

(No Model.)

T. BURY.
WINDOW VENTILATOR.

No. 407,328.

Patented July 23, 1889.

Fig. 1

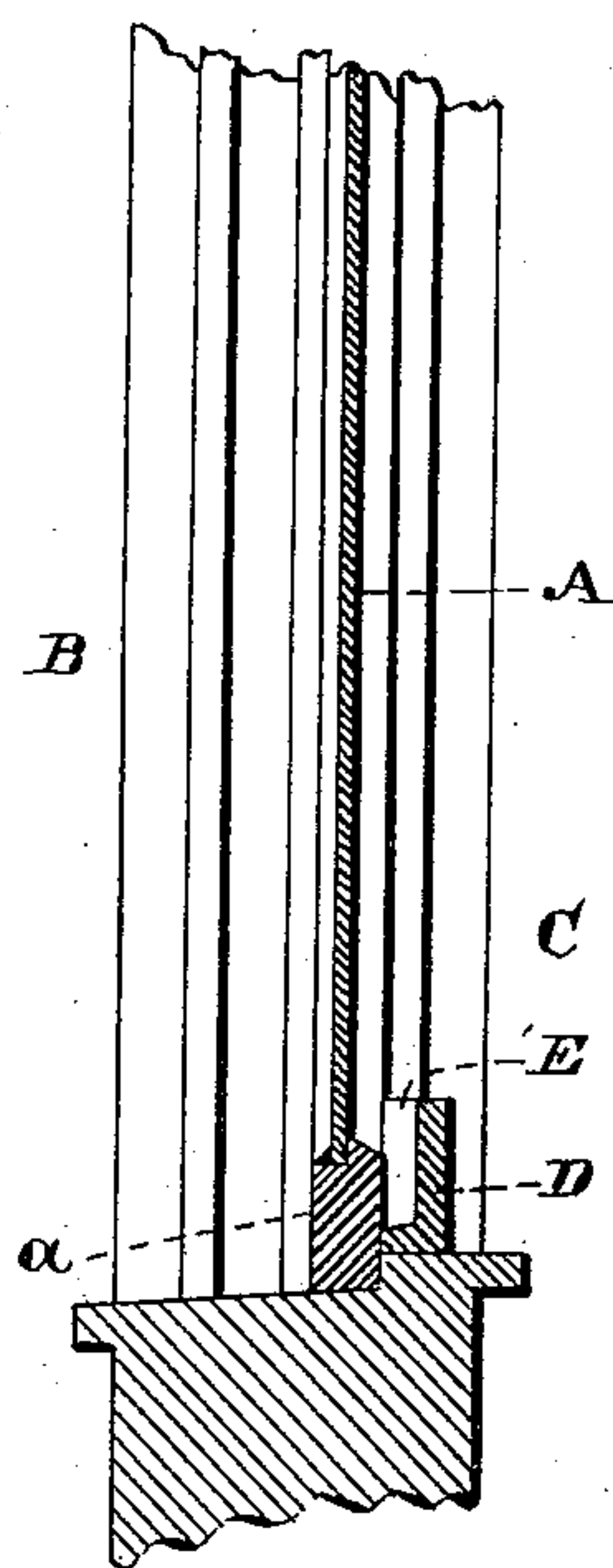


Fig. 2

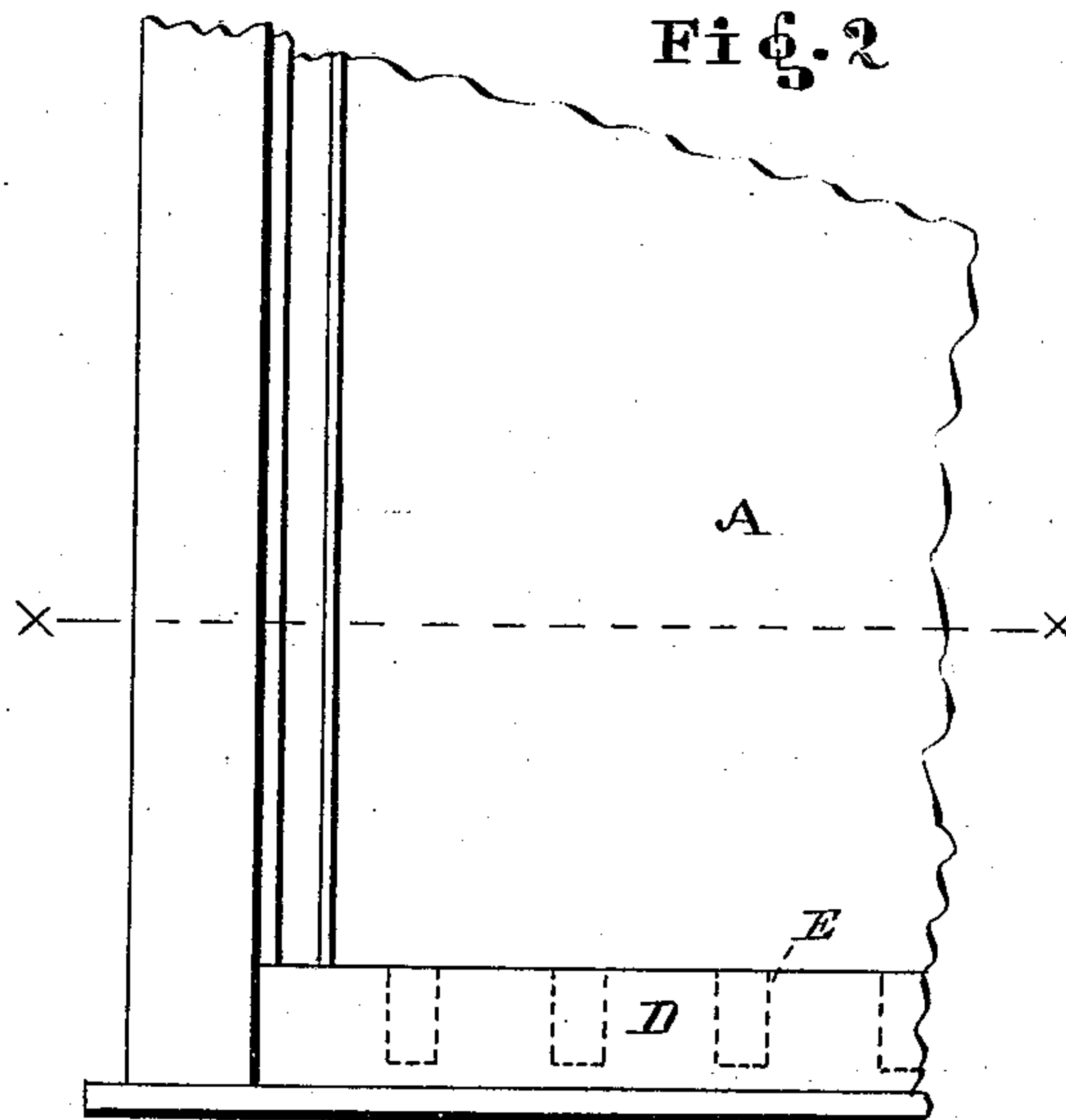


Fig. 4

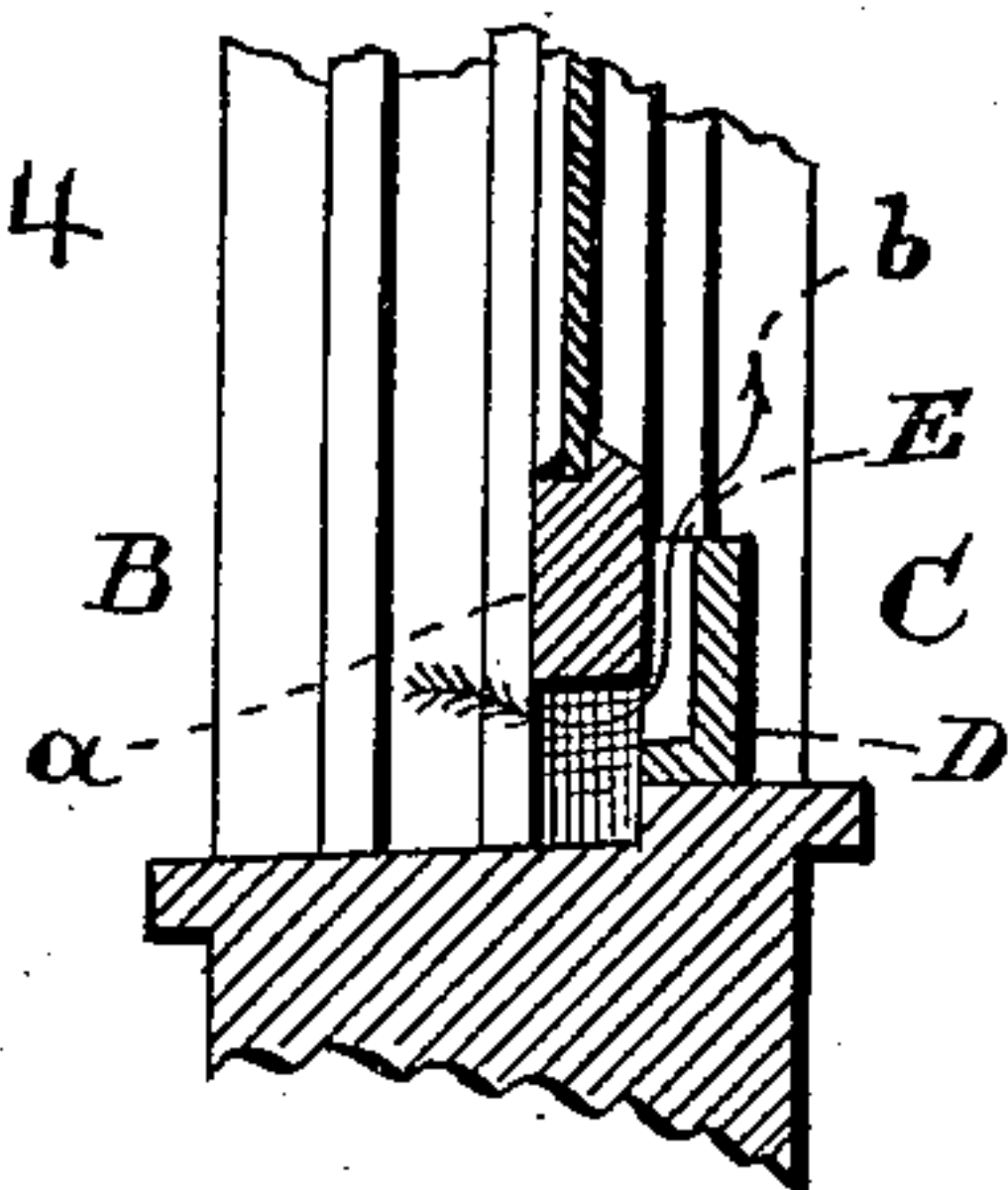
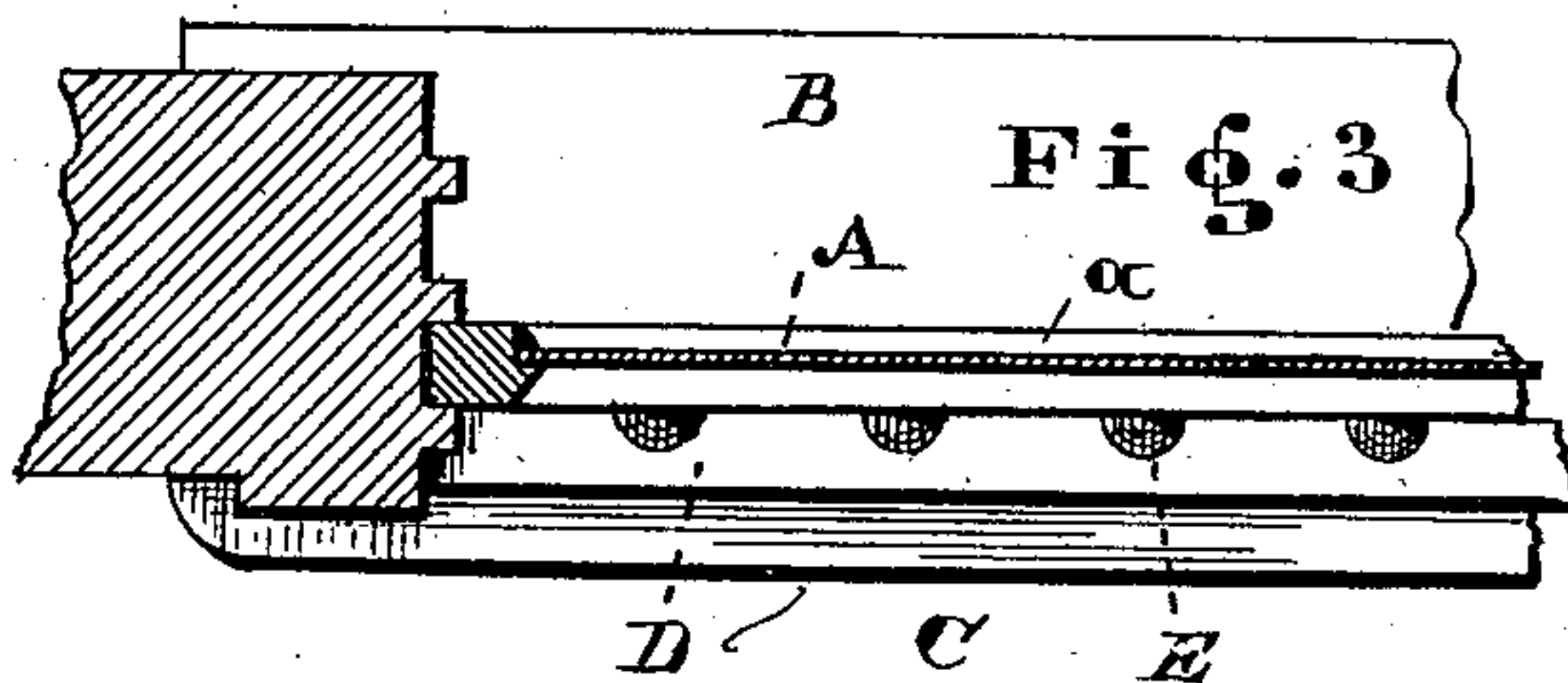


Fig. 3



WITNESSES.

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UNITED STATES PATENT OFFICE.

THEODORE BURY, OF CLEVELAND, OHIO.

WINDOW-VENTILATOR.

SPECIFICATION forming part of Letters Patent No. 407,328, dated July 23, 1889.

Application filed July 23, 1888. Serial No. 280,770. (No model.)

To all whom it may concern:

Be it known that I, THEODORE BURY, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and Improved Window-Ventilator; and I do hereby declare that the following is a full, true, and exact description thereof.

My invention consists of a certain peculiar contrivance arranged in correlation with the lower sash of a window and its casing, in connection with which it is to be applied for the purpose of ventilation. The peculiar arrangement of said invention renders it well adapted to railroad-car windows, as by its use fresh air may be admitted, while drafts are prevented and the entrance of dust excluded.

That the improvement may be fully seen and understood, reference will be had to the annexed specification and the accompanying drawings, in which—

Figure 1 is a partial vertical section of a window with ventilator, as above referred to, connected therewith. Fig. 2 is an inner face view of the same. Fig. 3 is a horizontal section on line *x x* of Fig. 2. Fig. 4 is also a vertical section showing the window partially raised.

Like letters of reference denote like parts in the drawings and specification.

In all the figures, A represents the lower sash as arranged in a window-frame. B designates the outside and C the inside thereof. D is a bar, which is fitted between the window-frame and set on the bottom sill thereof, in close proximity to the lower sash-rail *a*, so that the window when raised will slide in contact with the outside of said bar, as arranged, and openings with the channels E thereof. The channels E extend only over part of the face of said bar D, as seen in Figs. 1 and 4, and when the window is closed the sash-rail *a* will cut off all communication between the outside B and inside C.

In Fig. 4 the window is shown as raised above the lower terminal of the channels E. Thus an open relation is attained between the inside C and outside B, thus permitting the outer air to course through the openings

or channels E in the bar to the room or chamber. The air will enter the room, car, or wherever this device is applied, in a course, as indicated by the arrow *b*. Thus a person sitting near or before a window provided with this ventilating contrivance will not be exposed to cold drafts, as the air can only enter through the openings formed by the rail *a* and bar D. (See Fig. 4.) The air enters the room in a diffused condition, thus commingling readily with the air in the apartment and avoiding chilling currents.

The essential feature of this invention consists in the simplicity of construction by means of which the results as above stated are attained. The bars are preferably made of wood and light in structure, so as to give a finished or ornamental appearance to the window.

The peculiar construction of this ventilator renders it well adapted for use on railroad-cars, as the sash and casing of said car-windows are necessarily thin and not well admitting a thick ventilator.

The thinness of the ventilator transversely with the sides of the openings exposed, which exposure is in contact with the sash, renders it a more or less closed opening, as the sash is raised or lowered, thereby preventing the smoke and cinders from entering the cars to a marked extent.

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

In combination with a window-sash and its casing, the bar D, fitted between the sides of said casing in contact with the lower rail of the open sash and having a series of channels or grooves in one side extending nearly to the bottom, as shown, forming controllable openings by means of and in relation with said rail, constructed and arranged substantially as and for the purpose set forth.

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

THEODORE BURY.

Witnesses:

W. H. BURRIDGE,
B. F. EIBLER.