No. 753,044. PATENTED FEB. 23, 1904.

A. D. COOKE.

CAR WINDOW GUARD OR SHIELD.

APPLICATION FILED APR. 6, 1903.

NO MODEL. 2 SHEETS—SHEET 1.

Fig. 1.

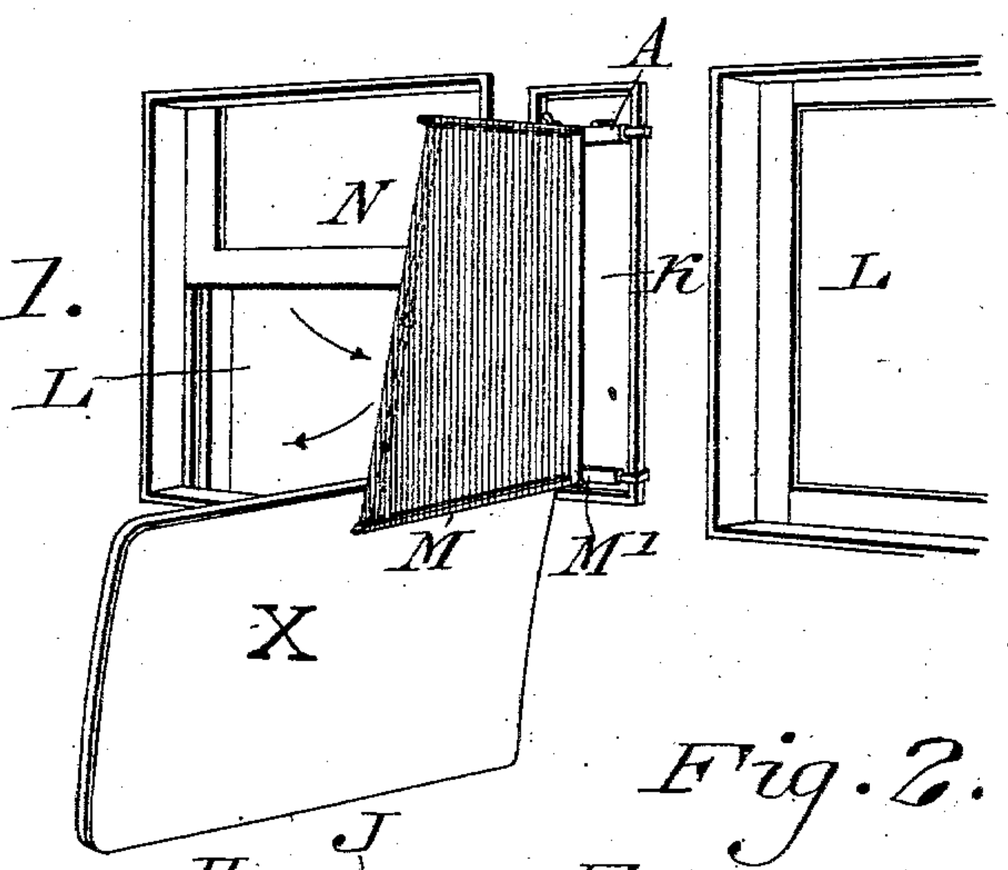


Fig. 2.

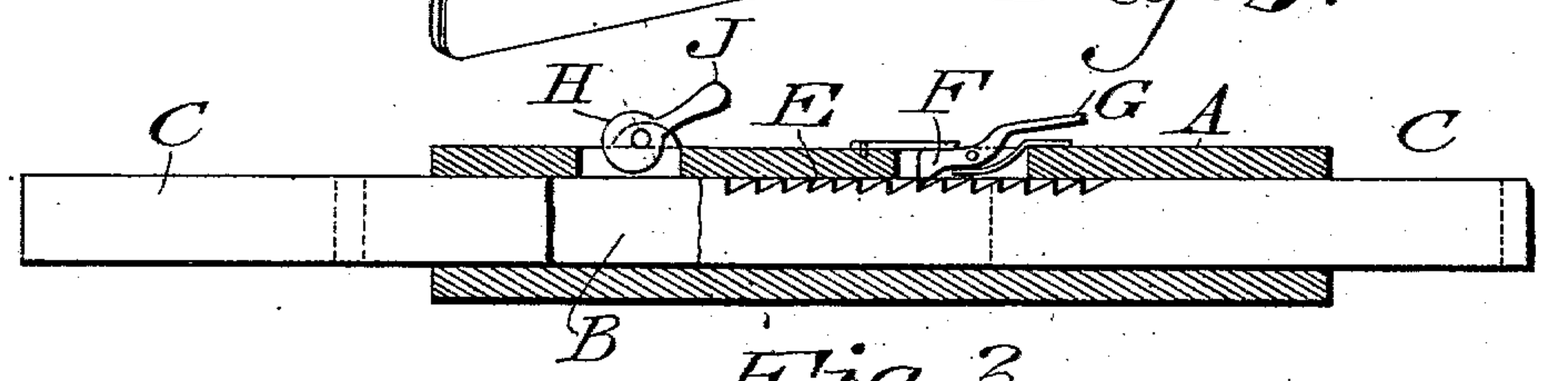


Fig. 3.

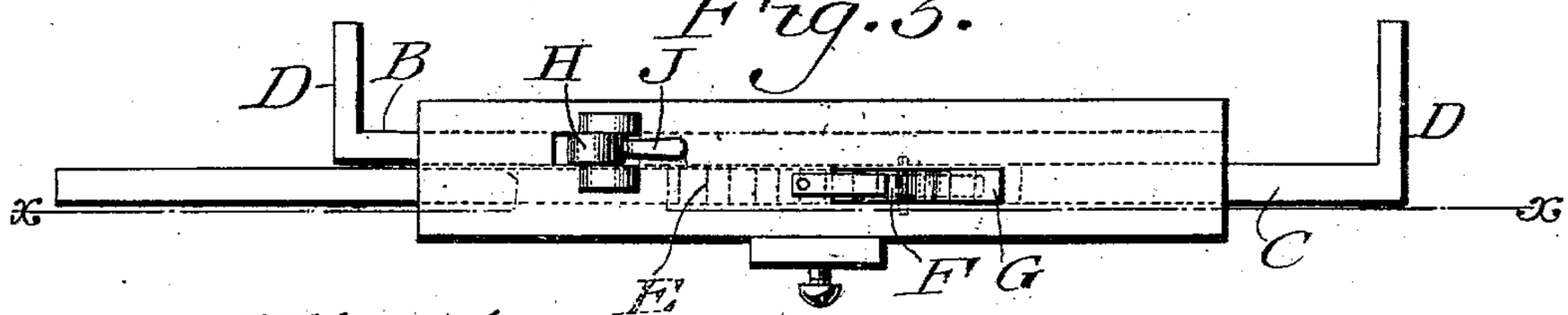


Fig. 4.

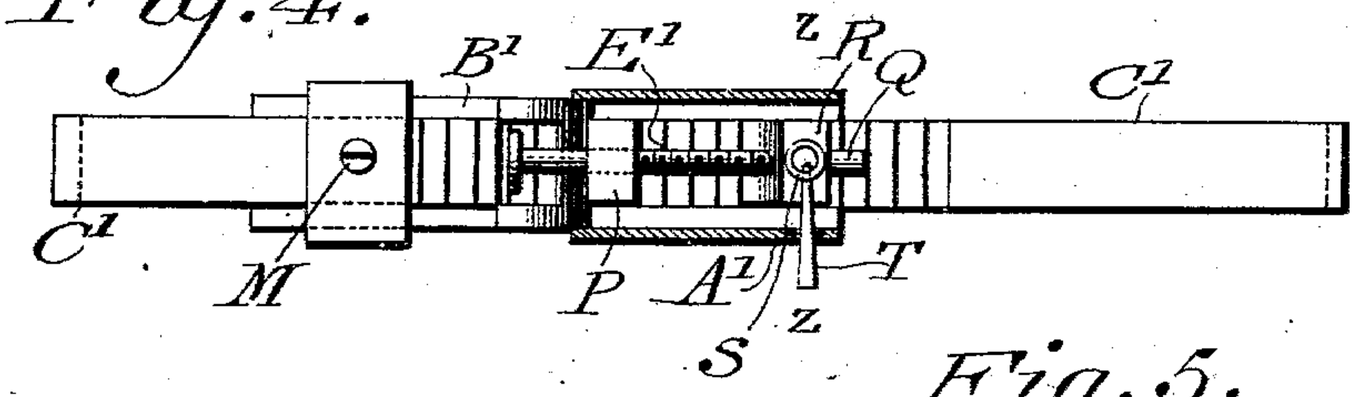


Fig. 5.

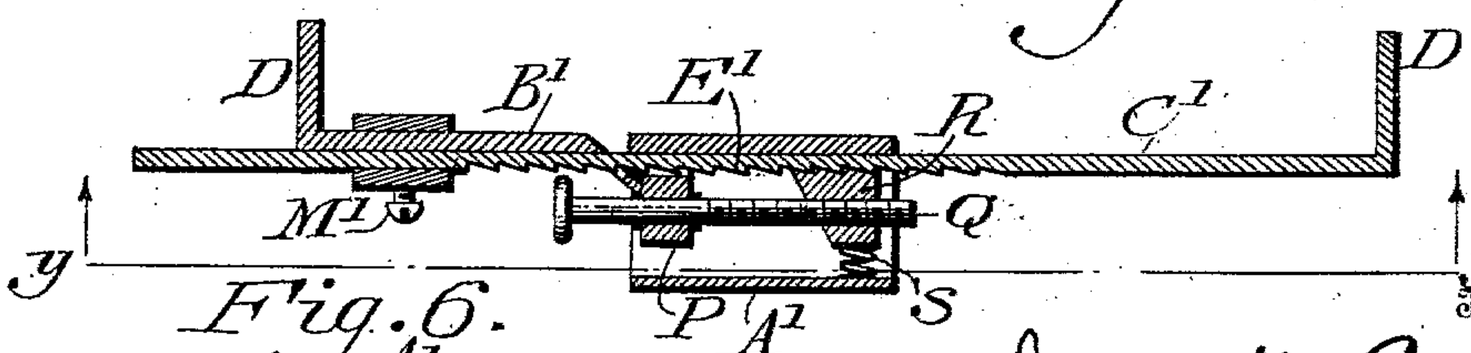
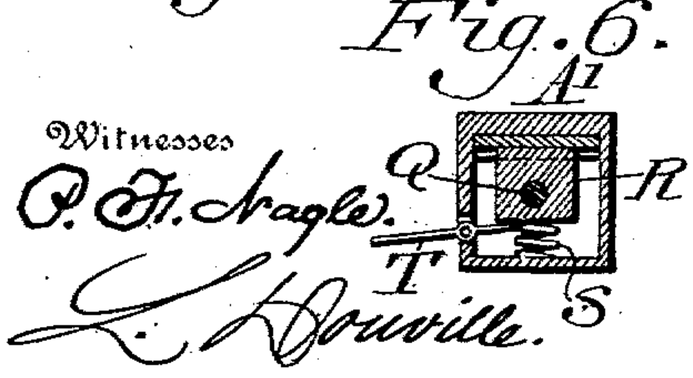


Fig. 6.



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NO MODEL. 2 SHEETS—SHEET 2.

Fig. 7.

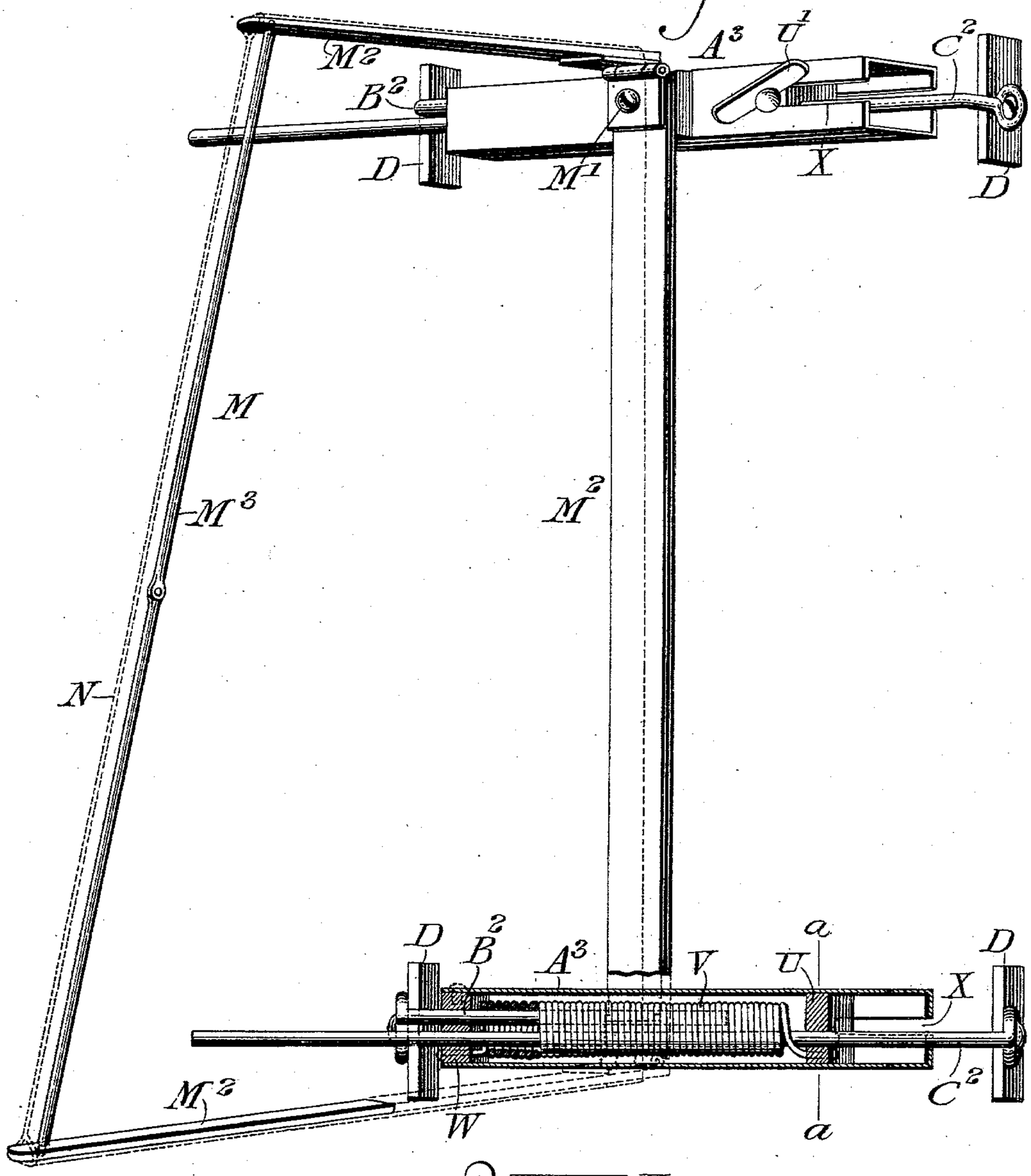
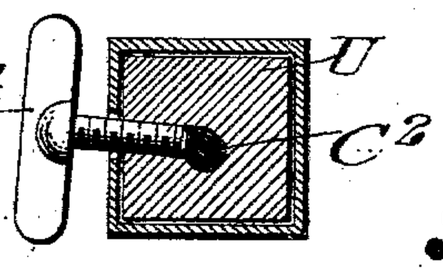


Fig. 8.



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No. 753,044. Patented February 23, 1904.

UNITED STATES PATENT OFFICE.

ALBERT D. COOKE, OF PHILADELPHIA, PENNSYLVANIA.

CAR-WINDOW GUARD OR SHIELD.

SPECIFICATION forming part of Letters Patent No. 753,044, dated February 23, 1904.

Application filed April 6, 1903. Serial No. 151,233. (No model.)

To all whom it may concern:

Be it known that I, ALBERT D. COOKE, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented new and useful Improvements in Car-Window Guards or Shields, of which the following is a specification.

My invention consists of a guard or shield applicable to the side of a body of a car whereby should a window be open drafts or blasts of air are deflected or prevented from reaching the passenger or occupant of a seat in the car adjacent said window, said guard or shield being adapted to be adjusted to the panel or frame of the portion of the side of the car-body between adjacent windows and firmly secured thereto.

It also consists of a deflector, as will be hereinafter described and the novel features thereof pointed out in the claims.

Figure 1 represents a perspective view of a car-window guard or shield embodying my invention. Fig. 2 represents a longitudinal section on line *x x* Fig. 3 of a portion thereof on an enlarged scale. Fig. 3 represents a top or plan view thereof. Fig. 4 represents a horizontal section of another form thereof on line *y y*, Fig. 5. Fig. 5 represents a longitudinal section of the form shown in Fig. 4. Fig. 6 represents a transverse section on line *z z*, Fig. 4. Fig. 7 represents a perspective view, partially in section, of another form of the invention. Fig. 8 represents a transverse section on line *a a*, Fig. 7.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, A designates a tube or casing within which are the rods or bars B C, the outer ends of each of the latter having a jaw D thereon, the jaws being on opposite ends of said casing, it being noticed that the bar C is considerably longer than the bar B.

On the upper edge of the bar C is the ratchet E, with which engages the nose of the spring-pressed dog F, which is pivotally mounted on the casing A and passed through an opening in the latter, it having a handle or finger portion G on the outside of said casing, whereby said dog may be moved from engagement from the ratchet E. Mounted also on the casing over the bar B is the cam or eccentric head H, which partly occupies an opening in the casing, and is provided with the lever or handle J for operating said head, it being noticed that the latter is so disposed that it may be tightened against said bar B, thus preventing motion of the same.

It will be seen that when the dog F is moved from the ratchet E the bar C may be moved out, so as to increase the distance between the two jaws D D, or it may be moved in to decrease said distance. By this provision the jaws may be adjusted or approximately adjusted to the width of the panel or frame K on the side of the body of a car between the adjacent windows L thereof. (See Fig. 1.)

M designates a frame which is adapted to be secured by the screws M′ to the casing A or to two casings, as shown in Figs. 1 and 7, said frame being formed of vertical and horizontal bars M^2, which are jointed to each other, whereby the frame may be folded, it being held in distended or operative positions by means of the brace M^3, the latter being formed of sections which are jointed to each other and connected, respectively, with said bars M^2, said sections being adapted to be folded. (See Fig. 7.) A sheet of flexible or pliable material is secured to the horizontal bars M^2 of said frame M, as shown in full lines as in Fig. 1 and dotted as in Fig. 7, thus presenting a broad surface, which receives the impact of air from the open window in front of it. When the shield or screen is not needed, it may be readily folded somewhat after the order of a fan. The device is applied to said panel or frame and the jaws placed over the sides thereof, when the bar C is moved in toward the jaw of the bar B, the dog F riding freely over the ratchet E, the two jaws then tightly embracing said panel or frame. The lever J is now turned, whereby the eccentric head H clamps the bar B and prevents motion thereof, it being evident that as the bar C is held by the dog and ratchet the jaws retain their hold on the panel or frame K, and thus the device is sustained in a rigid manner.

It is preferred to use two of the devices named, so as to properly support the upper and lower ends of the frame M of the shield or screen N, it being noticed that in Fig. 1 said shield projects laterally inwardly from the panel or frame K, and so retains the same in position interposed between the open window and occupant of the seat rearward thereof.

In Figs. 4, 5, and 6 I show another form of construction wherein the bar B′ has a deflected end apertured for the passage of the bar C′ and has a nut P secured to the same on the end within the casing A′. A screw Q passes through said nut and into a dog R, which is also located in said casing A′ and has its teeth engaging with a ratchet E′ on the bar C′, said dog having the screw Q fitted therein and being pressed against the ratchet E′ by the spring S, which bears on the casing A′. T designates a lever which is mounted on the casing A′ and adapted to engage the dog R, so as to draw the latter from the ratchet E′, the connection of the nut P and bar B′ being sufficiently yielding to permit the motion of the dog R with the screw Q therein. It will be seen that when the dog is removed from the ratchet the jaws D may be adjusted to the panel or frame, after which when the dog is let go the jaws may be brought closely together and tightened on said panel or frame by the operation of the screw Q.

In Figs. 7 and 8 I show another form of construction wherein the bars are of the form of rods C^2 B^2 if so desired. The rod C^2 passes through a block U in the casing A^3, so that it may be moved through the same, so as to adjust the distances between the jaws D on said rods. When the adjustment is approximately made, said rod C^2 is coupled with said block U and held tightly therein by means of the screw U′, which passes through the side of the casing A^3 and has its point adapted to contact with the rod C^2. A spring V, located within the casing A^3, has one end connected with the block U and the other end with the opposite closure W of the casing, it being seen that when the device is to be applied to the panel or frame the rod C^2 is drawn out, thus separating the jaws, whereby they may be fitted over said panel or frame, after which the rod is let go, when the spring V draws in said rod, and consequently the jaw thereon, thus imparting inward pressure on the jaws, the same being exerted to hold the jaws tightly against the panel or frame and retain the device in operative position. In the motions of the rod C^2 the screw U′ follows the same with the block U, it being noticed that the casing A^3 has a longitudinally-extending slot therein for the play of the shank of the screw therein.

It is evident that the device is adapted to be adjusted to panels or frames of different widths or dimensions, and when the same is not required for service it may be readily removed and folded in compact form, so as to be carried in the pocket, satchel, hand, or elsewhere, as desired. It is also evident that the jaws may be reversed, so as to adapt the device for right or left hand use, as desired. It is further evident that by reason of the longitudinal movement of the casing relative to both of the carrier bars or rods the screen may be set either directly over the seat-back, (marked X in Fig. 1) or at such a distance therefrom as not to incommode a passenger occupying the seat adjacent the open window.

Various changes may be made in the details of construction without departing from the general spirit of my invention, and I do not, therefore, desire to be limited in each case to the same.

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

1. In a car-window guard, a shield of pliable material and a frame therefor consisting of vertical and horizontal bars jointed together and a brace formed of jointed sections adapted respectively to engage said horizontal bars.

2. In a window-guard, a screen-support, jaws at opposite ends thereof, carriers for said jaws movably fitted to said support and means for imparting pressure on said jaws one toward the other.

3. In a window-guard, a screen-support, jaws at opposite ends thereof, carriers for said jaws movably fitted to said support and a spring on said support adapted to impart pressure on said jaws one toward the other.

4. In a window-guard, a screen-support, jaws at opposite ends thereof, carriers for said jaws movably fitted to said support, an adjusting-screw on said support adapted to engage with one of said carriers and a spring connected with the other carrier to impart pressure on the jaw of the last-named carrier toward the opposite jaw.

5. In a window-guard, a casing, a screen secured to said casing, two carriers passing through said casing and both longitudinally adjustable therethrough, a clamping-jaw at the end of each of said carriers and means for retaining said carriers in their operative position.

6. In a window-guard, a pair of carriers, a clamping-jaw at the end of each of said carriers, means for retaining said carriers in their operative position, a casing longitudinally adjustable with respect to both of said carriers and a screen supported on said casing.

7. In a window-guard, a pair of carriers, a clamping-jaw at the end of each of said carriers, a casing, means for locking said casing in any of a plurality of positions with respect to one of said carriers, independent means for holding the other of said carriers in ad-

justed position with respect to said casing and a screen supported on said casing.

8. In a window-guard, a screen-attaching portion, a clamping-jaw carrier on which said screen portion is longitudinally adjustable, a second coacting clamping-jaw carrier and means for holding said second carrier in any of a plurality of positions with respect to said screen portion.

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