(No Model.)

J. O. BEAZLEY.

DUST GUARD FOR RAILROAD CARS.

No. 456,371. Patented July 21, 1891.

Fig. 1.

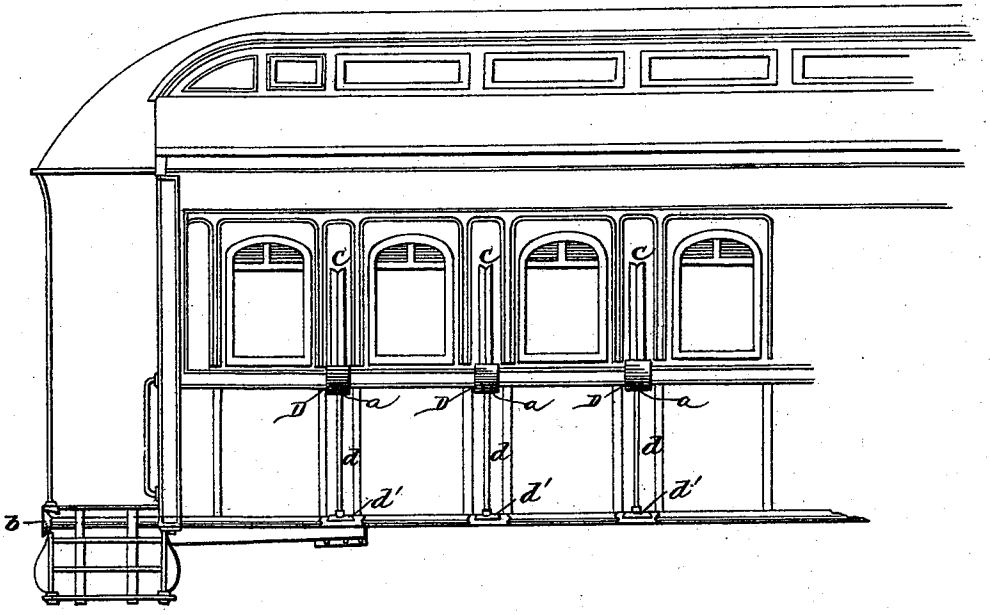


Fig. 2.

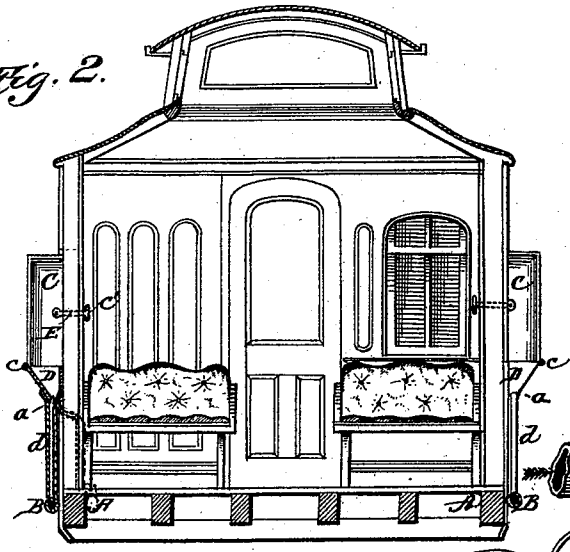


Fig. 3.

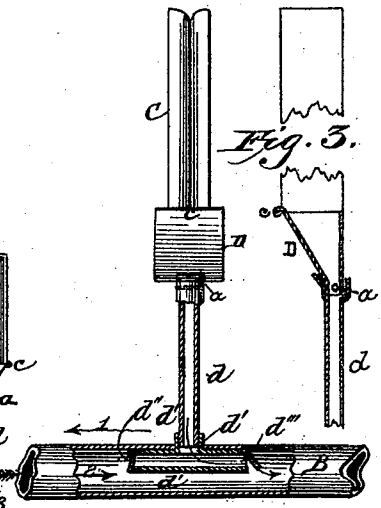


Fig. 4.

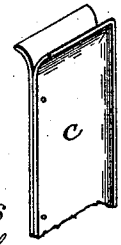
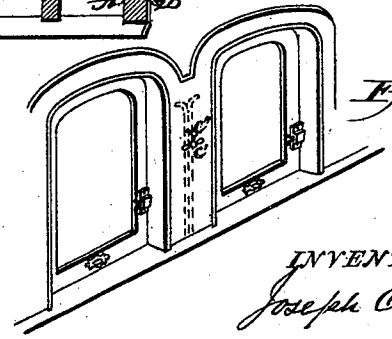


Fig. 5.



WITNESSES

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JOSEPH O. BEAZLEY, OF BRUNSWICK, GEORGIA.

DUST-GUARD FOR RAILROAD-CARS.

SPECIFICATION forming part of Letters Patent No. 456,371, dated July 21, 1891.

Application filed September 4, 1890. Serial No. 363,931. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH O. BEAZLEY, a citizen of the United States, residing at Brunswick, in the county of Glynn and State of Georgia, have invented certain new and useful Improvements in Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to certain improvements in dust-guards for railway-cars, which will be hereinafter more particularly described and pointed out.

In the accompanying drawings, forming part of this specification, Figure 1 is a side view of a part of a railway-car with the devices attached. Fig. 2 is a transverse vertical section of Fig. 1. Fig. 3 is a detail of the devices. Fig. 4 is a perspective view of a deflecting-board. Fig. 5 is a perspective view of two windows on the inside of a car.

On each side of a car, on the outside and near the bottom sill A, is secured a horizontal tube B, extending the entire length of the car and having at each end a conical mouth *b*. Between each window of the car is placed a deflecting-board C, which is best made of veneers, having the outer edge and top curved, as shown in Fig. 4. Two of these veneers are placed back to back and pinned together. The board is about from five to six inches wide and extends upwardly from the sill of the window as high as the top of the opening of the window-sash, so that, serving as a dust catcher or deflector, the dust cannot pass it to enter the next window. The outside lower corner is hinged in any suitable manner at *c* to a hopper or box D. From the bottom of the hopper D is a vertical tube *d*, which is connected to a short horizontal inverted-T-shaped tube *d'*. At each end of the tube *d'* there is a gravity-valve *d''* *d'''*. Attached to the inner edge of the deflecting-board C there is a handle E, by which the board C and the hopper can be pulled into the frame of the car in orifices made for their reception, so that when not wanted for use they can be drawn in. The inside lower edge of the hopper D is hinged by a pin *a* to the top of the tube *d*.

The handle E is jointed, so that when pulled in the knob will drop down out of the way. The tubes B and *d* may be placed inside of the frame, when the tube *d* must be curved at the top to pass inwardly, as shown in broken lines. When the car is in rapid motion in the direction of the arrow 1 in Fig. 3, the air will rush into and through the tube B in direction of the arrow 2. This will cause the valve *d''* to be closed, and the tendency of valve *d'''* will be to open, and by the peculiar action of the air in tube B a downward draft will be created in the tube *d*, whereby the dust in hopper D will be drawn down into tube B and carried to the rear of the car. The deflector-boards C will catch the dust and cinders as they pass along the side of the car and drop them into the hopper D, and by the tube *d* they will be carried into the tube B, to be discharged in the rear. When the car is traveling in the opposite direction, similar action will take place reversely, as valve *d'''* will be closed and valve *d''* will be opened.

I claim—

1. The deflecting-board hinged to and in combination with a hopper pivoted at its bottom to the tube *d*, and the tube *d*, substantially as and for the purpose described.

2. The combination of the board C, loosely attached within recesses in the side of the car, the hopper D below the board C, the tube *d*, pivoted to the hopper, tube *d'*, having gravity-valves opening into the horizontal tube B, and the tube B, all connected to a railway-car frame, substantially as and for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

JOSEPH O. BEAZLEY.

Witnesses:
WM. R. SINGLETON,
GRAHAM L. GORDON.