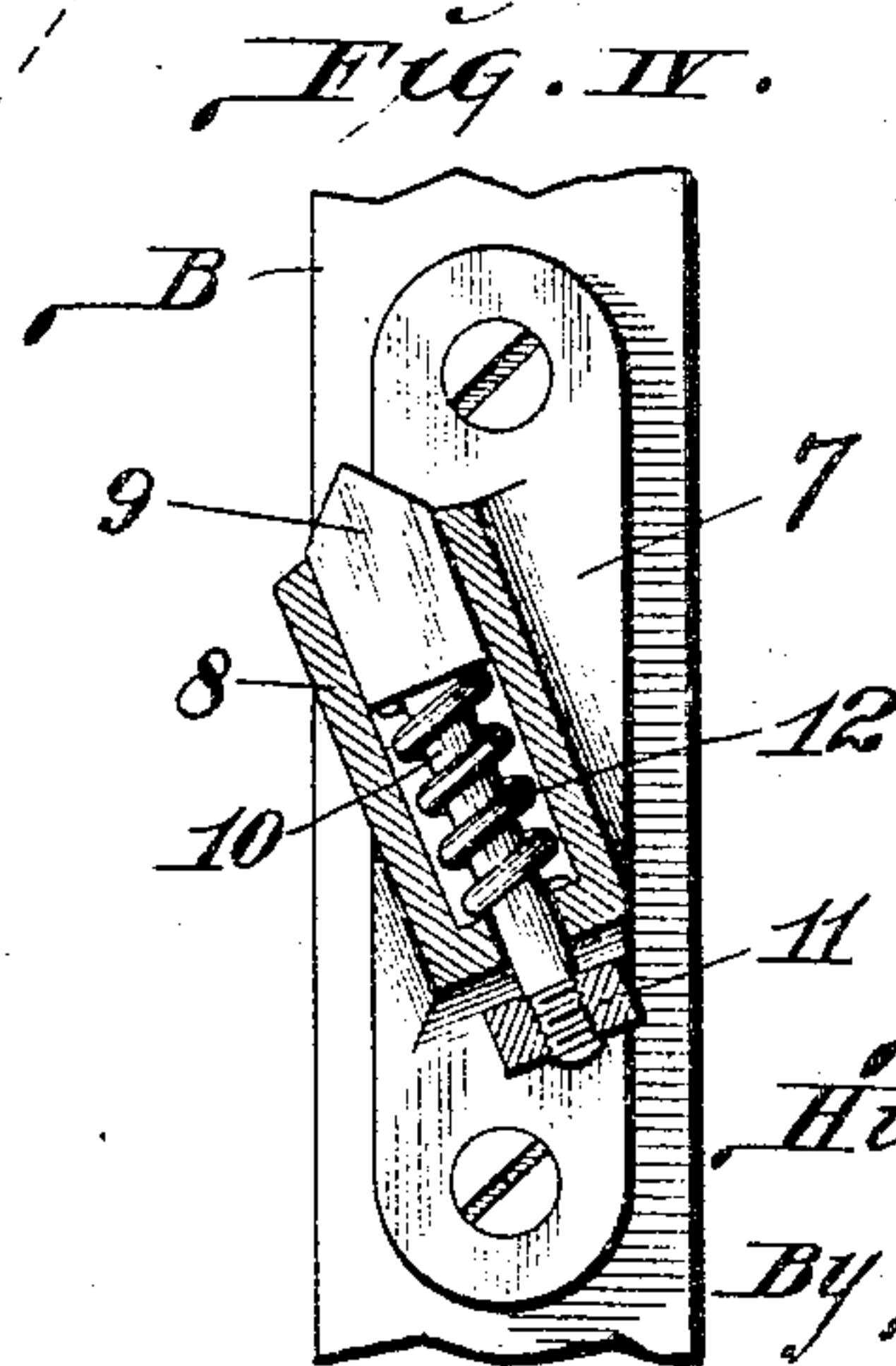
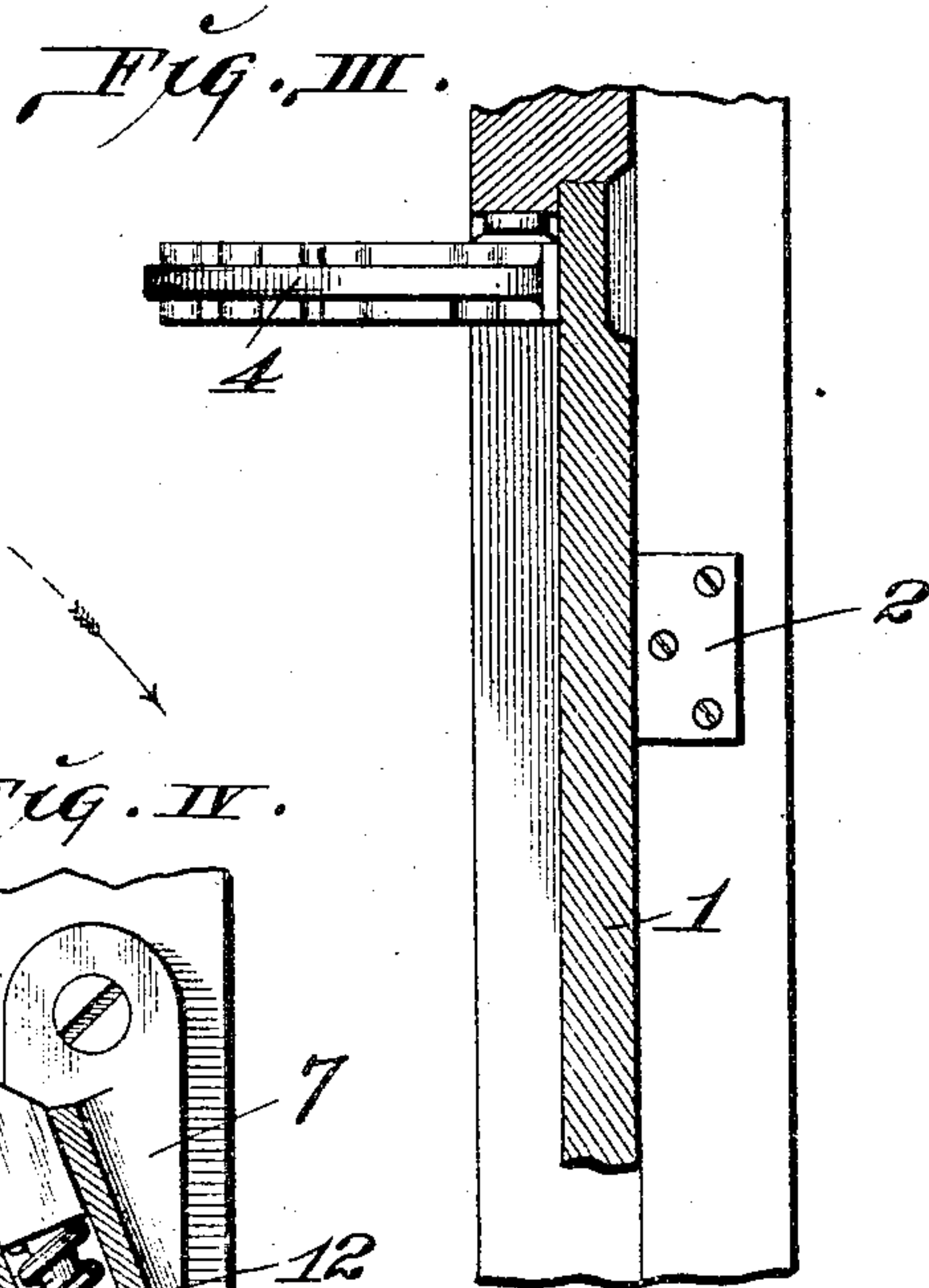
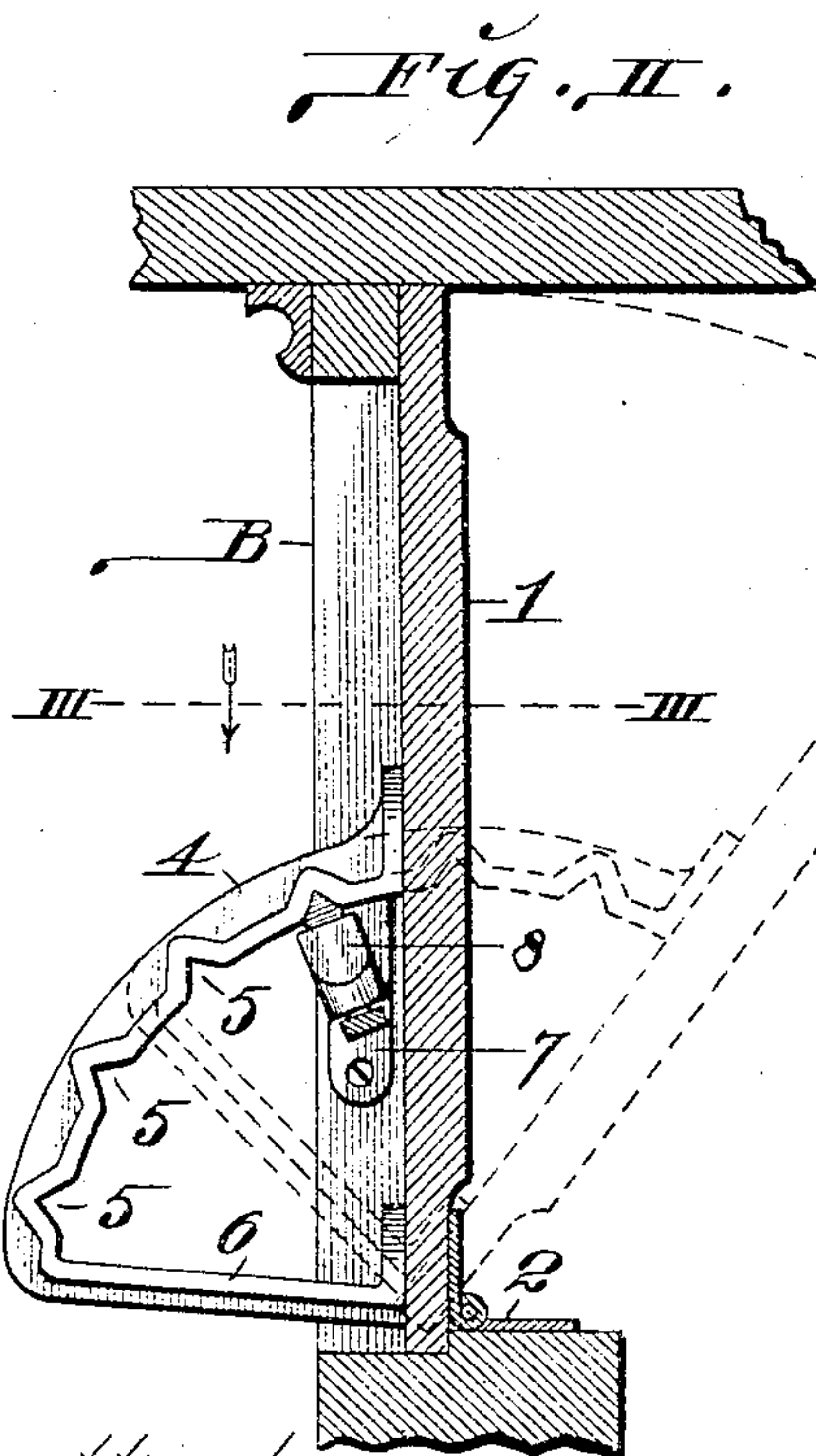
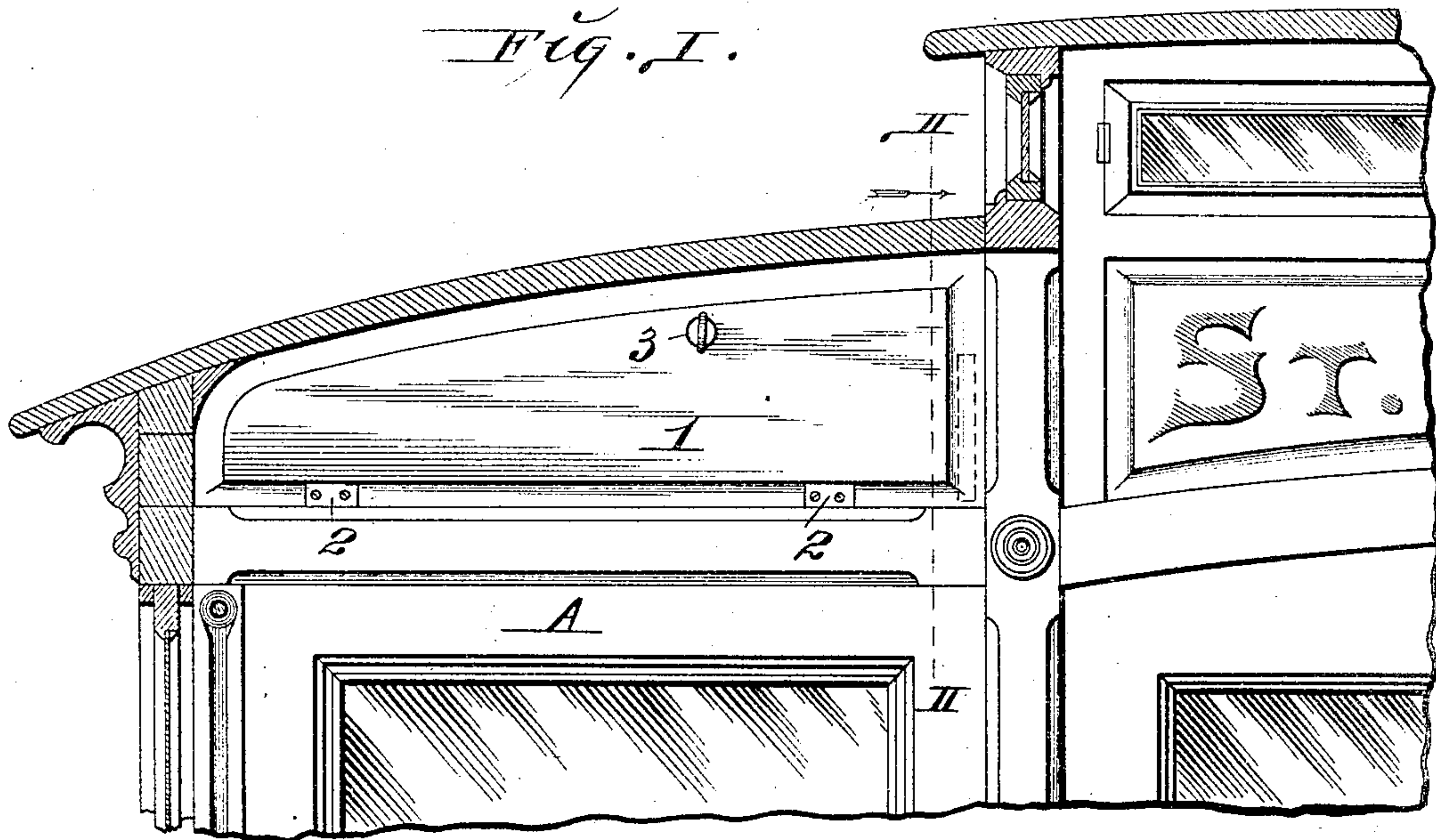


No. 778,523.

PATENTED DEC. 27, 1904.

H. WITTE.  
RETAINING DEVICE FOR CAR VENTILATORS.

APPLICATION FILED JUNE 16, 1902.



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# UNITED STATES PATENT OFFICE.

HUBERT WITTE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ST. LOUIS CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

## RETAINING DEVICE FOR CAR-VENTILATORS.

SPECIFICATION forming part of Letters Patent No. 778,523, dated December 27, 1904.

Application filed June 16, 1902. Serial No. 111,916.

*To all whom it may concern:*

Be it known that I, HUBERT WITTE, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have  
5 invented certain new and useful Improvements in Retaining Devices for Car-Ventilators, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of  
10 this specification.

My invention relates to a device for holding car-ventilators closed or in open or partially open positions; and the invention consists in features of novelty hereinafter fully described,  
15 and pointed out in the claim.

Figure I is an interior view of one side of the end of a street-car, showing a ventilator in position therein constructed in accordance with my invention. Fig. II is a vertical cross-section taken on line II II, Fig. I. Fig. III  
20 is a horizontal section taken on line III III, Fig. II. Fig. IV is an enlarged view, partly in elevation and partly in vertical section, of the catch of my retaining device.

25 A designates the end of a street-car.

1 designates a ventilator swingingly mounted by hinges 2 in the end of the car to control a ventilating-opening therein.

3 is a knob seated in the ventilator 1, which  
30 may be grasped in opening and closing the ventilator.

4 designates a rack having notches 5 on its inner side and attached to the ventilator at the lower portion thereof, the rack being curved  
35 outwardly and downwardly from its upper end and connected to the ventilator near its lower edge by a horizontal arm 6.

7 designates a bracket that is fixed to the upright B of the car end at the location of the  
40 ventilator-opening. The bracket 7 carries a boxing 8, that is preferably set at an angle to the vertical plane of the bracket.

9 is the head of a catch-bolt having a tapering end and seated in the boxing 8 and pro-

vided with a stem 10, that extends downwardly 45 through the lower end of the boxing, in which it is loosely fitted for movement. On the lower end of the stem 10 is a stop-button 11.

12 is an expansion-spring located in the boxing 8 around the stem 10 beneath the head 9 50 of the catch-bolt.

The head 9 of the catch-bolt occupies a position interior of the rack 4; and its tapering point is adapted to seat in either of the notches 5 contained by said rack, so as to hold the rack 55 from accidental movement, and thereby retain the ventilator in any position to which it may be moved, whether closed, entirely open, or only partially open. It will be seen that upon the ventilator 1 being moved by the operator 60 grasping the knob 3 the catch-bolt is caused to recede in the boxing 8 by pressure of the rack 4 thereagainst as it is swung in the arc of a circle and that therefore the rack will ride over the point of the catch-bolt, moving it out 65 of the notch in which it was previously seated. The rack in its continued movement rides on the point of the catch-bolt until the next succeeding notch is reached, when the bolt again moves outwardly and seats in the second notch. 70

I claim as my invention—

A device of the class described comprising two parts, one a segmental rack of approximately one-quarter of a circle having notches on its inner side, an attaching-plate at one end, 75 and a radial arm at its other end also provided with an attaching-plate; and the other a sliding bolt, a casing for the bolt, and an attaching-plate for the bolt and the casing, secured to said parts so as to permit the sliding bolt to 80 move approximately radially of the segmental rack and to hold the casing in the path of the radial arm to limit the relative movements of the parts.

HUBERT WITTE.

In presence of—

H. J. NOGEL,  
M. H. MURPHY.