

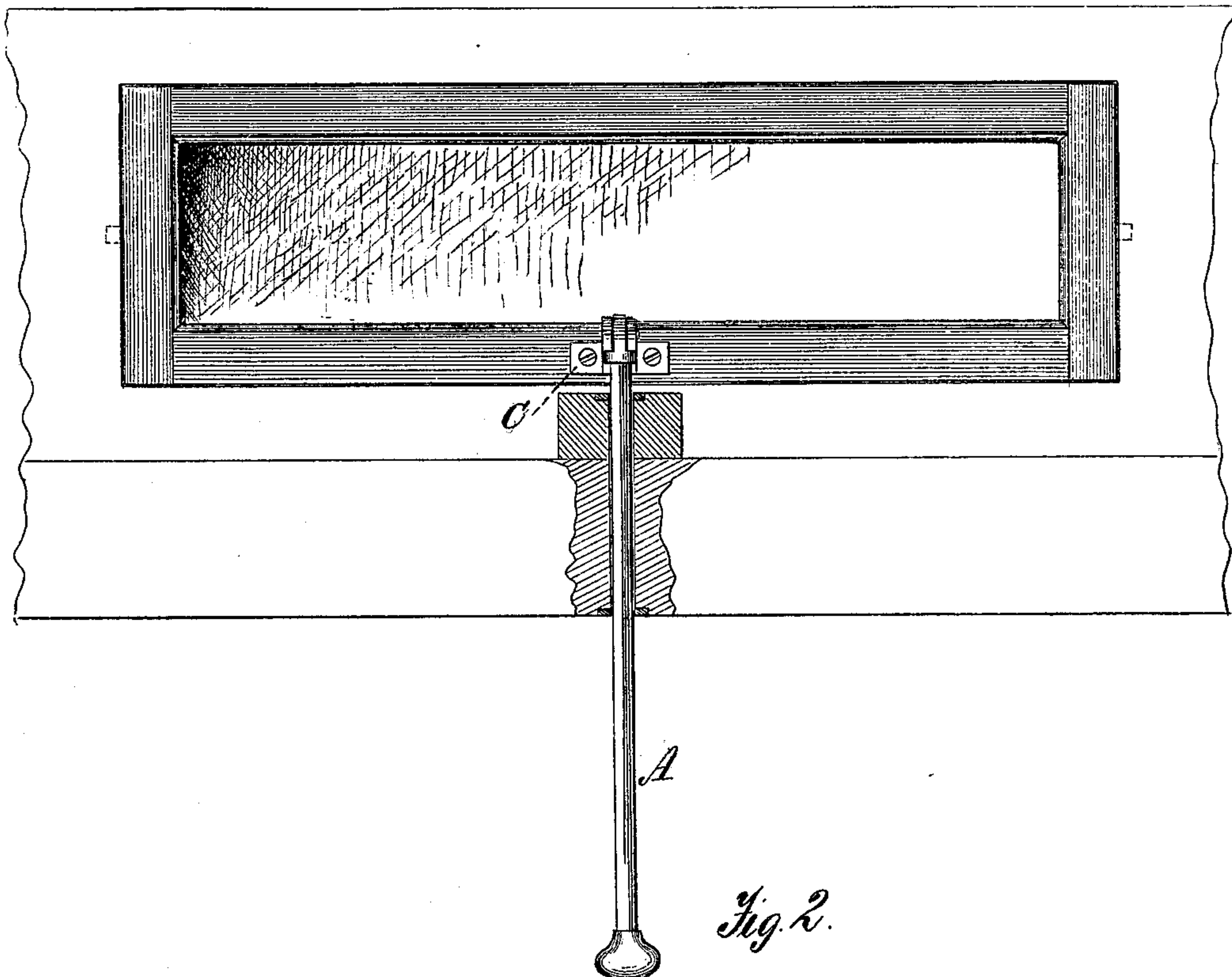
GEORGE W. PERRY.

Device for Operating Car-Ventilators.

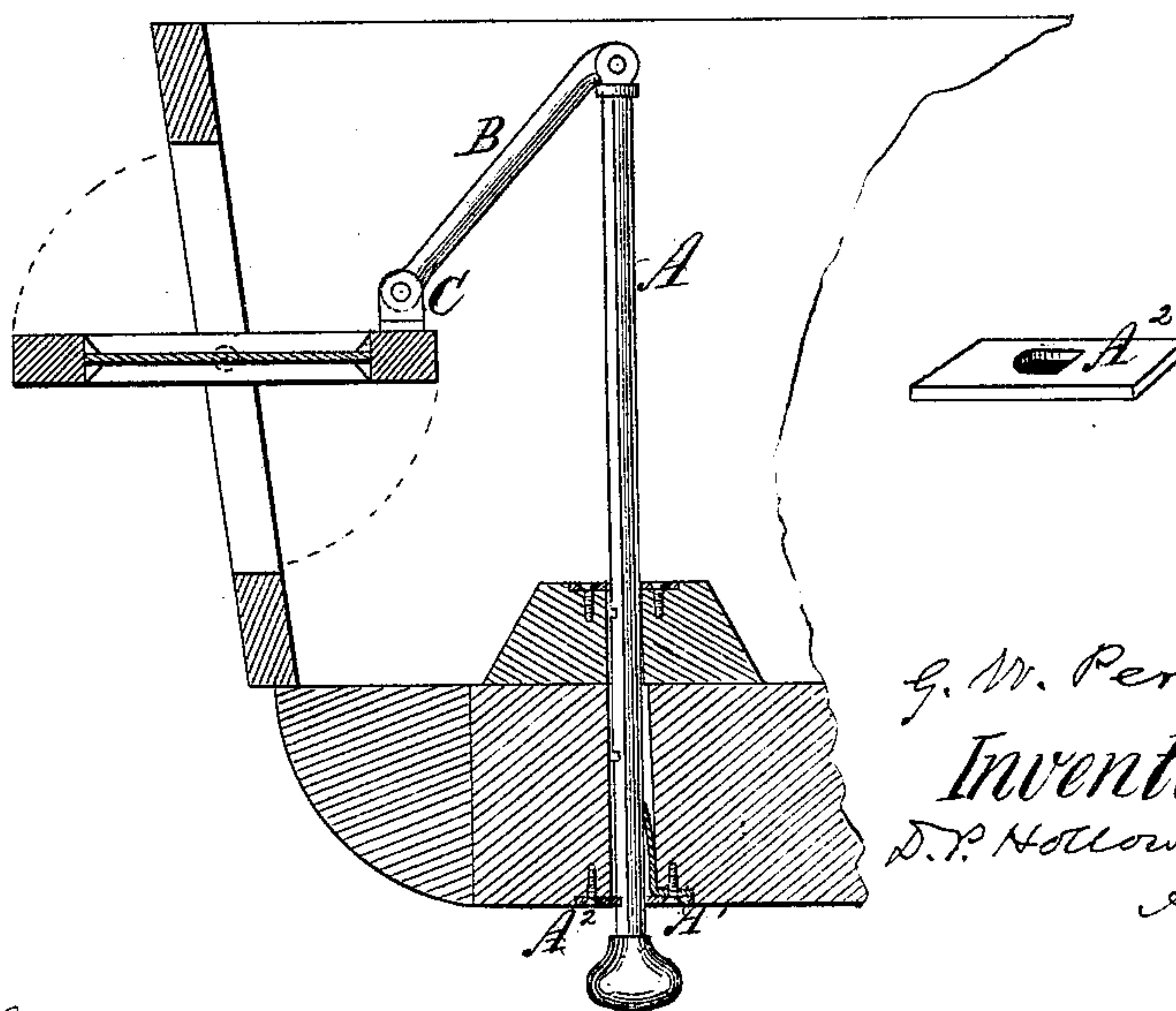
No. 126,327.

Patented April 30, 1872.

*Fig. 1.*



*Fig. 2.*



Witnesses.  
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# UNITED STATES PATENT OFFICE.

GEORGE W. PERRY, OF WILMINGTON, DELAWARE.

## IMPROVEMENT IN DEVICES FOR OPERATING CAR-VENTILATORS.

Specification forming part of Letters Patent No. 126,327, dated April 30, 1872.

Specification describing a certain Improvement in Devices for Operating Car-Ventilators, invented by GEORGE W. PERRY, of Wilmington, in the county of New Castle and State of Delaware.

Passenger-cars for railroads, as at present constructed, are provided with what is technically termed "Monitor" decks—that is, with a portion of the roof of the car rising above the other portions thereof—the vertical sides of the highest portion being provided with frames having glass set in them, the frames being pivoted at their centers so as to be capable of being turned in such a manner as to provide for the ingress of fresh air to the car, and also for the egress of foul or heated air from the car to the atmosphere. In all cases where such devices are used some device for holding the frame or ventilating-window in its open or partially open position is absolutely necessary; and the object of this invention is to furnish a convenient and reliable means of accomplishing this result; and to this end it consists in a notched rod for holding the window or ventilating-valve in any fixed position, when said rod is used in combination with other devices, as will be more fully explained hereinafter.

Figure 1 is a side elevation of a portion of a railroad car, showing one of the ventilating-windows with my improvement attached thereto. Fig. 2 is a side view, showing the window in its open position, with the parts of the operating device in the proper position for holding the window open.

Corresponding letters refer to corresponding parts in both figures.

In constructing devices of this character I use a rod, A, of metal, the lower end of which, for convenience in operating it, should be provided with a knob, as shown, its length being sufficient to permit it to pass through one of the carlines in the roof or through some other suitable support, and extend upward far enough to receive the rod which is attached to the frame. Upon one portion of this rod there is formed a series of depressions, as shown in Fig. 2, while its upper end is flattened or otherwise adapted to enter the end of rod B, soon to be described. Upon the upper or lower surface of the carline, through which the rod A passes, there is screwed or otherwise secured a plate of metal, the aperture in the center of which is of the form shown in the detached view, A<sup>2</sup>, in order

that, when one of the depressions in the rod A comes opposite to it, the spring A<sup>1</sup>, which, as shown in Fig. 2, is arranged upon the side of the rod which is opposite to such depression, shall force the rod over, so that the shoulder upon the upper side of the depression shall rest upon the plate, and thus hold the rod in any desired position until it becomes desirable to change it, when, by pressing it toward the spring, the shoulder will be carried away from contact with the plate, and the rod elevated or depressed according as it is necessary to open or close the window. To the upper end of the rod A there is hinged a rod, B, its upper end being curved, as shown, while its opposite end is hinged to a bracket, C, which is secured to the frame of the window.

When the parts have been connected as described, and it is desirable to have the ventilating-window open to its full extent, the parts are placed in the position shown in Fig. 2; and when it is desirable to have it closed, the parts are shifted to the position shown in Fig. 1; but it may be held in any intermediate position by bringing any of the intermediate depressions opposite the plate A<sup>2</sup>, when the spring will act to force the rod over, as above described.

I have described this device as applicable to car-ventilators only; but it will be found to be equally applicable to steamboats, sailing vessels, and all other places where graduated ventilators are required.

I am aware that ventilating-windows have heretofore been opened and closed by means of a rod sliding vertically through a socket in which there is placed a spring, but in all such cases the rods have had a smooth surface, and consequently differ essentially from mine so far as holding the ventilator in any fixed position is concerned.

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

The combination, with the ventilating-window or valve, of the connecting-rod B, notched slide-rod A, perforated plate A<sup>2</sup>, and spring A<sup>1</sup>, arranged relatively, substantially as and for the purpose set forth.

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

Witnesses:

G. W. PERRY.

THOS. M. CULBERT,

SAML. CULBERT.