No. 632,385. Patented Sept. 5, 1899.

E. H. WEST.

WEATHER SHIELD.

(Application filed Dec. 27, 1898.)

(No Model.) 2 Sheets—Sheet 1.

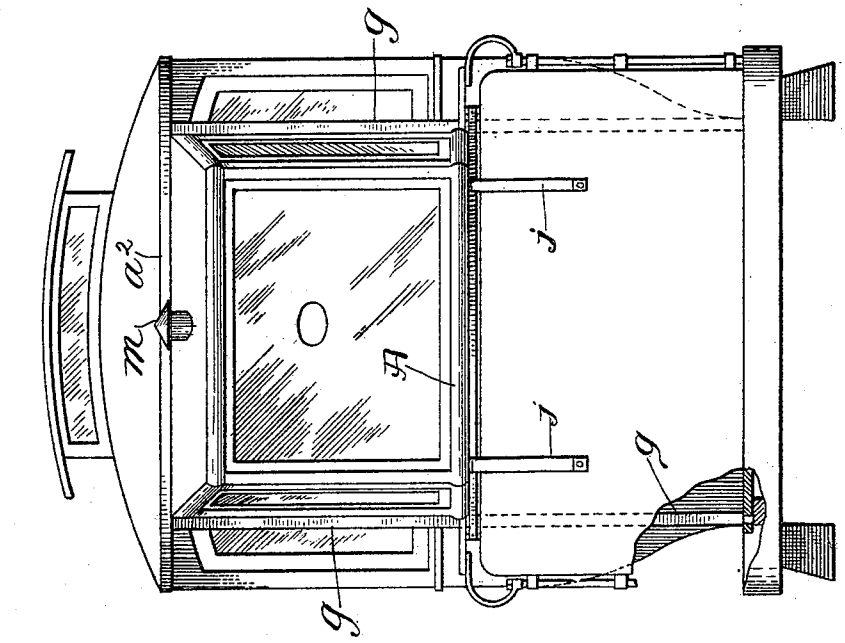

Fig. 2.

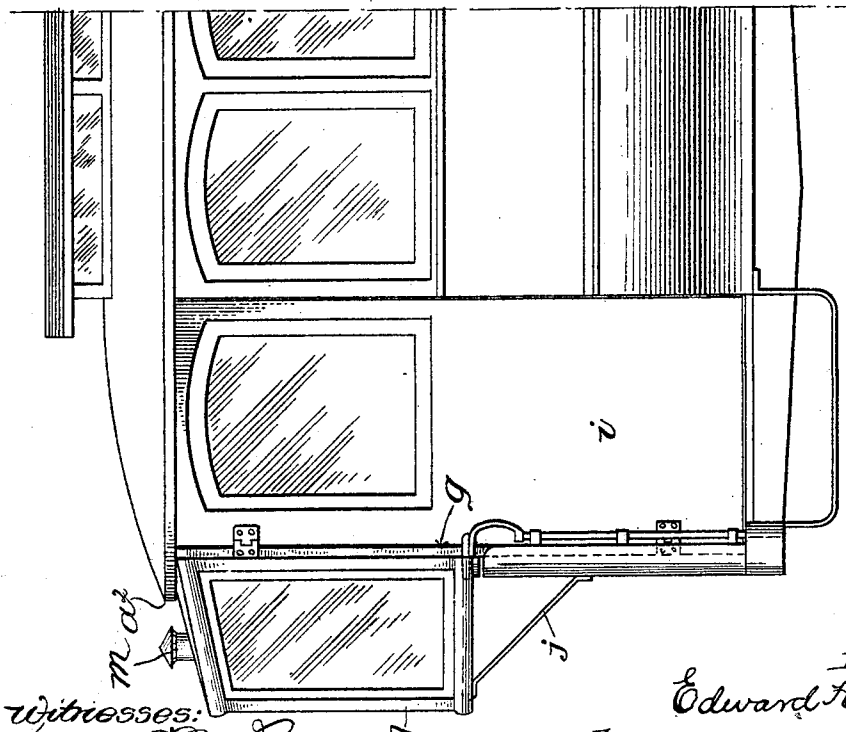

Fig. 1.

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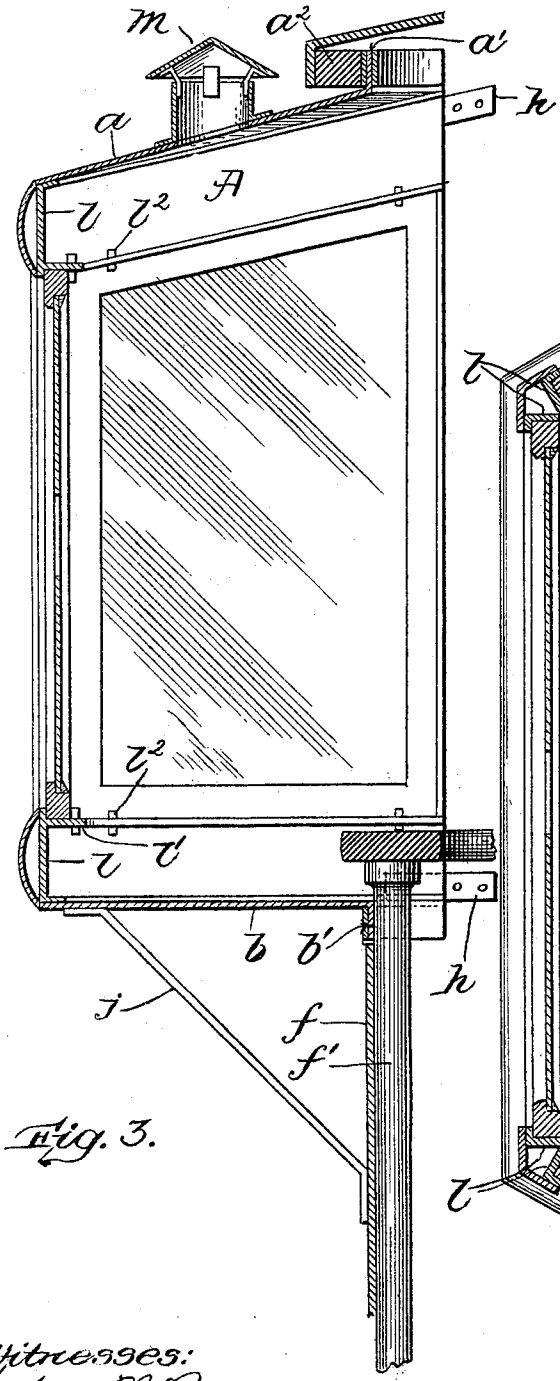

Fig. 3.

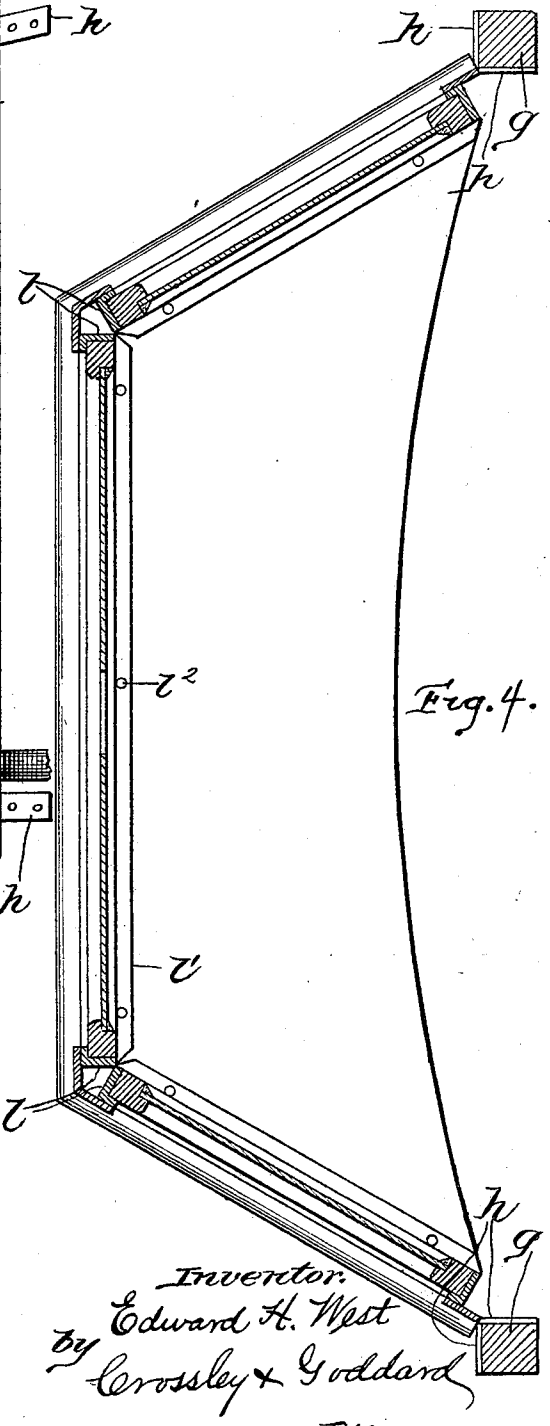

Fig. 4.

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UNITED STATES PATENT OFFICE.

EDWARD H. WEST, OF BOSTON, MASSACHUSETTS.

WEATHER-SHIELD.

SPECIFICATION forming part of Letters Patent No. 632,385, dated September 5, 1899.

Application filed December 27, 1898. Serial No. 700,327. (No model.)

To all whom it may concern:

Be it known that I, EDWARD H. WEST, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Weather-Shields, of which the following is a description sufficiently full, clear, and exact to enable those skilled in the art to which it appertains or with which it is most nearly connected to make and use the same.

My invention relates to weather shields or protectors for street-railway cars, and is intended to provide a cheap, efficient, and convenient device which will furnish complete protection to the motorman from the weather and yet shall not interfere with his movements in running the car or obstruct his vision.

To this end my invention comprises a detachable shield arranged to project beyond the dashboard of the car and which is so combined with the other parts of the car as to afford a complete shelter from the weather without interfering with easy and quick removal whenever it is desired to dispense with it.

Other novel features will be pointed out in the specification and claims.

Of the drawings, Figure 1 is a side elevation showing my device applied to a street-car ready for use. Fig. 2 is a front elevation of the same. Fig. 3 is a central vertical sectional view of the same, showing a mode of attaching it to the car. Fig. 4 is a sectional plan view of the device detached.

The framework A of my device comprises a top *a* and bottom *b*, the two sides or lateral faces and the front of which are of skeleton construction in order to accommodate suitable window-sashes. The top *a* and the bottom *b* are curved to correspond to the respective curvatures of the car-roof and the dashboard. The top is provided with an upwardly-turned flange *a'*, which is adapted to fit against a bead a^2 of the overhanging car-roof and which is detachably secured to said bead by screws or the like. The bottom of the frame is provided along its rear edge with a depending flange *b'*, this edge and flange having a curvature corresponding to that of the dashboard, so that the flange may be slipped in between the dashboard *f* and the posts *f'*, which support the dashboard. I provide also suitable uprights or posts *g*, which are removably stepped into the platform and into the roof of the car. Metallic strips *h* are extended beyond the edge of the frame and are detachably secured to the uprights *g* in any suitable manner. These uprights *g* also form door-posts to which are hinged doors *i*. Thus it will be seen that the detachable uprights serve a twofold purpose—namely, that of securing and holding the protector-frame in place and also of supporting the doors which practically inclose the platform. As a further means of stiffening or bracing the framework, brackets *j* may be employed, which bear against the bottom of the protector and against the front of the dashboard, preferably along the lines of the posts which support the dashboard.

Secured to the inside faces of the framework are skeleton metallic window-frames *l*, formed with projecting flanges *l'* to receive and support the window-sashes in a manner that shall permit their easy removal, while holding them securely in place. As shown in the drawings, these flanges *l'* are provided with holes into which removable pins l^2 are thrust after the sash has been put in place. To remove the sash, it is only necessary to withdraw the pins.

To prevent as far as possible the clouding over of the windows by the breath of the motorman, I provide a ventilator *m* above the windows, so that any warm moist air may be free to rise and escape instead of condensing on the windows. As a further precaution an opening may be left in the front window for a similar purpose, if desired.

It will be understood that my device is readily detached from the car, that because of its projecting beyond the front of the dashboard it does not in the least interfere with the movements of the brake or current-controller, and that it does not require any alteration in the construction of cars, but is applicable to them without alterations. While affording a complete protection from the weather, it nevertheless does not obstruct the vision or the work of the motorman, and because of the ease and quickness with which the windows may be removed is capable of prompt transformation to suit sudden changes in the weather.

Having thus explained the nature of the in-

vention and described a way of constructing and using the same, though without attempting to set forth all of the forms in which it may be made or all of the modes of its use, it is declared that what is claimed is—

1. A weather-shield for street-cars comprising a skeleton framework adapted to project beyond the dashboard of the car, the top thereof being formed with a projecting flange for engaging the roof of the car and the bottom thereof being provided with a depending flange constructed to be held between the dashboard and its supporting-posts, substantially as described.

2. A weather-shield for street-cars comprising a skeleton framework, means for detachably securing the same at the front of the car, windows supported in the front and sides of the framework, and means for detachably securing the window-frames in place so as to permit the quick and easy removal thereof, substantially as described.

3. A weather-shield for street-cars comprising a skeleton framework adapted to be secured to the front of the car so as to project beyond the dashboard, said framework having horizontal perforated flanges adapted to support window-sashes, and pins adapted to be inserted in said perforations to detachably hold the windows in place while permitting their easy and quick removal, substantially as described.

4. The combination, with the projecting platform and roof of a car, of the uprights secured to the roof and to the platform, of a weather-shield projecting beyond the front of the car, means for securing said shield to the said uprights, and doors hinged to said uprights, whereby a complete and convenient inclosure for the platform is provided, substantially as described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 19th day of December, A. D. 1898.

EDWARD H. WEST.

Witnesses:
GEO. N. GODDARD,
ARTHUR W. CROSSLEY.