

UNITED STATES PATENT OFFICE.

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WINDOW-SCREEN.

SPECIFICATION forming part of Letters Patent No. 763,261, dated June 21, 1904.

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To all whom it may concern:

Be it known that I, HILLIARD FRANCIS CHREITZBERG, a citizen of the United States, and a resident of Gastonia, in the county of Gaston and State of North Carolina, have invented a new and Improved Window-Screen, of which the following is a full, clear, and exact description.

This invention relates particularly to screens for railway-car windows to shield the passengers from cinders, dust, and the like while riding with the windows open, an object being to provide a screen of simple construction that may be sold at a very small price, that may be easily placed in a window or removed therefrom by a passenger, that may be compactly folded or rolled when not in use, and conveniently carried in a valise or secured to the outer side thereof.

I will describe a window-screen embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a window-screen embodying my invention and showing the same in position. Fig. 2 is a section on the line 2 2 of Fig. 1. Fig. 3 is a section on the line 3 3 of Fig. 1. Fig. 4 shows the screen folded, and Fig. 5 is an end view of the screen.

The screen comprises an inner bar 5, designed to be arranged vertically between a window-sash 6 and the outer sill or lintel 7 of a window. As a means for securing it in place the bar is provided at its upper end with a point 8, designed to engage in the lower bar of the sash, and at its lower end it is provided with a point 9 for engaging in the lintel. Secured between this bar 5 and a stay plate or bar 10 is the inner edge of the flexible screen material 11. This material may consist of canvas or other suitable textile. As here shown, it is secured between the bar 5 and the plate 10 by means of screws 12, and also by means of tacks, if found necessary. The outer edge of the screen material is secured between the folded portions of a metal bar 13. It may be here stated

that the parts 5 and 10 may also be made of metal or of wood.

Mounted to swing on the bar 13 are locking-rods 14, designed to pass through recesses 15, formed in the bar 5 at its side adjacent to the screen material 11 and having a sufficient length to bear against the inner side of the side casing of the window.

To prevent the screen from collapsing when in position, the locking-rods 14 are provided with stops 15^a for engaging against the inner edge of the bar 5.

In operation the screen is to be distended, as indicated in Figs. 1 and 2, with the bar 5 secured between the window-sash and the lintel, as before described. Of course the screen will extend outward; but as it extends but a short distance it will not offer great obstruction to the wind. Preferably the outer portion of the screen has a greater length than the inner portion, so that the upper and lower ends incline relatively to the opening in the window, offering a greater surface of protection. When in position, which, it is understood, is in the side of the window in the direction in which the train is traveling, the projected ends of the rods 14 by engaging against the window-casing will prevent the screen from swinging inward. When not in use, the screen may be rolled or folded, as indicated in Fig. 4, so as to take up but very little room.

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

1. A window-screen comprising an inner bar adapted to be secured vertically between the sash and lower portion of the window-casing, an outer bar, a textile material secured to the outer and inner bars, and bars mounted to swing on the outer bar and having a length adapting them to extend beyond the inner edge of the screen to engage with the window-casing.

2. A car-window screen comprising an inner bar, points on the ends of said bar for engaging respectively with a window-sash and with a casing-lintel, an outer bar, a textile material secured to said inner and outer bars, and bars mounted to swing on the outer bar

and having a length adapting them to extend beyond the inner edge of the screen to engage with a window-casing.

3. A car-window screen, comprising a bar
5 adapted to be secured vertically between the upper sash and the lower portion of the window-casing, the said bar having recesses at its inner side, an outer bar, bars mounted to swing on the outer bar, stops on said swinging bars for engaging with the inner bar, and
10 a textile material secured to said inner and outer bars.

4. A car-window screen, comprising an inner bar adapted to be secured between a win-
15 dow-sash and the lower portion of a window-casing, an inner stay-plate, a textile material

secured between said bar and plate, the said bar having recesses in its side adjacent to the textile material, an outer bar folded upon the outer edge of the textile material, bars mount- 20 ed to swing on said outer bar and adapted to pass through said recesses on the first-named bar to engage with the window-casing, and stops on said swinging bars for engaging against said inner bar. 25

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HILLIARD FRANCIS CHREITZBERG.

Witnesses:

J. F. YEAGER,

WM. H. LEWIS.