

J. A. WARD.
SHIELD FOR WINDOWS OF RAILWAY CARS.
APPLICATION FILED OCT. 27, 1911.

1,021,646.

Patented Mar. 26, 1912.

Fig. 1.

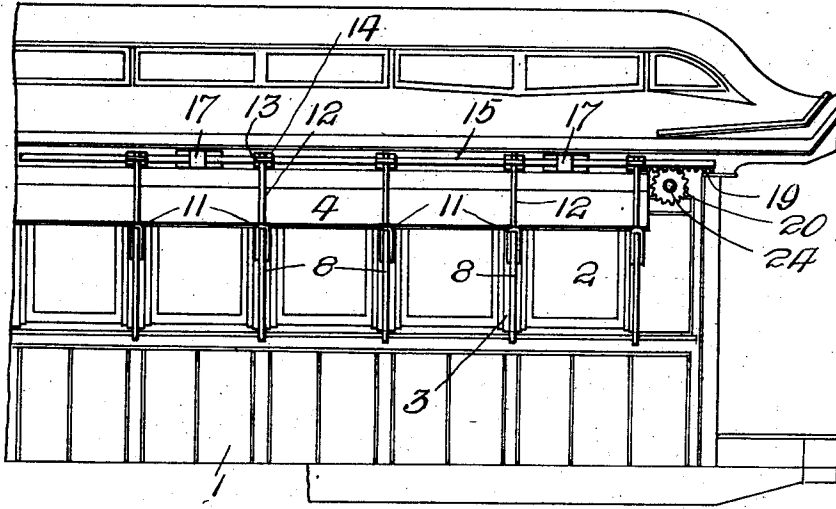


Fig. 2.

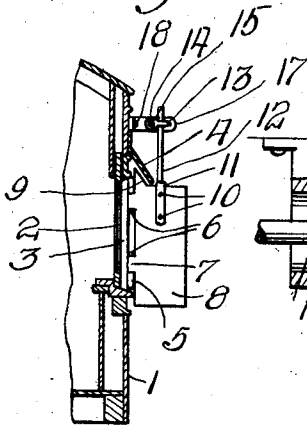


Fig. 3.

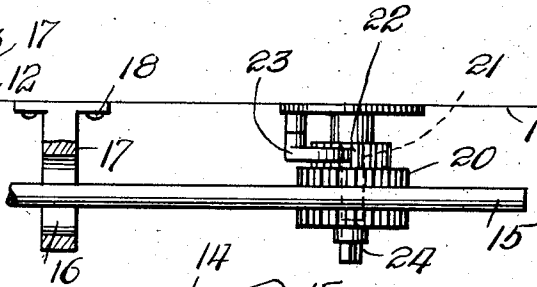
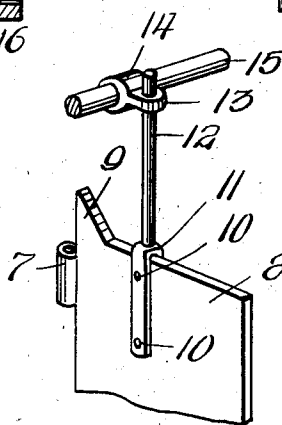


Fig. 4.



WITNESSES

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SHIELD FOR WINDOWS OF RAILWAY-CARS.

1,021,646.

Specification of Letters Patent.

Patented Mar. 26, 1912.

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To all whom it may concern:

Be it known that I, JOHN A. WARD, a citizen of the United States of America, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Shields for Windows of Railway-Cars, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to shields for the windows of railway cars, and the primary object of my invention is to furnish the sides of a railway car with adjustable shields arranged in a manner that permits of said shields being simultaneously adjusted to a desired angle to deflect cinders, smoke or the forces of nature away from the opening of a window.

Another object of my invention is to furnish a car with adjustable window shields that will insure the comfort of a person sitting beside an open window.

A further object of this invention is to provide window shields that are simple in construction, durable, easily to install upon various types of railway passenger cars and highly efficient for the purposes for which they are intended.

With the above and other objects in view the invention resides in the novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

Reference will now be had to the drawing, wherein like numerals denote corresponding parts throughout the several views in which:—

Figure 1 is a side elevation of a portion of a passenger car provided with the shields. Fig. 2 is a vertical sectional view of a portion of the car. Fig. 3 is an enlarged plan of the adjusting mechanism of the shield, and Fig. 4 is a perspective view of a portion of one of the movable or adjustable shields.

The reference numeral 1 denotes a portion of a car having windows 2 separated by columns or pilasters 3. Located above the windows is a longitudinal stationary angularly disposed shield or deflector 4, extending from one end of the car to the opposite end thereof. The stationary shield is suitably secured to the outer side of the car and suitably connected to the columns

3 are vertically alining barrels 5 to receive pivot pins 6 employed for holding the barrels 7 of movable or adjustable shields 8. The shields 8 are vertically disposed and correspond in depth to the window frames, said shields having the upper ends thereof, at the inner edges, provided with extensions 9 that extend upwardly under the stationary shield 4. The extensions 9 prevent cinders and the forces of nature from passing over the movable shields 8, under the stationary shield 4. The cinders being blown upwardly under the shield 4 it is impossible for the cinders to pass over the shield 8 and in all probability through the opening of a window frame. Furthermore, the extensions 9 have the advantage of preventing water from passing along the upper edges of the shields 8 and down on to the pivoted barrels or hinges of the shields.

Riveted or otherwise connected to the upper ends of the shields 8, as at 10 are the lower forked ends 11 of vertical rods 12. The upper ends of the rods 12 are loosely arranged in apertured lugs 13 carried by sleeves 14 arranged upon a shifting rod 15. The shifting rod 15 extending through slots 16 provided therefor in brackets 17, suitably secured, as at 18 to the side of the car above the stationary shield 4.

The under side of the rod 15, at one end thereof is provided with a rack 19 meshing with a wide pinion 20 revolvably mounted upon a stem 21, carried by the side of the car. One side of the pinion 20 has a ratchet wheel 22 and engaging said ratchet wheel is a pivot pawl 23 carried by the side of the car. The opposite side of the pinion 20 has a rectangular stem 24 whereby a wrench or crank (not shown) can be placed in engagement with the pinion to revolve the same. The pawl 23 is employed for locking the pinion 20 after it has been adjusted.

The brakeman or porter of a train can easily operate the pinion 20 from the platform of the car, either at a station or when the train is *en route*. In some instances the adjusting mechanism carried by the car can be located at both ends thereof for the convenience of a brakeman or porter.

It is thought that the operation and utility of the shields will be apparent without further description and while in the drawing there is illustrated a preferred embodiment of the invention, it is to be understood

that the structural elements are susceptible to such variations as fall within the scope of the appended claims.

What I claim is:—

- 5 1. In a shield for railway cars, the combination with a car, of an angularly disposed longitudinal stationary shield arranged above the window frames of said car, adjustable shields pivotally connected
10 to the sides of said car, between the windows thereof, extensions carried by the upper ends of said shields and extending upwardly under said stationary shield, and means including a shiftable rod, and rack
15 and pinion for adjusting said movable shields.

2. The combination with a car, of a sta-

tionary shield arranged above the window frames thereof, movable shields pivotally connected to the side of said car, between 20 the windows thereof, vertical rods carried by the upper ends of said shields, a longitudinal shiftable rod supported by the side of said car and having connection with the rods of said movable shields, and means located at the end of said car and including 25 a rack, pinion and ratchet wheel for holding said shiftable rod in adjusted position.

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

JOHN A. WARD.

Witnesses:

MAX H. SROLOVITZ,

CHRISTINA T. HOOD.

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