

No. 697,526.

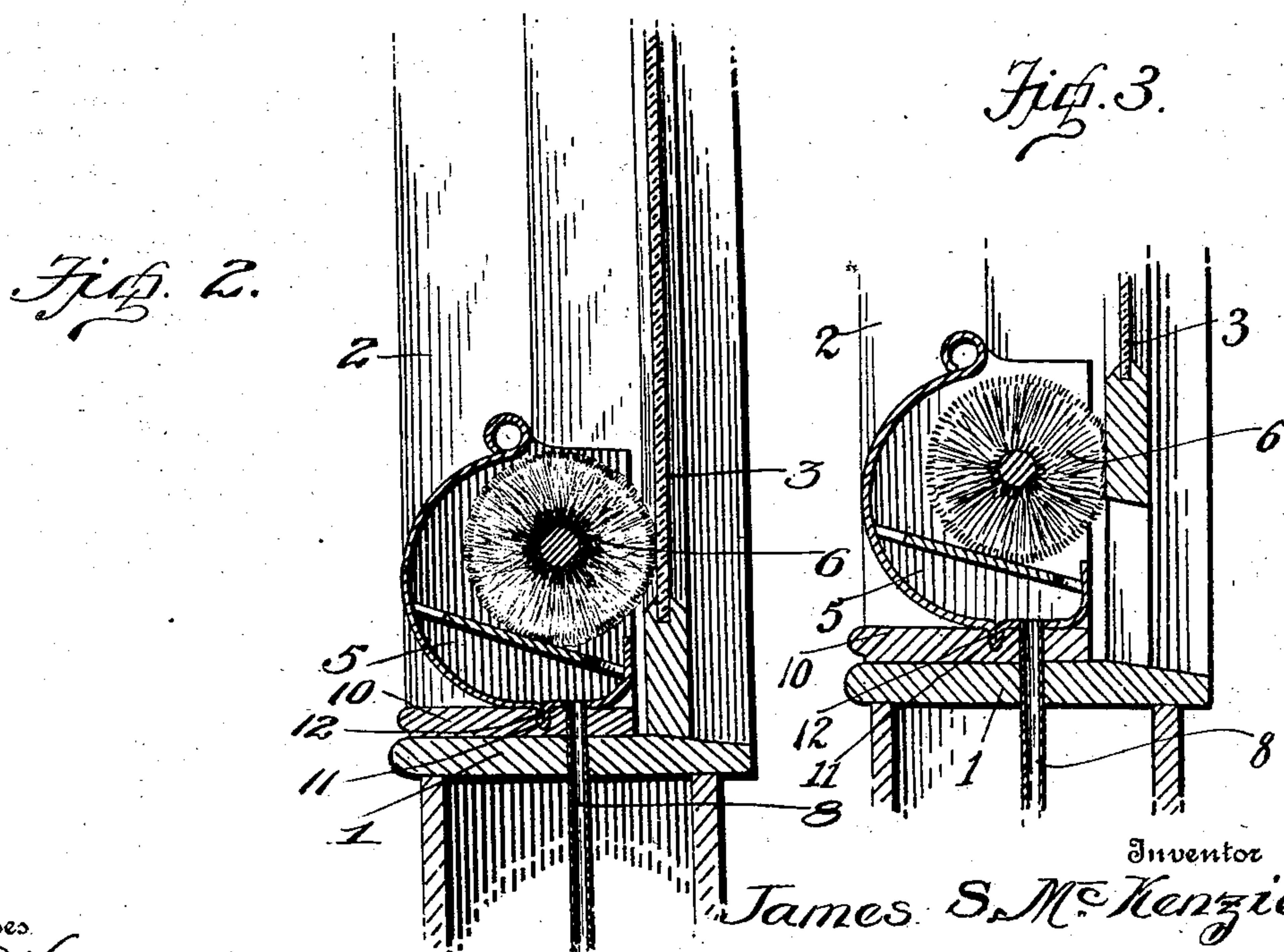
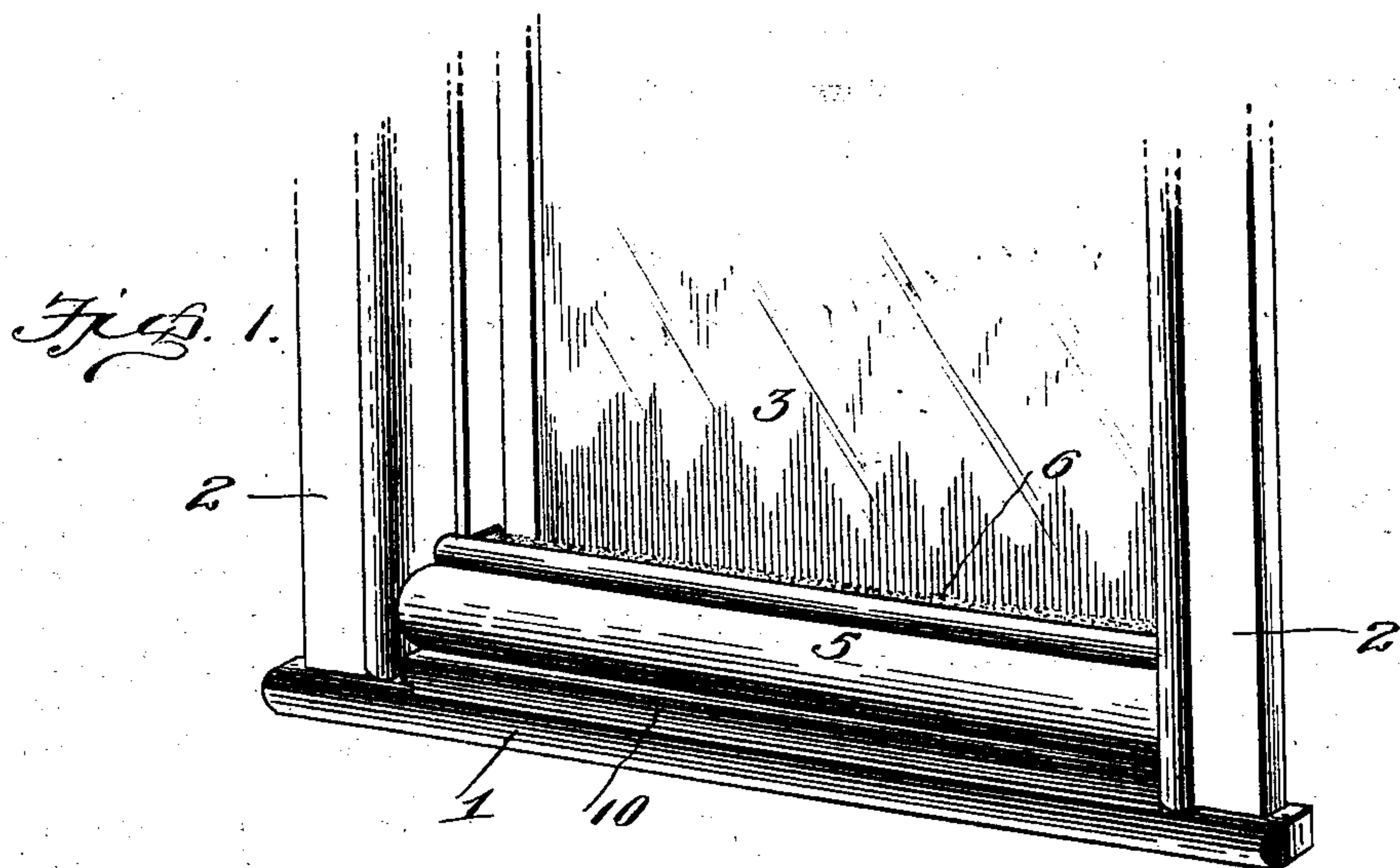
Patented Apr. 15, 1902.

J. S. MCKENZIE.

DUST AND CINDER GUARD FOR RAILWAY COACHES OR SLEEPERS.

(Application filed July 2, 1901.)

(No Model.)



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# UNITED STATES PATENT OFFICE.

JAMES SOLOMON MCKENZIE, OF BIRMINGHAM, ALABAMA.

DUST AND CINDER GUARD FOR RAILWAY COACHES OR SLEEPERS.

SPECIFICATION forming part of Letters Patent No. 697,526, dated April 15, 1902.

Application filed July 2, 1901. Serial No. 66,820. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES SOLOMON MCKENZIE, a citizen of the United States, residing at Birmingham, in the county of Jefferson and State of Alabama, have invented certain new and useful Improvements in Dust and Cinder Guards for Railway Coaches or Sleepers; 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.

The invention relates to dust and cinder guards for the windows of railway-cars; and the object sought is to improve the construction shown in my Patents Nos. 634,473 and 639,426, whereby the sash may be more easily raised and lowered and at the same time the dust be just as effectually caught by the guard. By referring to said patents it will be observed that the outer side of the cinder-pan is provided with a longitudinally-disposed vertically-extending face-plate, which in each instance fits against the inner face of the lower rail of the sash and forms a tight joint therebetween. This is objectionable, for the reason that it seriously interferes with the raising and lowering of the sash, and to overcome this objection is, as stated above, the object of the present invention.

A further object of the invention is to provide the cinder-pan with discharge-pipes, which extend through the floor of the car or lead down through the boxing of the car and communicate with the exterior atmosphere, so as to create a suction, and thereby draw out the contents of the pan and discharge them along the road.

With these and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, which will be hereinafter more fully described, and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a perspective view taken from the side of a car, illustrating the application of my invention. Fig. 2 is a vertical sectional view, the lower sash being closed; and Fig. 3 is a similar view with the sash partially raised.

In the drawings, 1 denotes the window-sill,

2 the side frames, and 3 the outermost lower sash.

5 denotes the dust and cinder pan, and 6 the brush. The brush may or may not be used, as desired. The pan has leading from its bottom one or more discharge-tubes 8, which extend either down through the sides of the car or through the floor and have their lower ends communicating with the outside air, so that as the car is in movement the tendency is to create a suction through said pipes, and thereby draw the cinders and dust out of the pan and discharge them along the roadway.

10 denotes a subrail which when my improved cinder and dust guard is adapted to be attached to cars already constructed is secured to the sill of a window, as shown, and is provided with a longitudinal groove 11, which receives a longitudinal downwardly-extending tongue or rib 12 of the cinder-pan. This forms a perfect stop and prevents the admission of cinders or ashes under the pan, while at the same time it enables me to locate the front face of the pan sufficiently far from the lower rail of the outer lowermost sash as to permit of the easy adjustment of said sash. A slight space, as shown in the drawings, may be formed between this vertical face and the lower rail of the sash, whereby the cinders and dust will owing to their tendency to follow the least-obstructed course be led or guided into the pan rather than tend to work under the longitudinal rib of the pan, and this tendency is augmented by the draft or suction through the discharge-tubes of the pan.

In equipping cars under construction with my improved dust and cinder guard such guard may be built into the casing of the window or be finished off to correspond with the interior finish of the coach, and thus be less conspicuous.

From the foregoing description, taken in connection with the accompanying drawings, the construction, mode of operation, and advantages of my invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and details of construction may be made with-

in the scope of the invention without departing from the spirit or sacrificing any of the advantages thereof.

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

The combination with the window-casing and the lower rail of the lowermost sash, of a longitudinally-grooved subrail secured to  
10 the main sill of the window-casing, and a dust and cinder guard comprising a semicylindrical pan having a longitudinal vertically-disposed front face which is arranged adja-

cent to but separate from the inner face of the lower rail aforesaid and provided with a  
15 longitudinal rib to fit said groove of the subrail, and a discharge-pipe leading from said pan to a point without the coach, substantially as set forth.

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

JAMES SOLOMON MCKENZIE.

Witnesses:

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