No. 791,488. PATENTED JUNE 6, 1905.

P. H. NEFFLEN.

PASSENGER SHIELD FOR CAR WINDOWS.

APPLICATION FILED SEPT. 24, 1904.

Fig. 1.

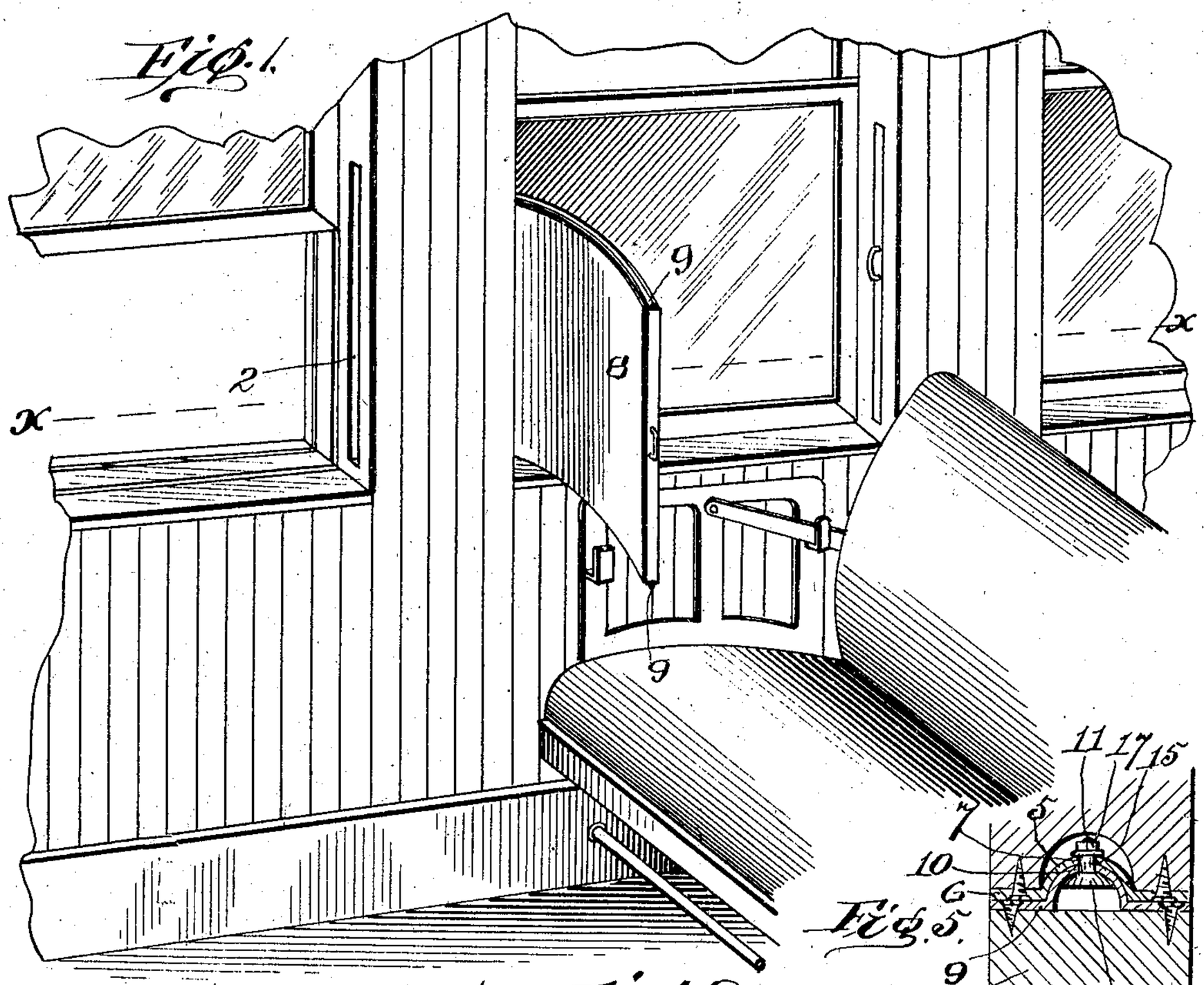


Fig. 2.

Fig. 3.

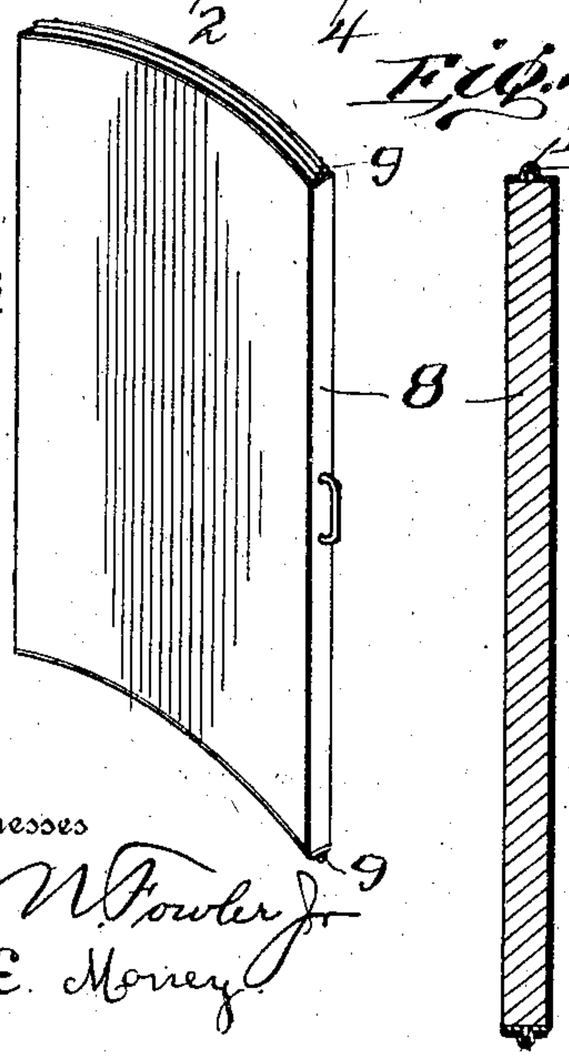
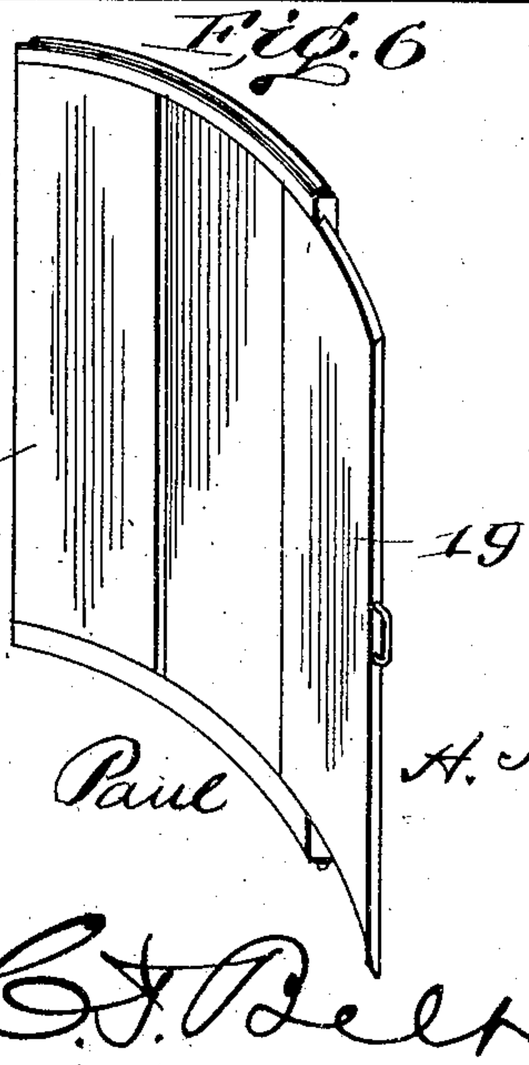


Fig. 4.

Fig. 5.

Fig. 6.



Witnesses

J. M. Fowler Jr.

L. E. Morey.

Inventor

A. Neffflen

By Paul

Attorney

No. 791,488. Patented June 6, 1905.

UNITED STATES PATENT OFFICE.

PAUL H. NEFFLEN, OF LONACONING, MARYLAND, ASSIGNOR OF ONE-HALF TO DANIEL WEBSTER, OF CUMBERLAND, MARYLAND.

PASSENGER-SHIELD FOR CAR-WINDOWS.

SPECIFICATION forming part of Letters Patent No. 791,488, dated June 6, 1905.

Application filed September 24, 1904. Serial No. 225,782.

To all whom it may concern:

Be it known that I, PAUL H. NEFFLEN, a citizen of the United States, residing at Lonaconing, in the county of Allegany and State of Maryland, have invented certain new and useful Improvements in Passenger-Shields for Car-Windows, of which the following is a specification.

This invention relates to car-windows, and pertains especially to a window attachment for the protection of passengers.

The object of the invention is to provide a shield, guard, or fender adapted to be carried within the casing, jamb, or side of the car between the windows and to be withdrawn therefrom into the car.

A further object of the invention is to provide a car-window shield adapted to be projected from the window into the car between the car-windows to protect a passenger against draft from an open window forward of the window whence the shield is projected.

A still further object of the invention is to provide a shield slidable through the side of a car-window casing into the car, so as to stand in front of a passenger or passengers occupying the chair or seat at said window.

The object still further of the invention is to provide an arc-shaped shield slidably contained within the walls of a car and means to effect the sliding of the shield through the casing of the window, so as to position the protruding end of the shield at various distances from said window within the car as desired or as occasion may demand.

The object still further of the invention is to provide a shield of such shape that it may slide into and from the side of a car into the latter between the car-windows to shield a passenger at a closed window from the drafts of an open window and to furnish the shield with novel and peculiar devices to retain the shield in concealed and in projected positions.

With these and various other objects in view the invention consists in the novel construction and arrangement of parts and resides, essentially, in a shield having means whereby it may be slid into and out of use, as desired.

In the accompanying drawings, forming part of this application, Figure 1 is a perspective view exemplifying the invention. Fig. 2 is a longitudinal section on the line *x x*, Fig. 1, showing the invention in two positions. Fig. 3 is a detail perspective view of the shield. Fig. 4 is vertical section of the shield. Fig. 5 is an enlarged cross-section of the tracks, showing means of attachment. Fig. 6 shows a modified form of shield containing an extension.

The same numeral references denote the same parts throughout the several views of the drawings.

The device is applicable to any and all forms of cars and of windows; but for purposes of exemplification it is shown in connection with a locomotive-car, the latter having the usual window-casing 1, provided with a slot 2, connected with a space 3 between the sides 4 of the car, intervening the windows.

The top and bottom of the space 3 is provided with a track 5 in the form of an arc of a circle and semicircular in cross-section. The track 5 has flanges 6, by means of which it is secured in position, and a central longitudinal slot 7, terminating short of the ends of the track.

The shield, guard, or fender 8 is arc-shaped, and its top and bottom edges are provided with runners 9 to fit and slide in the tracks 5 and having a slot 10 registering with the track-slot 7.

In order to permit the runners to slide freely in the tracks and for the purpose of connecting the tracks and runners together so that the shield or guard 8 may be slid into and out of its housing, studs 11 are provided, which have a semicircular head 12 to fit into the runners 9, a bearing or pintle 15, and a screw-stem 16, extending through the slots 7 and 10, where it is anchored by a suitable washer and nut 17, with said bearing or pintle engaging the sides of the slots. The studs thus connect the shield at top and bottom with the car-casing and are free to slide with the shield the entire length of the rail and runner slots, according to the position desired for the shield.

Referring to the modification shown in Fig.

6, the shield 18 has a slide 19, which may be operated to extend the length of the shield.

It is obvious that the tracks and runners may be flat or of other convenient shape instead of arc-shaped, so long as they are free to slide one upon the other with the slidable studs.

It must be understood that one shield is operated for two windows—that is, when the car is moving in one direction the shield is worked into one window and when the car is moving in opposite direction and the seat reversed the same shield is worked into the adjoining window.

In each and every case be it understood that the shield is not operated to protect a passenger from the drafts of the window occupied by the passenger, but to shield and protect the latter from an open window in front.

It is obvious that instead of having the shield within the car-casing it may be slidably connected to the inner side of the car between the windows by suitable housing or brackets or by securing the tracks to the side of the car, so that the runners will slide thereon.

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

1. An attachment for car-windows, comprising a shield having top and bottom runners secured thereto and slidable between the windows into the car, and top and bottom fixed tracks to which the runners are slidably connected.

2. An attachment for car-windows, comprising a pair of fixed tracks, a shield, runners secured to the shield, and a slidable stud connecting the tracks with the runners and permitting the shield to slide into the car in front of a closed window and in the rear of an open window.

3. An attachment for car-windows, comprising fixed curved tracks, a curved shield, curved runners secured to the shield, a loose stud connecting the runners with the tracks and slidable in the latter and on which stud the runners slide to permit the shield to be housed and to be withdrawn so as to project into the car between the windows.

4. The combination with the fixed tracks having a longitudinal slot, of a shield, the runners secured to the shield and having a slot registering with the track-slot, and a loose stud extending through the slots and slidably connecting the tracks with the runners.

5. The combination with the curved fixed tracks having a longitudinal slot and arc-shaped in cross-section, a curved shield, curved runners arc-shaped in cross-section secured to the shield and having a slot to register with the track-slot, a loose stud having a bearing working in the slots, and a screw-stem provided with a suitable nut for slidably connecting the runner with the track to permit the shield to be extended into the car between the windows.

In witness whereof I hereunto set my hand in the presence of two witnesses.

PAUL H. NEFFLEN.

Witnesses:

J. ROSS COLHOUN,

C. T. BELT.