

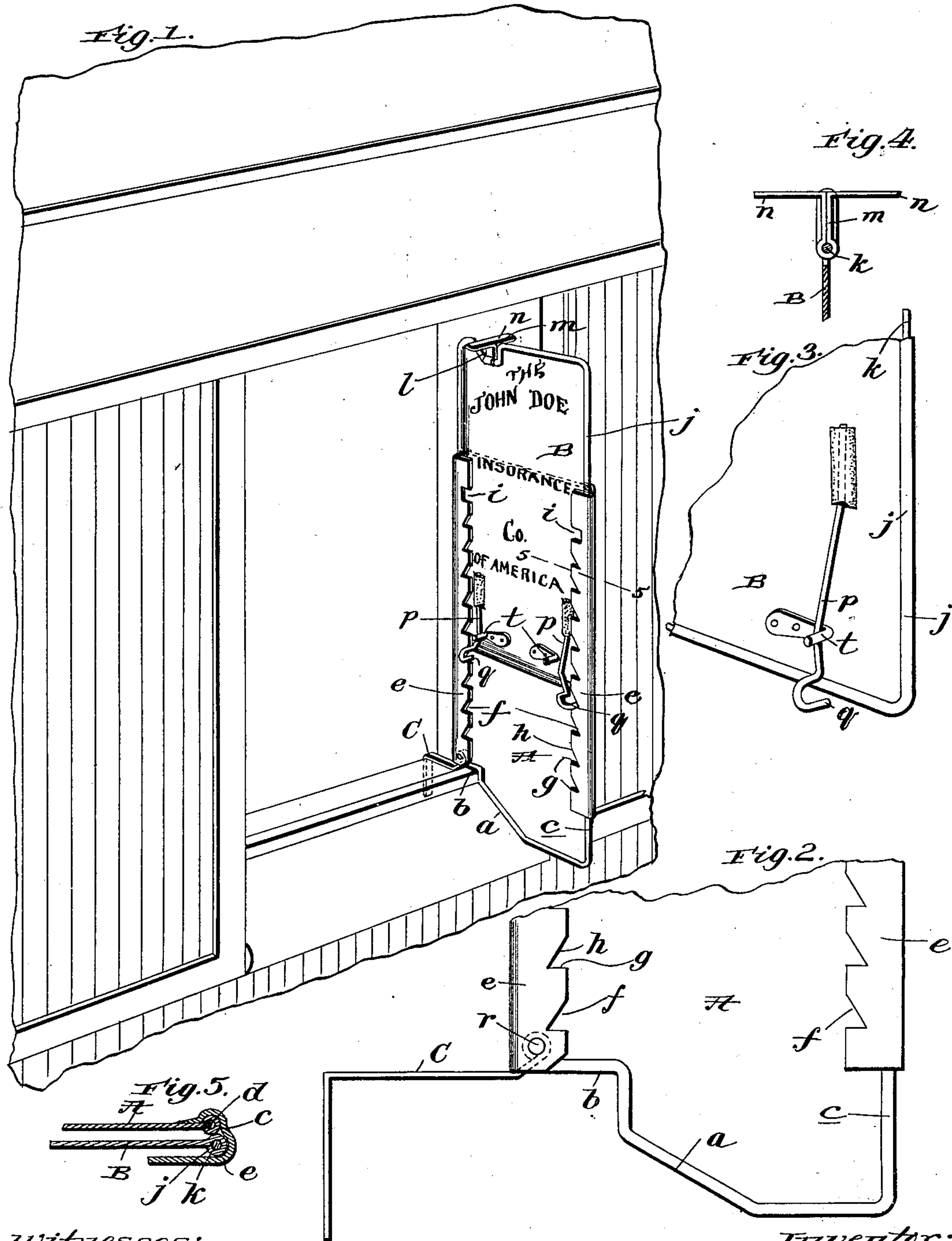
No. 666,601.

Patented Jan. 22, 1901.

L. G. CLARK.
DUST GUARD FOR CAR WINDOWS.

(Application filed Aug. 9, 1900.)

(No Model.)



Witnesses:

C. H. Rader
J. E. Tarpan

Inventor:

Louis G. Clark
By *James F. Sheehy*
Attorney

UNITED STATES PATENT OFFICE.

LOUIS G. CLARK, OF HELENA, MONTANA.

DUST-GUARD FOR CAR-WINDOWS.

SPECIFICATION forming part of Letters Patent No. 666,601, dated January 22, 1901.

Application filed August 9, 1900. Serial No. 26,405. (No model.)

To all whom it may concern:

Be it known that I, LOUIS G. CLARK, a citizen of the United States, residing at Helena, in the county of Lewis and Clarke and State of Montana, have invented new and useful Improvements in Dust-Guards for Car-Windows, of which the following is a specification.

My invention relates to improvements in guards for excluding dust, cinders, and the like from car-windows; and it consists in a certain peculiar construction, the novelty, utility, and advantages of which will be fully understood from the following description and claim when taken in connection with the accompanying drawings, in which—

Figure 1 is a perspective view illustrative of the manner in which my improved guard is secured and arranged in the window-casing of a passenger-car, the upper section of the device being shown in a position below the upper cross-bar in order to illustrate the handle at its upper end. Fig. 2 is an enlarged elevation of the lower end portion of the lower section of the guard. Fig. 3 is a perspective view, on an enlarged scale, illustrating a portion of the lower end of the upper or adjustable section. Fig. 4 is an enlarged detail section of the upper section of the guard, taken in a plane at one side of the handle thereof and illustrating said handle in side elevation. Fig. 5 is an enlarged detail transverse section taken in the plane indicated by the broken line 5 5 of Fig. 1.

In the said drawings similar letters of reference designate corresponding parts in all of the several views.

The lower section A of my improved guard is preferably made of tin or other suitable sheet metal in the form shown—that is to say, with its lower end beveled, as indicated by *a*, and recessed, as indicated by *b*—in order to conform to the lower stile of a car-window casing. It preferably has a barrel *c* at its edge and a stiffening and strengthening wire *d* therein, and is also provided at its vertical edges with flanges *e*, which in the present embodiment of the invention are connected by solder or other suitable means to one of its sides and are carried around and directed inwardly in a position parallel to its other side, as best shown in Fig. 5 of the drawings.

These flanges *e* are designed to retain the upper and adjustable section B against the section A and guide said section B in its movements, and they are provided in their outer edges with notches *f*, having square walls *g* and inclined walls *h*, and are also provided adjacent to their upper ends with notches *i*, all of the walls of which are square, as shown, for a purpose presently described.

The upper and adjustable section B of the guard is also preferably formed of tin or other suitable sheet metal and has a barrel *j* at its edge and a stiffening and strengthening wire *k* therein. It is provided in its upper edge with a recess *l*, in which is arranged a handle *m*, which is pivotally connected to the wire *k*, as best shown in Fig. 4, and is provided with oppositely-directed arms *n*, as shown. Said section B is also provided at points adjacent to its vertical edges and lower end with spring-dogs *p* in the form of wires, connected at their upper ends by solder or other means to the face of section B and having inwardly-directed branches *q* at their lower ends designed to engage the walls of the notches *f* in the flanges *e*, after the manner hereinafter described.

C is a hook of right-angle form, which has one of its ends interposed between one of the flanges *e* and the main portion of section A, at the lower inner corner thereof, and pivotally connected thereto by a transverse pintle *r*, as best shown in Fig. 2. When not in use, this hook C is designed to be swung in alongside the face of the section A, so as to offer no projection therefrom. When, however, the guard is to be secured in the window-casing of a car, the hook C is swung outwardly into the position shown in Figs. 1 and 2, in which position it is adapted to rest on the lower bar of the window-casing and engage the inner side of said bar, as shown in Fig. 1.

In the practice of my invention when it is desired to conveniently carry the guard or store it away the section B is pushed downwardly until it rests entirely alongside the section A, the placing of the dogs *p* behind keepers *t* on section B permitting of this being readily accomplished. When, however, the guard is to be used in a window-casing, the dogs *p* are disengaged from the keepers *t* and permitted to spring into engagement

with the edges of the flanges *e*. The guard is then placed in the window-casing in the position shown in Fig. 1, with the hook C engaging the lower bar of said casing, as shown, and the section B is raised, through the medium of its handle *m*, until its upper end bears against the upper cross-bar of the casing, when the dogs *p*, springing into notches *f* of the flanges *e*, will retain said section B in the position stated and secure the guard in the window-casing and against casual movement or displacement. The dogs *p* springing into the square notches *i* of the flanges *e* will effectually prevent casual withdrawal of the section B from the section A.

When arranged and secured in the window-casing of a car in the manner described, the guard will obviously effectually exclude dust, cinders, and the like from the car, and hence the car-window may be left open without discomfort to the traveler seated opposite the same.

When it is desired to remove the guard from a window-casing, the same may be readily accomplished by placing the dogs *p* back of the keepers *t* and moving the section B downwardly with respect to section A and lifting the hook C out of engagement with the lower bar of the window-casing.

As plainly indicated in Fig. 1, my improved guard is adapted to serve the additional pur-

pose of an advertising medium, and it is also adapted to be carried conveniently by commercial travelers and others who travel to a considerable extent.

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

A guard for excluding dust and the like from car-windows, comprising a lower sheet-metal section, adapted to be connected with the lower bar of a window-casing, and having the upright flanges provided in their edges with notches having square walls *g*, and inclined walls *h*, an upper sheet-metal section interposed between the flanges and main portion of the lower section and having keepers *t* projecting from its face, and spring-dogs *p* connected at their upper ends to the face of the upper section and having branches *q*, at their lower ends adapted to engage the notched flanges of the lower section and be engaged by the keepers *t* of said upper section, substantially as specified.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

LOUIS G. CLARK.

Witnesses:

JNO. W. EDDY,

RAYMOND R. EDDY.