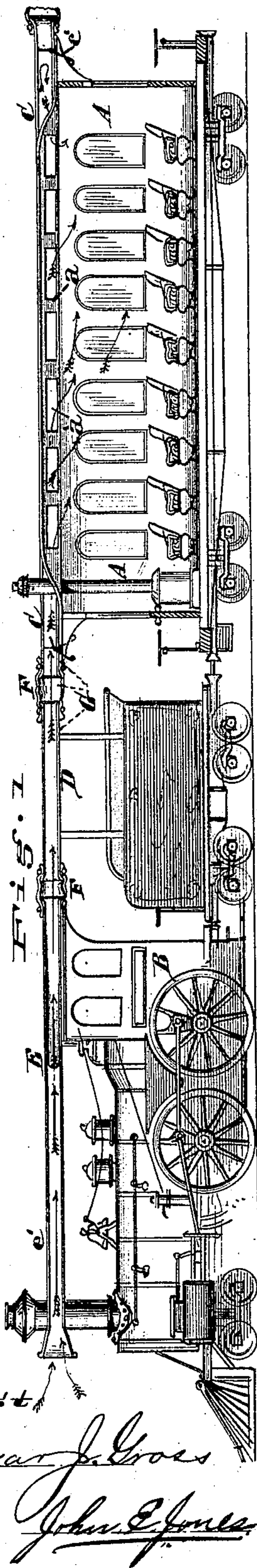


W. FOGLESONG.

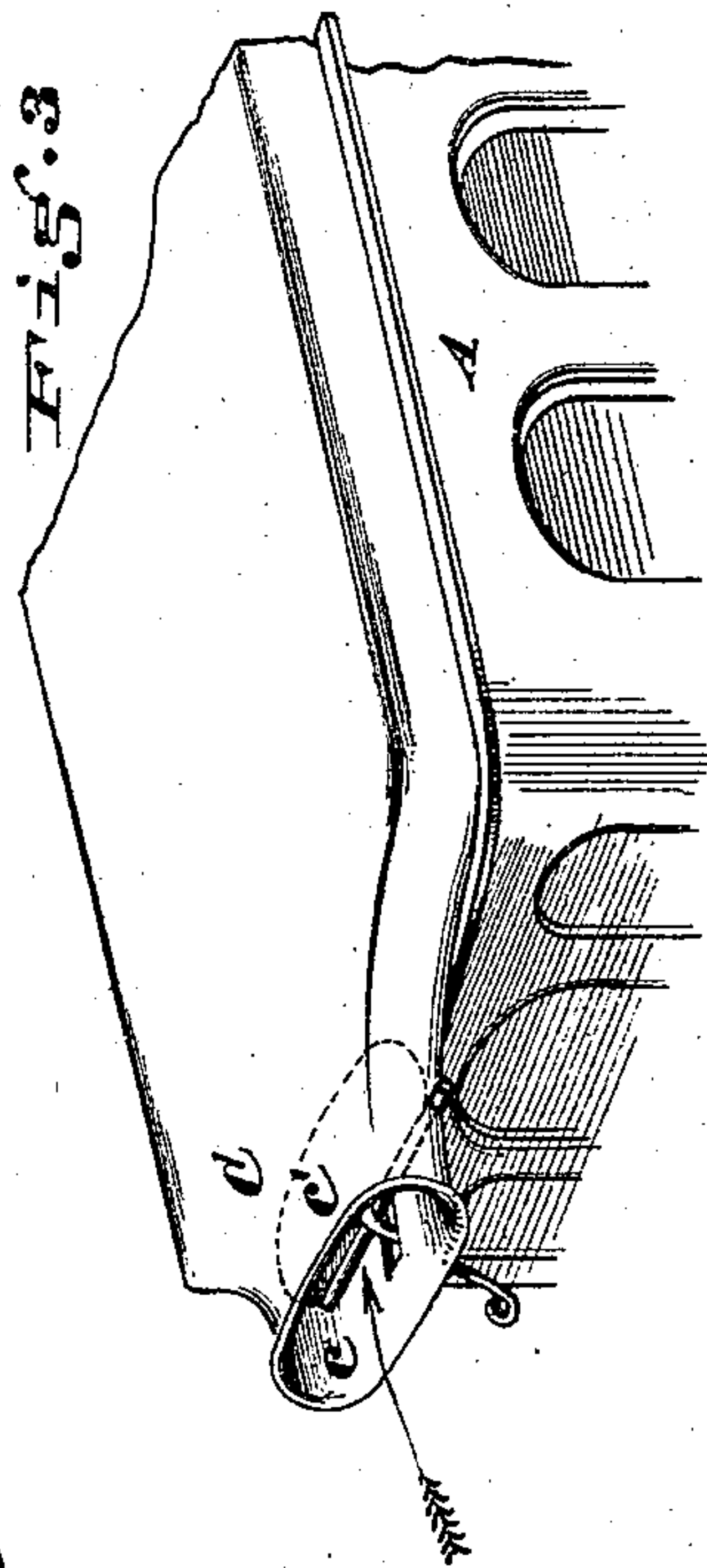
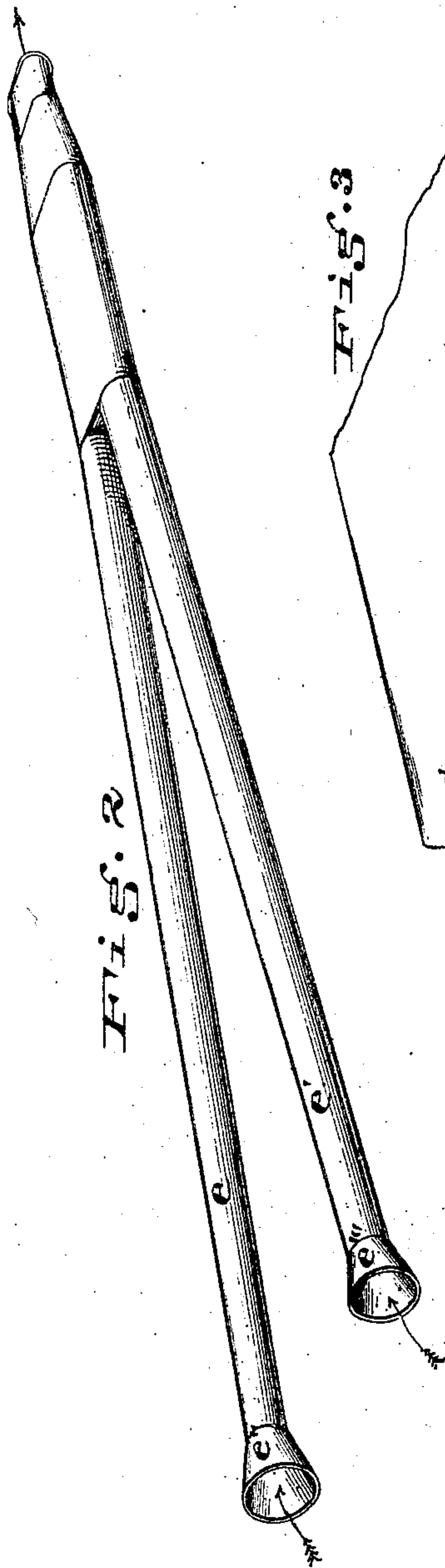
PASSENGER CAR VENTILATOR.

No. 181,429.

Patented Aug. 22, 1876.



Attest
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UNITED STATES PATENT OFFICE.

WASHINGTON FOGLESONG, OF DAYTON, OHIO.

IMPROVEMENT IN PASSENGER-CAR VENTILATORS.

Specification forming part of Letters Patent No. **181,429**, dated August 22, 1876; application filed January 15, 1876.

To all whom it may concern:

Be it known that I, WASHINGTON FOGLESONG, of Dayton, Montgomery county, State of Ohio, have invented an Improvement in Ventilating Apparatus for Passenger-Cars, of which the following is a specification:

My invention relates to the manner of introducing fresh air to the interior of a passenger-car, to the exclusion of all other kinds, by a certain connection of pipes or conducting-tubes, which lead from a point in front of the smoke-stack of the engine directly into the passenger-cars, and into the cars only, so that the speed of the train will keep up such a current of air in these pipes leading to the cars that there will be a compressed state of atmosphere in said cars that will effectually prevent the entrance of any particles of impure air that may envelop the train when the doors and windows of the cars are opened casually.

My invention consists in incasing the ordinary ventilating-roof of a railroad-car, said casing forming the fresh-air conductor. In consequence of this construction the ventilating-roof is utilized, and my invention may be readily applied to all ordinary railroad-cars.

Figure 1 is an elevation of a train of cars, showing my improvement and the passenger-car to which it connects in section. Fig. 2 is a perspective view of the forward end of the conducting-pipes. Fig. 3 is a perspective view of the top end of a passenger-car having my improved ventilator attached.

Let A represent one of the coaches of a passenger-train, and B the locomotive. The car A is of ordinary construction, having the raised ventilating-roof *a* and apertures *a'*. Formed over the roof proper, and around the ventilating-roof *a*, is a conducting compartment or chamber, C, which makes up part of my flues G leading from the front of the train to the interior of the coaches, and having contracted mouths *c* at the ends of the car, which are fitted with suitable valves *c'*, for governing the action of the compartment.

Attached to the tender of the locomotive is a conducting compartment or chamber, D, and attached to the locomotive is also a conduct-

ing-chamber, E, which, however, branches out from a central position on the cab in two pipes, *e e'*, past each side of the smoke-stack, and these pipes are provided with enlarged mouths *e'' e'''*, to readily engulf the adjacent air as the train rushes forward. To connect these pipes together, and form one continuous pipe of them, I provide the flexible connections F of leather or kindred material, secured in any desirable and adjustable manner, which connection will accommodate itself to the varying distance apart of the cars in backing and moving forward.

The current of air in the pipe C D E *e e'* caused by the moving train rushes back from the mouths *e'' e'''*, along the roofs of the coaches, and enters the apertures *a'* in the roofs *a*, and into these apertures only, as the valve *c'* of the back end of the last compartment C is closed purposely.

Now, it is evident that the current of air brought from the front end of the train will be pure and wholesome, and if the coaches do not furnish means of exit through doors and windows, &c., large enough, the current of air from the apertures *a'* will cause a compressed state of atmosphere in the car, which will preclude the possibility of impure air to enter the car when doors, &c., are opened casually.

It is evident that the form of conducting-pipe shown in the drawing is not requisite in all cases, as the parts C *c c'* can be built in the coaches in any desired form, and the pipes D and E can be variously formed.

Having thus described my invention, I claim—

The combination, with a railroad-car, of the casing covering the ordinary ventilating-roof thereof, and adapted to be connected with a pipe or pipes extending to the front of a locomotive, for supplying the car with pure air when running in a train, substantially as specified.

In testimony of which invention I hereunto set my hand.

WASHINGTON FOGLESONG.

Witnesses:

WILMER H. BELVILLE,
J. M. TURNER.