W. DeC. MAY.

CAR-SCREEN.

No. 190,348. Patented May 1, 1877.

Fig. 1.

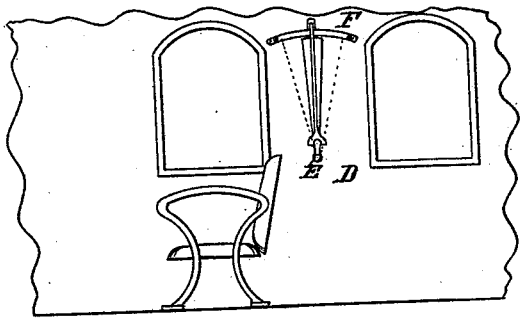


Fig. 2.

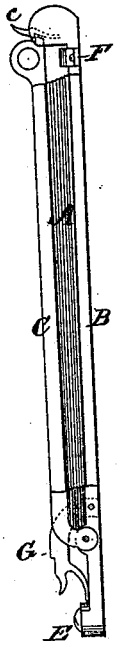


Fig. 3.

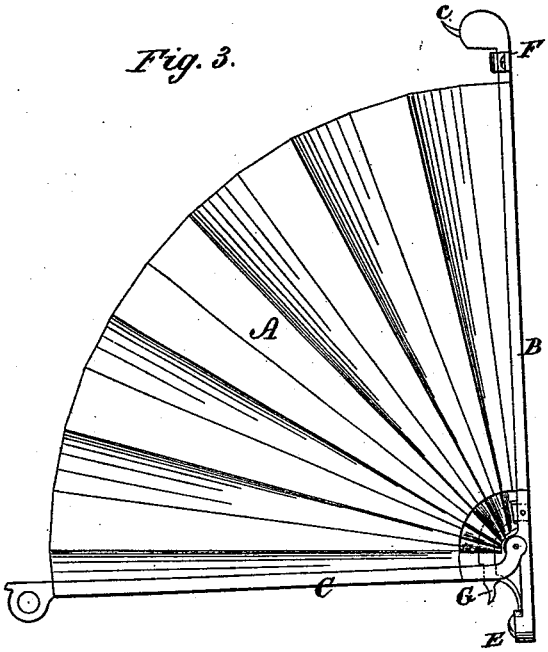
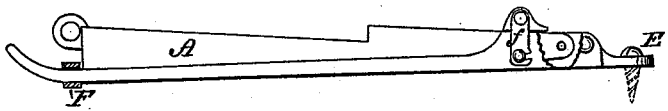


Fig. 4.



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UNITED STATES PATENT OFFICE.

WILLIAM DE COURCY MAY, OF BALTIMORE, MARYLAND.

IMPROVEMENT IN CAR-SCREENS.

Specification forming part of Letters Patent No. **190,348**, dated May 1, 1877; application filed March 21, 1877.

To all whom it may concern:

Be it known that I, WILLIAM DE COURCY MAY, of Baltimore city, State of Maryland, have invented a new and Improved Railway-Car Screen; and I do hereby declare that the following is a full, clear, and exact description of the same.

Great annoyance, discomfort, and, frequently, injury to health of passengers on railways, result from the air in the cars being too warm or else impure. The remedy usually resorted to is to open the windows more or less; but this is frequently impracticable, owing to the danger to health in consequence of the strong air current or currents thus allowed to enter the car and strike directly upon the persons of the passengers. The use in such case of stationary projecting screens placed between the car-windows for the purpose of protecting the passengers is impracticable; and I have, therefore, devised for the purpose a fan-like screen, which is adapted to fold compactly, and may be adjusted at various inclinations, as conditions may require.

The construction and arrangement of parts are as follows:

In the accompanying drawing, forming part of this specification, Figure 1 is an elevation of the inner side or wall of a fragment of a railway passenger-car, showing the application and arrangement of my improved screen. Fig. 2 is a side view, showing the screen closed. Fig. 3 is a side view, showing the screen open or extended. Fig. 4 represents a modification.

The body A of the screen is composed of a series of folding blades and a covering of flexible material, the two being connected in the manner usual in the construction of ladies' folding fans. The frame proper of the screen consists of the bars B C, which are pivoted together at the lower end. The means for attaching the screen to the wall D of the car consist of a screw, E, and a slotted keeper, F. The screw passes through the extended lower end of the bar B, and serves as a pivot for the screen, while the keeper F confines the upper end of said bar, but allows it to be adjusted laterally the length of the slot. One of the objects of adjusting the lateral inclination of the screen is to better enable it to ward off the air-current from the passenger or passengers occupying the adjacent seat, and also to keep the screen quite clear of the passenger occupying the seat in front of it, so that it may not incommode him when leaning back in his seat, the inclination being varied as the position or inclination of the seat, or other conditions, may require.

I prefer to notch the keeper F at the middle, to enable it to lock or hold the bar B vertical; but when the screen is inclined toward the right or left, the friction of the bar B in the slot of the keeper will suffice to maintain it in that position.

When not required for use, the screen is folded, as represented in Figs. 1 and 2, the fan-blades then lying parallel, and being held in close contact by the folding bar C, which is locked in the vertical position by a spring-catch, *c*, attached to the enlarged head of bar B. When the screen is required for use, the bar C is released from its catch *c*, and lowered to a horizontal position, as shown in Fig. 3. It is locked in that position, and the fan A thereby held distended by engagement of a shoulder of the curved spring-arm G with the bifurcation of bar C. The said arm G projects from the pivot-bar B, and serves also to confine the lower ends of the fan-blades, the same passing through enlarged slots in the blades, which permit the latter to turn and adjust themselves at the proper angle when the fan is being folded or extended.

I show in Fig. 4 a modification, in which the fan-blades and folding bar C are pivoted in such manner as to fold side by side with the pivot-bar B, like an ordinary fan. A pivoted catch, *f*, is employed for confining the bar C and the fan-blades in the closed position, and also serves to hold the fan when extended.

A screen thus constructed possesses many advantages in that it occupies but little space when folded, may be readily extended for use, and also adjusted at the inclination required to render it most efficient for its purpose, and is withal an ornamental appendage of the car in place of being a disfigurement.

What I claim is—

1. A folding screen, consisting of pivoted

bars B C, the body A, and a locking device, combined substantially as shown and described.

2. In combination with the slotted keeper, the pivoted folding screen, said parts being constructed and arranged as shown and described, whereby the inclination of the screen may be changed as required.

3. The combination of the arm G with the bars B C and the blades composing the body A of the screen, said blades having enlarged slots, through which the arm passes, as shown and described, for the purpose specified.

4. The combination, with the pivot-bar B and folding bar C, of the spring-arm G, having a notch or shoulder to adapt it to act as a catch or locking device, as specified.

WILLIAM DE COURCY MAY.

Witnesses:
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H. DE C. MAY.