

W. T. KEITER.
HOOD OR AWNING.
APPLICATION FILED JUNE 25, 1912.

1,048,544.

Patented Dec. 31, 1912.

Fig. 1.

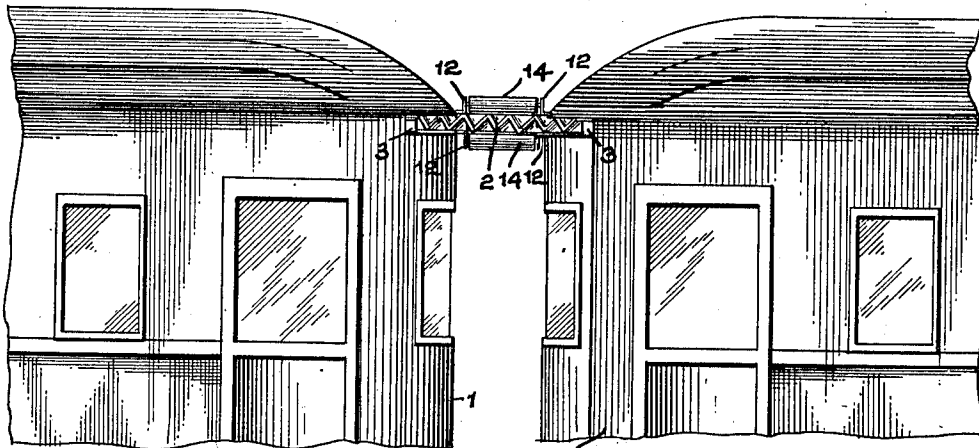


Fig. 2.

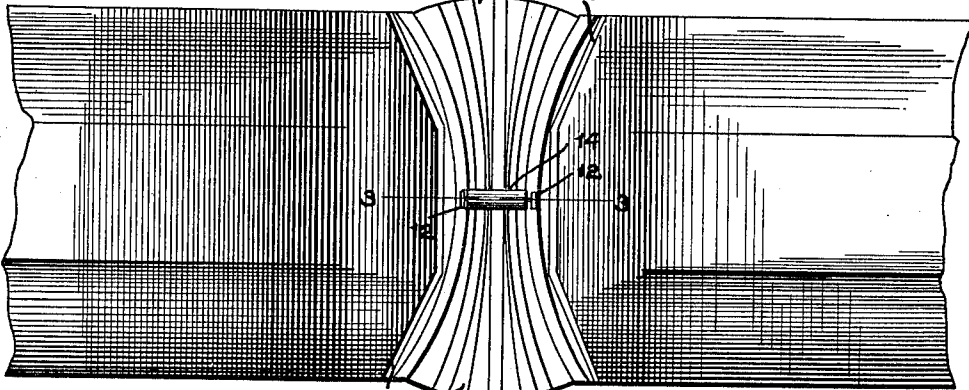
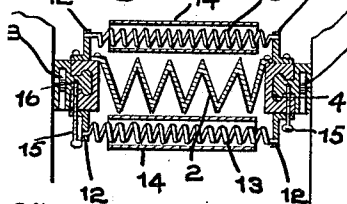


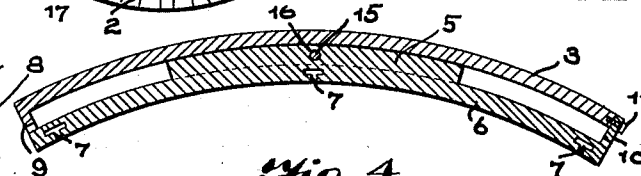
Fig. 3.



Witnesses

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Fig. 4.



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WILLIAM T. KEITER, OF PHILADELPHIA, PENNSYLVANIA.

HOOD OR AWNING.

1,048,544.

Specification of Letters Patent.

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Application filed June 25, 1912. Serial No. 705,825.

To all whom it may concern:

Be it known that I, WILLIAM T. KEITER, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Hoods or Awnings, of which the following is a specification.

My invention relates to improvements in hoods or awnings, and more particularly to a device of this character adapted to connect the roof portions of cars and protect conductors and guards who are compelled to stand between the cars.

While this invention is particularly adapted for use on elevated trains where the conductors and guards stand between the cars and operate the doors, it might of course be adapted for other trains which are not vestibuled and the device is designed to protect the conductor and guard from rain and snow.

With these and other objects in view, the invention consists in certain novel features of construction and combinations and arrangements of parts as will be more fully hereinafter described and pointed out in the claims.

In the accompanying drawings: Figure 1 is a fragmentary view in side elevation illustrating my improvements. Fig. 2 is a plan view of Fig. 1. Fig. 3 is a view in section on an enlarged scale on the line 3—3 of Fig. 2, and Fig. 4 is a view in section on the line 4—4 of Fig. 3.

1, 1, represent cars such as are ordinarily employed on elevated and subway trains. To the rounded ends of these cars at the point of juncture with the roof portions thereof, my improved awning 2 is connected. The awning 2 is of any approved flexible water proof material accordion plaited to allow it to freely expand and contract and the sides of the awning extend out beyond the normal plane of the sides of the car as seen most clearly in Fig. 2. The sides of the awning 2 are secured to bars 3. These bars 3 are curved longitudinally to conform in shape to the curvature of the ends of cars 1, and they are provided on their inner faces with dove-tailed grooves 4 to slide freely upon dove-tailed flanges 5 integral with bars 6. The connection between the awning and each car is precisely alike, and the description of one will apply alike to both. The bars 6 also conform in curvature to the

curvature of the end of the car and are provided with vertical dove-tailed grooves 7 which are adapted to be positioned over headed pins 8 fixed to the car, so that the device may be quickly coupled and uncoupled from the car. The flange 5 is appreciably shorter than the groove 4 in bar 3, so that the bar 3 is free to slide in both directions on flange 5, this movement being limited by tongues 9 and 10 on the ends of bar 3. One of these tongues 9 is preferably integral with the bar 3, while the other tongue 10 is secured thereto by a screw 11, so that the bars may be readily assembled. The bars 3, on their upper and lower faces, at their centers, are provided with brackets 12 which are connected by coiled springs 13 incased in tubes 14 to protect them from the weather. These coiled springs and other tubular incasements hold the plaited awning in proper formation, and assist in returning the parts to normal position when one of the bars 3 is swung laterally.

Under ordinary conditions, it is desirable that one of the bars 3 be held against lateral movement, allowing the other bar 3 to compensate for all differences in lateral movement of the car. As it is also desirable that these parts may be readily interchangeable, it is most expedient to make them precisely alike, and provide in the center of bars 6, set screws 15 which may be projected into sockets 16 in the flanges 5 when it is desired to lock the bars 3 and 6 together.

It will be seen in Fig. 3, that the right hand bars are locked together, while the left hand bar 3 is free to slide. With my improvements, it will be noted that any longitudinal or lateral movement of the cars will be compensated for by the awning and by the sliding movement of bars 3 on bars 6.

When the device is in position, it operates as an awning to cover the space between the cars, so that the conductor and guard will be protected from rain, snow, and sleet, and furthermore his footing will be more secure and in every way his position will be rendered more comfortable and safer.

The awning extends out beyond the sides of the car, because it is necessary for conductors and guards to lean out and look along the sides of the cars before shutting the doors, and this extension protects them while in this act of their duty.

The bars may be readily coupled and uncoupled from the cars, and as both end struc-

tures are alike, they are readily reversible and there is no possibility of placing the device wrongly on the cars. Furthermore, the cars may be equipped with this device by simply securing headed pins or rivets in the ends of the cars, and while the invention is not limited to this particular securing means, it is a very convenient one and one which affords a quick release when it is desired to uncouple the cars.

The ends of cars 1 are equipped with gutters 17 such as ordinarily employed, and these gutters prevent the roof from shedding its water onto the awning. The plaits of the awning act as gutters so that the water thereon will be directed to the sides of the awning and shed therefrom.

Various slight changes might be made in the general form and arrangement of parts described without departing from my invention, and hence I do not limit myself to the precise details set forth, but consider myself at liberty to make such changes and alterations as fairly fall within the spirit and scope of the appended claims.

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

1. An awning of the character described, comprising a plaited flexible water proof portion, bars at the ends of said plaited portion adapted to be connected to the ends of cars, brackets on said bars above and below the awning and at the center thereof, springs connecting said brackets, and tubes incasing said springs, substantially as described.

2. An awning of the character described, composed of plaited water proof flexible material, curved bars secured to the ends of said awning, and means secured to cars adapted to support said bars and permit sliding movement thereof, substantially as described.

3. An awning of the character described, composed of plaited water proof flexible material, curved bars secured to the ends of said awning, other curved bars adapted to be removably coupled to the ends of cars and having dove-tailed flanges thereon, said first-mentioned bars having dove-tailed grooves receiving the flanges, and means for limiting the sliding movement of the first-mentioned bars on the last-mentioned bars, substantially as described.

4. An awning of the character described, composed of plaited water proof flexible material, curved bars secured to the ends of said awning, other curved bars adapted to be removably coupled to the ends of cars and having dove-tailed flanges thereon, said first-mentioned bars having dove-tailed grooves receiving the flanges, means for limiting the sliding movement of the first-mentioned bars on the last-mentioned bars, and means for locking said bars against sliding movement, substantially as described.

5. An awning of the character described, composed of plaited water proof flexible material, curved bars secured to the ends of said awning, other curved bars adapted to be removably coupled to the ends of cars and having dove-tailed flanges thereon, said first-mentioned bars having dove-tailed grooves receiving the flanges, means for limiting the sliding movement of the first-mentioned bars on the last-mentioned bars, brackets on the first-mentioned bars, springs connecting said brackets, and tubes incasing said springs, substantially as described.

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

WILLIAM T. KEITER.

Witnesses:
R. H. KRENKEL,
CHAS. E. POTTS.