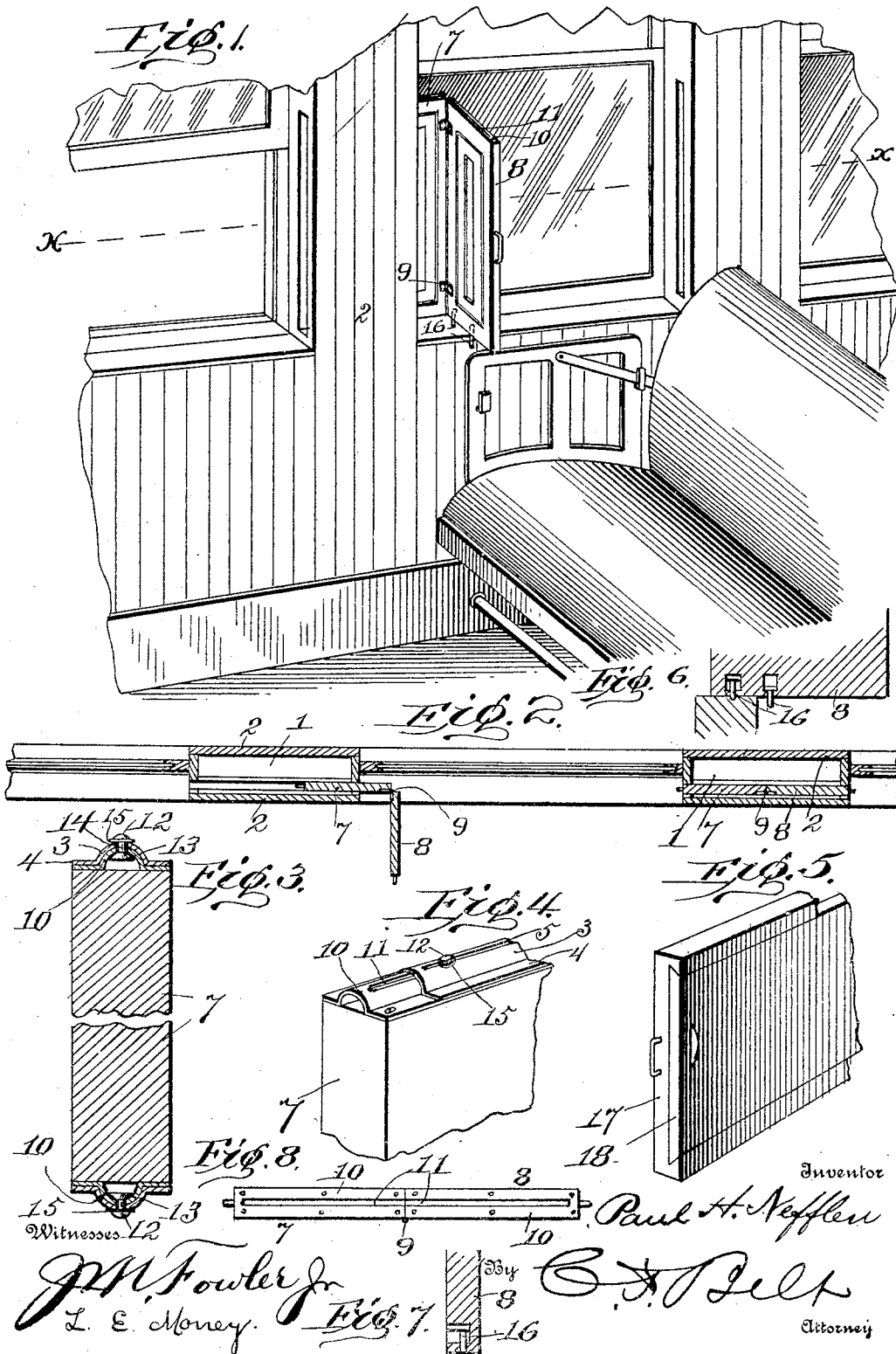


P. H. NEFFLEN.
DRAFT DEFLECTOR FOR CAR WINDOWS.
APPLICATION FILED SEPT. 24, 1904.



UNITED STATES PATENT OFFICE.

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

DRAFT-DEFLECTOR FOR CAR-WINDOWS.

No. 805,483.

Specification of Letters Patent.

Patented Nov. 28, 1905.

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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 Draft-Deflectors for Car-Windows, of which the following is a specification.

This invention relates to car-window attachments, and particularly to a protector for car passengers against drafts from open car-windows.

The object of the invention is to provide a protector, shield, or fender adapted to slide to and from a car-window and to be projected into the car at right angles to the window.

A further object of the invention is to provide a passenger-protector for railway-car windows of such novel and peculiar construction that it may be housed within the side of the car and free to be pulled therefrom into the window-opening, whence it may be projected at right angles to the windows into the car and in front of a passenger seated at said window, so as to interrupt or deflect the current of air or draft from a forward open window or windows.

A still further object of the invention is to provide a device adapted to be projected into a car for protecting passengers from open car-windows in front, so that the draft may be deflected from the passenger in the rear of the open window.

A still further object of the invention is to provide a car-passenger protector comprising two or more shield-panels hinged or pivoted together and adapted to be placed in alignment for sliding into and out of the side of a car or other suitable concealing housing and to be placed at various angles into a car with respect to the car-window to deflect the draft from open windows forward of the shield.

In the accompanying drawings, forming part of this application, Figure 1 is a perspective view showing the application of the invention. Fig. 2 is a longitudinal section on the line *x x*, Fig. 1, showing a protector housed, another protector extended. Fig. 3 is an enlarged vertical section of the protector, slides, and tracks. Fig. 4 is a detail perspective view of a protector, partly broken away, showing means for sliding the protector. Fig. 5 is a perspective view of a modification, showing a supplemental shield

carried by the protector. Fig. 6 is a transverse section of part of the protector member in position as shown in Fig. 1, taken through the stop-pins and showing part of the window sill in cross-section. Fig. 7 is a vertical section taken through one of the pins. Fig. 8 is a top view of the hinged protector members.

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

While the protector may be applied to the inner side of a car by suitable housing or other adaptable means, it is herein shown and described as working between the walls of a car through the car-window casing.

In the space 1 between the car-walls 2 is secured a pair of concaved rails 3, having flanges 4 and a longitudinal slot 5. The rails are preferably semicircular in cross-section, and the flanges may be placed only at the ends of the rails for securing the latter at the top and bottom of said space 1.

The protector may comprise two or more members (but preferably two) 7 and 8, which are hinged at 9 to swing in either direction from each other. The top and bottom edges of the protector are provided with a convexed slide 10, divided crosswise at the juncture of the members or sections 7 and 8, and a slot 11 extends from one to the other end of the slide and is closed at the ends. The slides 10 and rails 3 are divided at the hinged joint of the members 7 and 8 to permit the stud to slide by said joint. The convexity of the slides fits the concavity of the rails, and they are slidably connected together by means of a loose stud 12, having a conical head 13, upon which the slides 10 work and which projects through the rail and slide slots, terminating in a head 12, riveted upon a washer 15. This connection permits a free sliding action of the protector and of the stud. The bottoms of the sections are provided with stop-pins 16 to prevent swaying or accidental swing of the sections from their set position. These pins are vertically movable by means of their heads, which are accessible to the finger through openings in one side of the members 7 and 8.

Referring to the modification shown in Fig. 5, the section 17 is provided with a supplemental section or shutter 18, adapted to be slid from the sections 17 to lengthen the protector when desired or occasion may demand.

In operating the protector to shield a pas-

senger from the effects of the air or draft from an open window forward of the passenger the protector is withdrawn until the hinged joint is revealed, where the section nearest the passenger is swung into the car to any angle desired and held thereby, the stop-pins engaging apertures in the window-sill or the inner edge of the latter.

It will be observed that the protector may be put in use whether the window is open or closed, that the sections of the protector when alined are slid into concealment, and that the withdrawn section may be placed in such position in front of a passenger as to afford protection from his open window or from an open window in front of him.

It will be understood that the protector is capable of operation according to the direction in which a car is moving with the same results.

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 protector having two or more members or sections hinged or pivoted together, the fixed rails, slides secured to the sections

and working in the rails, and means connecting the slides with the rails to effect a sliding and swinging movement of the sections into the car.

2. An attachment for car-windows comprising a protector having two or more sections connected together to swing one from the other in either direction into a car, rails fixed to the car between the windows, slides secured to the sections and working in the rails, and means loosely connecting the rails with the slides to effect the swinging and sliding movement of the sections.

3. The combination with a pair of straight fixed rails, of the protector-sections having swinging connections, a pair of slides divided at the juncture of the sections, and a loosely-swiveled stud connecting the slides with the rails to permit alinement of the sections for retraction and to permit a swinging movement of the sections into a car.

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

PAUL H. NEFFLEN.

Witnesses:

J. ROSS COLHOUN,
C. T. BELT.