metal sections pivotally connected together, and flanged or beaded at their inner edges to form a stop against further pivotal movement of said sec-

tions when they are brought into alinement in their extended or folded positions, substantially as specified.

2. A removable dust-guard for car-windows,
5 consisting of a guard-plate formed in two pivotally-connected sections, flanged or beaded at their inner edges to form mutually-abutting stop-shoulders when extended, and formed each with an offset tongue at their meeting

inner corner portions adapted to engage and interlock with the opposite section when extended, substantially as specified.

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

JAMES E. SCOTT.

Witnesses:

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N. I. KAHN.