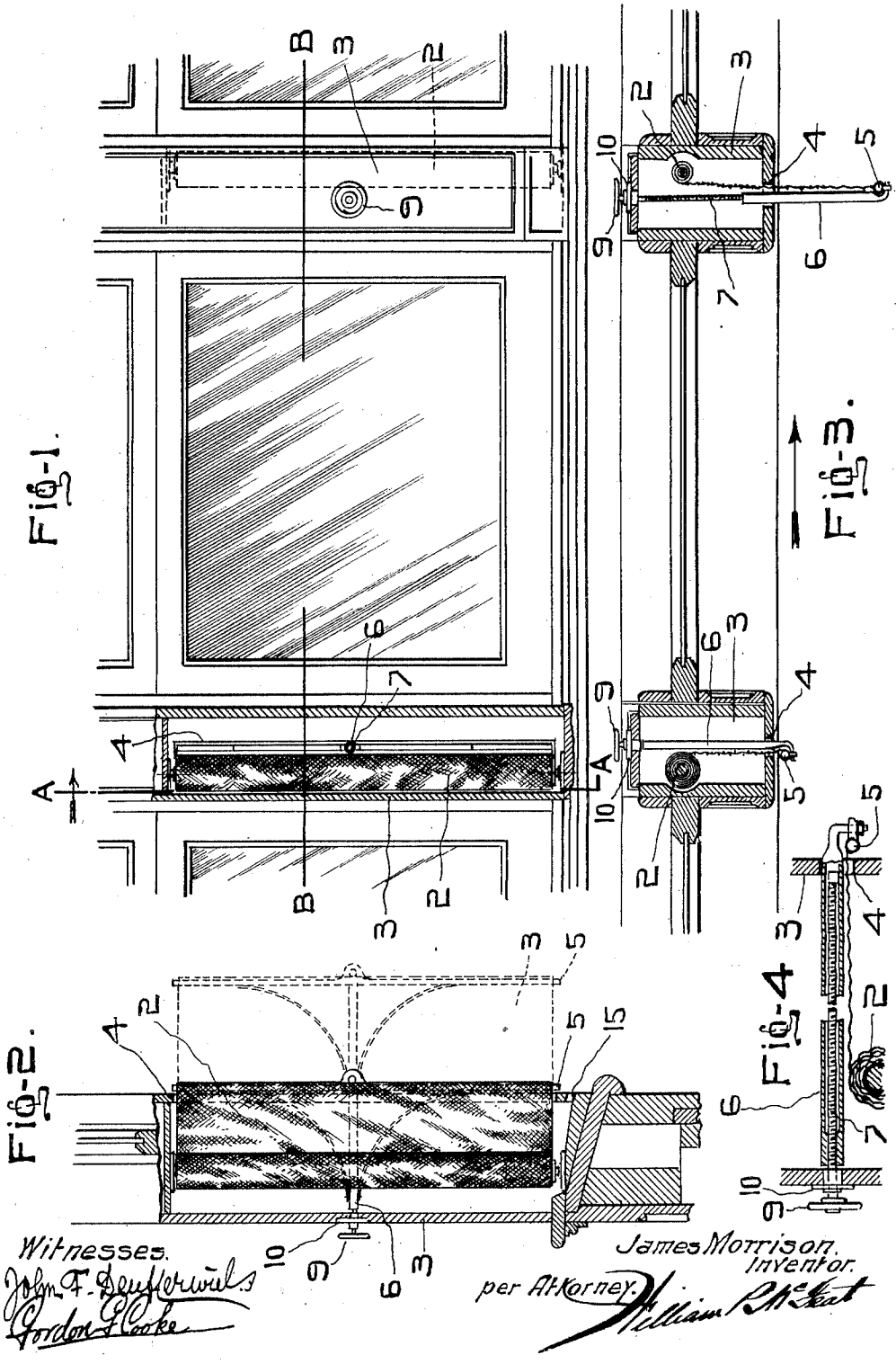
J. MORRISON.

DUST AND CINDER SCREEN FOR PASSENGER COACH WINDOWS.

APPLICATION FILED NOV. 8, 1912.

1,068,069. Patented July 22, 1913.



UNITED STATES PATENT OFFICE.

JAMES MORRISON, OF MONTREAL, QUEBEC, CANADA.

DUST AND CINDER SCREEN FOR PASSENGER-COACH WINDOWS.

1,068,069. Specification of Letters Patent. Patented July 22, 1913.

Application filed November 8, 1912. Serial No. 730,246.

To all whom it may concern:

Be it known that I, JAMES MORRISON, a resident of the city of Montreal, in the Province of Quebec and Dominion of Canada, have invented certain new and useful Improvements in Dust and Cinder Screens for Passenger-Coach Windows; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates particularly to screens for use on the outside of passenger coaches to intercept sparks, cinders, dust and the like for the purpose of enabling passengers to keep the window open and have unobstructed view without being annoyed by cinders, etc.

The invention consists of a pair of vertically arranged woven wire screens mounted on spring rollers disposed at opposite sides of the windows, means operated by the passenger for extending and returning the screens from the interior of the car.

For full comprehension, however, of my invention reference must be had to the accompanying drawings forming a part of this specification in which similar reference characters indicate the same parts, and wherein:

Figure 1 is an inside elevation of a portion of a coach with the window casement broken away to show screen operating means at one side of the window; Fig. 2 is a vertical sectional view on line A A Fig. 1 of the window casement and sash with the screen illustrated in dotted lines, extended; and Fig. 3 is a horizontal sectional view taken on line B B, Fig. 1.

My invention consists of a pair of vertically arranged woven wire screens 2 mounted on spring rollers disposed at opposite sides of the window in vertical boxes 3 having slits 4 through which one edge of the screen protrudes while this protruding edge has secured thereto a bar 5 mounted upon the outer end of an internally threaded sleeve 6 in telescopic relation with a screw 7 both sleeve and screw being mounted within the window casement and the inner end of the screw protruding into the car and having a handle or knob 9 thereon. The opening in the casement through which the screw protrudes is packed by a gasket 10 to prevent the entry of dust into the car. The boxes 3 have horizontal slits 15 in their outer walls at the lower ends to allow dust entering through the slits 4 to drop out.

When a passenger coach is traveling in the direction indicated in Fig. 3 and a passenger wishes to open the window he should first turn the handle 9 at the forward side of the window thus rotating the screw and causing the sleeve to move outwardly which has the effect of causing bar 5 at the forward side of the window relatively to the direction in which the train is traveling to be moved outwardly with relation to the window taking the screen at that side with it and extending such screen as may be desired. When the knob or handle is turned in the reverse direction the bar will be drawn inwardly and the screen will be returned to its box by the influence of the spring roller. The window may be raised at any time without moving either screen if desired.

What I claim is as follows:—

1. The combination with the car-side and movable window sash of a passenger coach, of a cinder guard within the space in the casement, the casement having a space therein and adapted to be moved to a position outside of the coach, and means within the coach and operatively connected to the guard for the purpose of moving the said guard.

2. The combination with the window casement and movable sash of a passenger coach, of a pair of rolled cinder guards and means within the coach and operatively connected to the respective guards for the purpose of manually extending either of the said guards.

3. The combination with the window casement of a movable sash of a railway passenger coach, of a vertical spring roller mounted at one side of the window, a wire screen wound upon the roller and adapted to be extended laterally with relation to the window, means within the coach, means effecting an operative connection between the means within the coach and the screen for the purpose of manually extending the screen.

4. The combination with the window casement of a movable sash of a railway passenger coach, of a vertical spring roller mounted at one side of the window, a woven wire screen mounted upon the roller and adapted to be extended laterally with rela-

tion to the window, manually operated means carried by the window casement, telescopic means effecting an operative connection between the manually operated means upon the window casement and the screen.

5. The combination with the window casement of a movable sash of a railway passenger coach, of a pair of vertical spring rollers mounted at opposite sides of the window, woven wire screens mounted upon the rollers and adapted to be extended laterally with relation to the window, manually operated means carried by the window casement, a pair of screws mounted in the casement, a pair of internally threaded sleeves in telescopic relation with the screws and secured at their outer ends to the screens for effecting an operative connection between the manually operated means upon the window casement and the screens, and means for guiding the sleeves.

6. The combination with the window casement of a movable sash of a railway passenger coach, of a pair of boxes located at opposite sides of the casement and having vertical slits near one side and horizontal slits near the lower ends, a pair of vertical spring rollers within the boxes, woven wire screens wound upon the rollers and protruding through the vertical slits, bars carried by the protruding ends of the screens, a pair of screws mounted in the casement, internally threaded sleeves in telescopic relation with the screws and secured to the bars, braces from the sleeves to the bars and handles mounted upon the inner ends of the screws, the said inner ends of the screws protruding inwardly through the casement and having the handles located within the coach.

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

JAMES MORRISON.

Witnesses:
GORDON G. COOKE,
M. E. COONS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents. Washington, D. C."