(No Model.)

E. B. JONES.

DRAFT AND DUST GUARD FOR CARS.

No. 483,382. Patented Sept. 27, 1892.

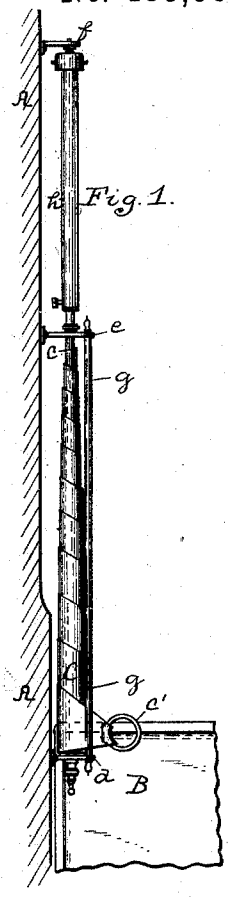

Fig. 1.

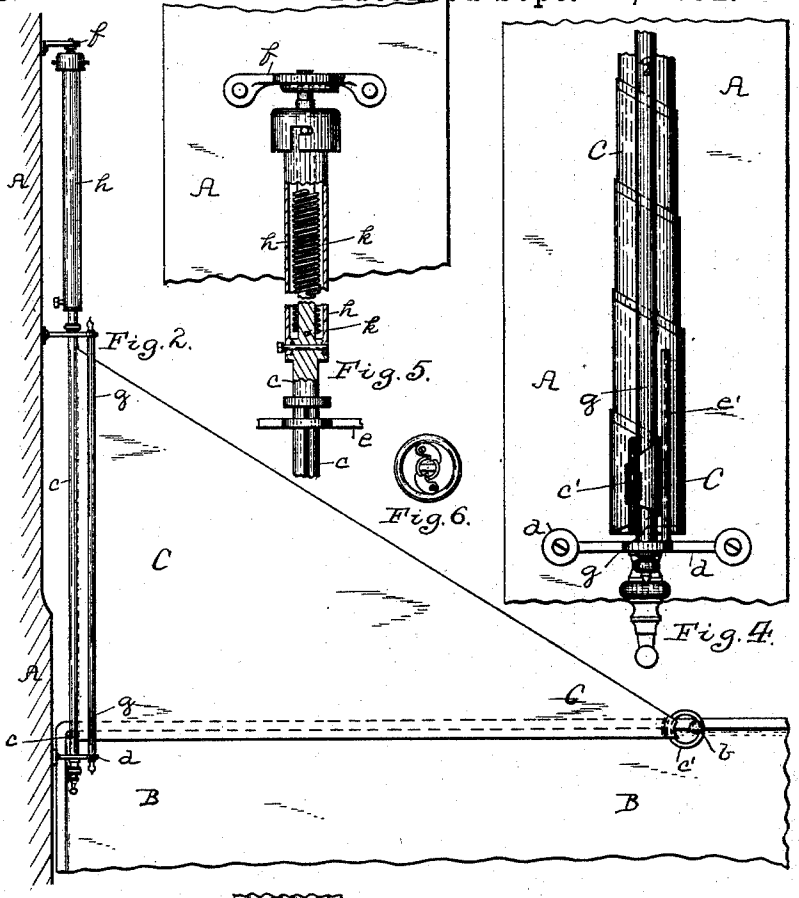

Fig. 2.

Fig. 5.

Fig. 6.

Fig. 4.

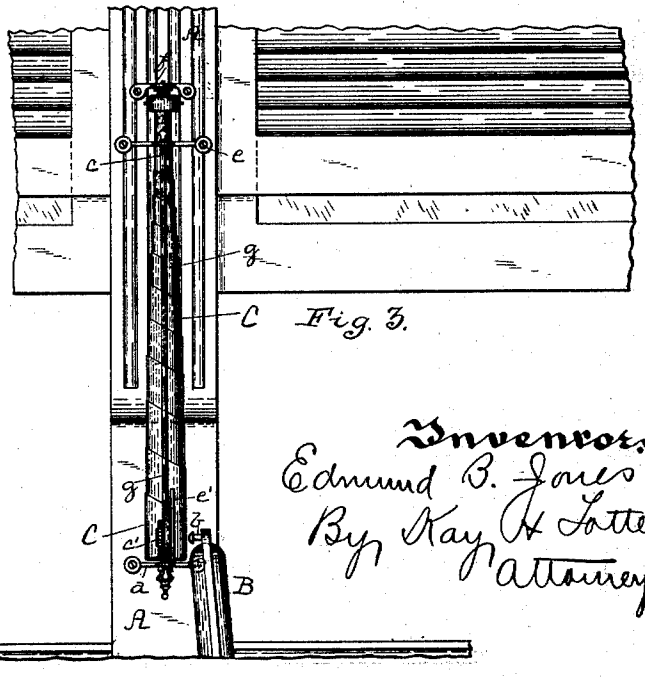

Fig. 3.

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UNITED STATES PATENT OFFICE.

EDMUND B. JONES, OF LEETSDALE, PENNSYLVANIA.

DRAFT AND DUST GUARD FOR CARS.

SPECIFICATION forming part of Letters Patent No. 483,382, dated September 27, 1892.

Application filed March 25, 1892. Serial No. 426,431. (No model.)

To all whom it may concern:

Be it known that I, EDMUND B. JONES, a resident of Leetsdale, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Draft and Dust Guards for Cars; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to draft and dust guards for cars.

It is well known that in the ordinary passenger-cars, where the seats are arranged on two sides of the car, extending from the side walls toward the center aisle, in case a window is open the draft from the same generally passes the party occupying that particular seat and strikes upon the party in the seat back of the same, and while the draft may be pleasant to the party occupying the seat, and he therefore opens the window, it is generally exceedingly unpleasant to the occupant of the rear seat, who receives the full force of the same, together with the dust and dirt carried in by the draft. In the ordinary day-coach this cannot well be prevented by regulations as to the opening of the windows, and therefore a guard to prevent the draft and dust from striking the occupant of the rear seat is very desirable, and such guard is provided by the present invention.

To these ends my invention consists, generally stated, in combining with the car body and seat a movable guard or curtain adapted to extend from the car-body over to the seat-back, and so cut off draft from the adjacent window, such guard being formed of a curtain mounted upon a vertical reel, which can be drawn out and secured to the seat-back, and so form the guard between the seats.

It also consists in certain other improvements, which will be hereinafter more particularly set forth and claimed.

To enable others skilled in the art to make and use my invention, I will describe the same more fully, referring to the accompanying drawings, in which—

Figure 1 is a side view of the guard, showing the same closed. Fig. 2 is a like view showing the same opened and secured to the seat-back. Fig. 3 is a face view showing the preferred position of the guard to the car-seats. Fig. 4 is an enlarged view showing the lower part of the guard and its bracket. Fig. 5 is a like view showing the upper part thereof, and Fig. 6 is a detail view showing the spring-connecting device.

Like letters of reference indicate like parts in each.

I have illustrated my invention where the guard is formed of a curtain, as that is the most simple and practical form thereof. It is to be understood, however, that my invention includes any suitable form of movable guard adapted to extend from the car-body over the seat-back and cut off draft, and at the same time may be formed of slats having, for example, a fan-shaped construction or like device which will subserve the purpose intended.

In the guard illustrated in the drawings the car-body is shown at A, the seat at B, and, if desired, the two seat-backs can be brought adjacent to the draft-guard, according to the inclination of the persons in traveling. The guard shown consists of a triangular curtain C, secured to a rod or tube *c*, mounted in the brackets *d* and *e*. The brackets *d* and *e* are secured to the car-body and extend out therefrom, and the tube or bar *c* is mounted in the same, so that the curtain may be wrapped around the tube or roller *c*, and the curtain is guided in its movement by the rod *g*, connecting the outer ends of the brackets *d e* and secured thereto by suitable means, while extending up from the bracket *d* is the guide-bar *e'*, and the curtain C passes out between the rod *g* and the guide-bar *e'* when it is drawn out to be secured to the seat-back. As the curtain is triangular in shape, such a short rod extending up from the lower bracket fulfills all the necessities for any guide and at the same time holds the outer end of the curtain, with its ring *c'*, in position to be grasped and to draw out the curtain. On the back of the seat is the button *b*, which is placed in suitable position to hold the ring *c'*, and so retain the curtain in its extended position. As it is desirable that the curtain shall be wrapped up automatically, I employ a spring-roller for the purpose, either connecting the tube *h* to the upper end of the roller *c* and supporting the upper end of said tube in the bracket *f*, the tube containing the spring *k*, which turns the roller, as in Figs. 1 and 2, or

forming the tube *c* of sufficient diameter to receive the spring *k*, as shown in Fig. 3. In either case any suitable form of spring mechanism for turning the roller *c* may be employed, such as the ordinary curtain-spring of any desirable form, and particular description does not seem necessary, the only necessary point of construction being that the parts shall be properly held, so that the spring may roll up the curtain when it is released from the button *b*. Any suitable means for holding the spring after it is wound up and locking the curtain at any position desired may of course be employed, if found necessary, such mechanism being illustrated in Fig. 6 and being old in the art. Where a separate tube *h* for holding the spring mechanism is employed, as in Figs. 1 and 2, the tube can be connected to the roller *c* by any suitable coupling, that shown being a socket and pin with a set-screw. Any suitable means for securing the curtain to the roller may also be employed.

When the draft and dust guard such as above described is in use, in case a window in front of any seat is open and the occupant desires to protect himself from the draft so passing through the car and from the dust entering the car all that is necessary is for him to grasp the ring *c'* and draw out the curtain, so unwinding it from the roller *c*, and secure the ring upon the button *b*. In that case any draft or dust entering through the window will strike against the curtain and be deflected toward the middle of the car, so that it will not strike against the persons of the occupants of the seat behind the window, and in that way the disagreeableness of traveling in consequence of sitting behind such open windows and the colds often consequent thereto will be prevented. When the window is closed and the draft-guard no longer needed, it is only necessary to free the ring from the button, when the spring will wind up the curtain upon its roller, where it is retained until again needed.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In combination with the car body and seat, a movable draft-guard formed of a vertical roller mounted in brackets in the car-body, a curtain mounted on such roller, a guide-bar extending between said brackets, and a guide-bar extending up from the lower bracket and free at its upper end, substantially as and for the purposes set forth.

2. In combination with the car body and seat, a movable draft-guard formed of a roller mounted in brackets secured to the car-body, a curtain mounted on said roller, a tube secured to the upper end of such roller and supported at its upper end in a bracket, and a spring for rotating said tube inclosed therein, substantially as and for the purposes set forth.

3. In combination with a car body and seat, a movable draft-guard formed of a vertical spring-operated roller mounted on the car-body and a triangular-shaped curtain mounted on said roller and having a catch at its outer end and a button or catch upon the car-seat to receive the same, substantially as and for the purposes set forth.

In testimony whereof I, the said EDMUND B. JONES, have hereunto set my hand.

EDMUND B. JONES.

Witnesses:
J. N. COOKE,
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