

No. 854,945.

PATENTED MAY 28. 1907.

R. J. HARTY.
CAR VENTILATOR.
APPLICATION FILED MAR. 4, 1907.

Fig. 1 -

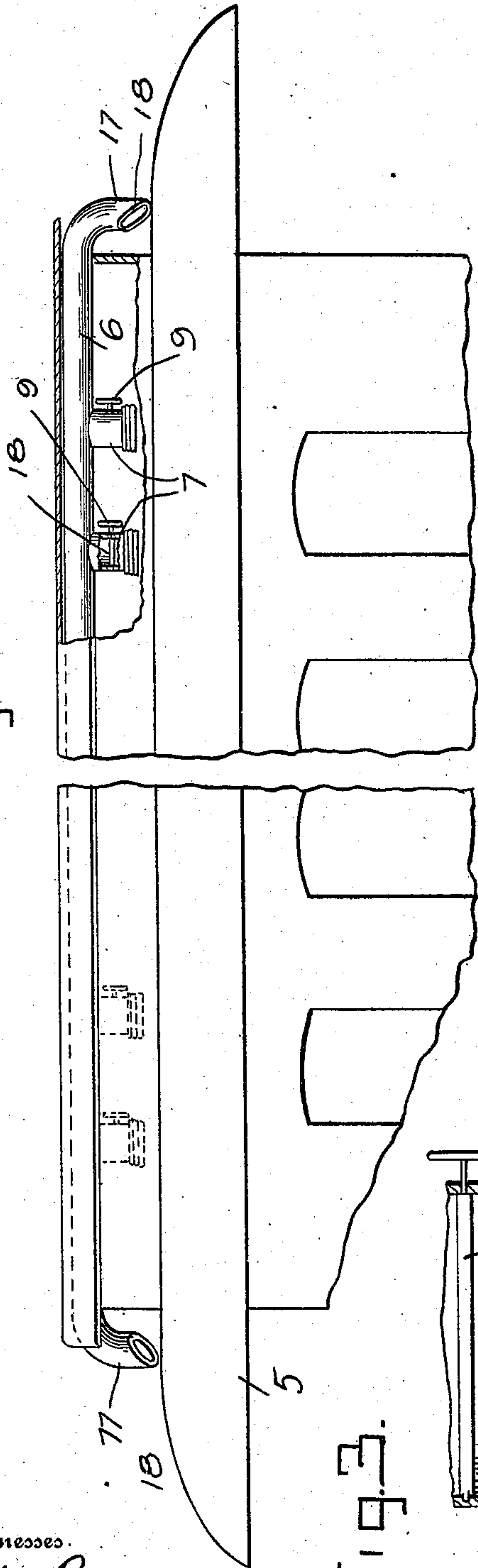


Fig. 2 -

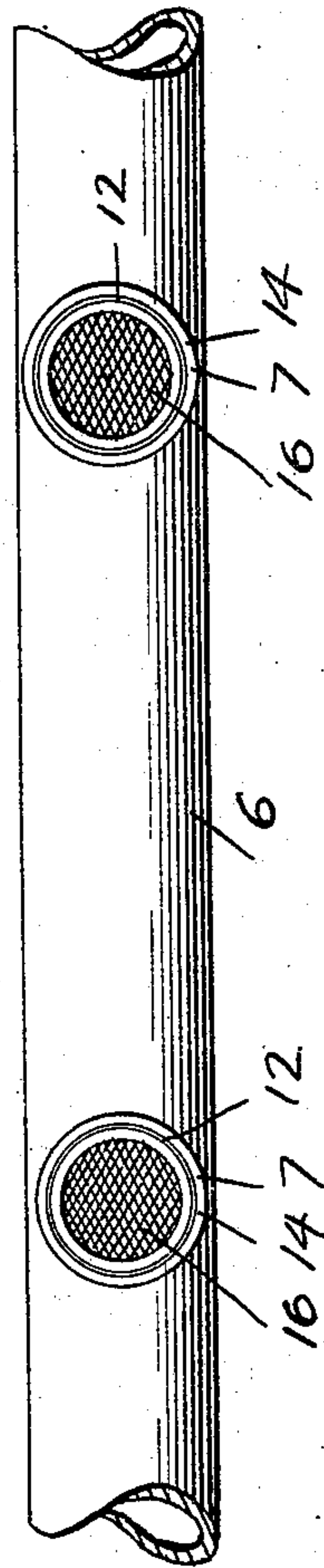
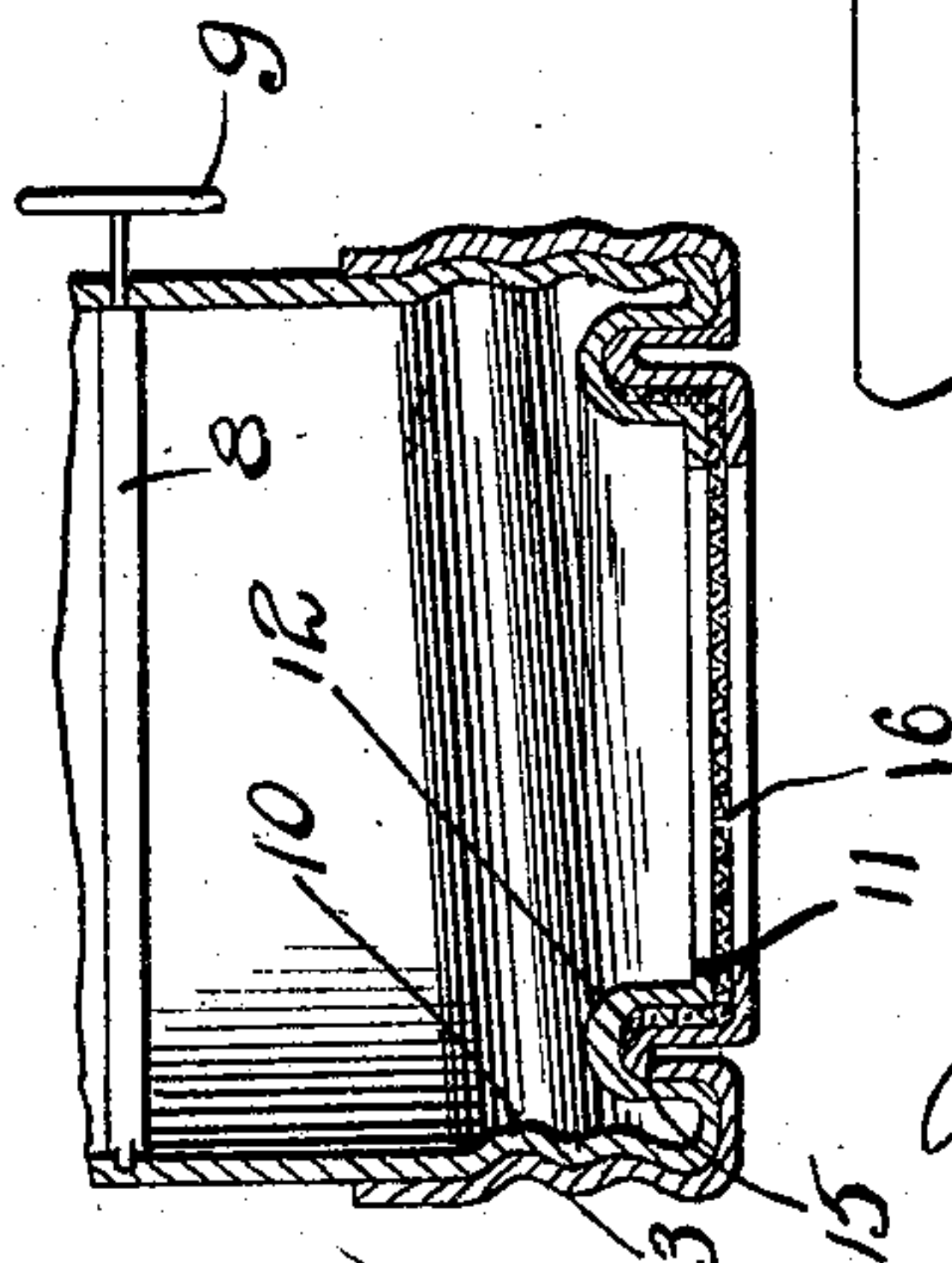


Fig. 3.



Witnesses.

W. M. Rockwell
E. G. Smith

Inventor

R. J. Harty

By

Charles Chandler

Attorney

UNITED STATES PATENT OFFICE.

ROGER J. HARTY, OF ST. LOUIS, MISSOURI.

CAR-VENTILATOR.

No. 854,945.

Specification of Letters Patent.

Patented May 28, 1907.

Application filed March 4, 1907. Serial No. 360,389.

To all whom it may concern:

Be it known that I, ROGER J. HARTY, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Car Ventilators; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to car ventilators and has for its object to provide a ventilating system which will effectually remove foul air from the car and will yet not be liable to admit cinders, snow, or rain into the interior of the car. This is a common disadvantage found in nearly all ventilating systems of this class in use at the present time and hence it is the primary object of my invention to obviate the same.

A further object of my invention is to provide a pipe which extends through the car and longitudinally thereof with its ends extending outwardly of the car and bent in such a manner that cinders or the like cannot be drawn or blown into the pipe or tube and to add to the efficiency of the device, the ends of the pipe have stretched across them sheets of wire gauze.

In the accompanying drawings, Figure 1 is a side elevation of the car top showing the application of the device, a portion of the car being broken away as in Fig. 1. Fig. 2 is a bottom plan view in detail of a portion of the ventilating tube, and, Fig. 3 is a detail vertical transverse sectional view in a line with one of the branches of the tube.

Referring more specifically to the drawings there is illustrated a car top 5 of the usual structure and extending from end to end of the top and directly along its under side is a tube 6 from the underneath side of which project downwardly branches 7 which are comparatively short in length and are open at their lower ends. Pivoted within each of the branches 7 is a damper 8 which includes a crank portion 9 which extends outwardly of the branch and is adapted to be engaged and

turned either directly by hand or by means of a suitable rod, it being understood that the dampers are independent of each other and that hence they may be all opened or closed or some opened and others closed. The lower end portion of each of these branch tubes is preferably threaded as at 10 and the extreme lower edges thereof are flanged as at 11, the said flange being stamped up to form an annular groove 12. A ring 13 which is threaded to fit over the threaded end of the respective branch tube, is also flanged as at 14 and provided with an annular rib 15 which when the ring is screwed upon the end of the branch tube, seats in the groove 12 and clamps therein the edges of a circular sheet of wire screen 16 of very fine mesh.

The ends of the tube 6 project beyond the ends of the car top 5 and are turned downwardly as at 17 and are cut diagonally at their lower ends as at 18 so that their open ends will be considerably enlarged and will be presented substantially in the direction of the adjacent end of the car roof but at an angle. By thus locating the ends of the tube it will be observed that it is practically impossible for cinders to enter the tube while the car is in motion and that the air will be drawn in one end of the tube and out the other.

What is claimed is—

A ventilating tube of the class described having branch portions, the open ends of which are threaded, grooved flanges formed at the ends of the branches, collars engageable upon the threaded ends of the branches, said collars being flanged, and said flanges being provided with ribs adapted to seat in the grooves in the flanges upon the branches, and a sheet of foraminous material stretched across the open end of each branch and having its edges seated in the grooves and held therein by the ribs.

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

ROGER J. HARTY.

Witnesses:

JNO. M. TULLY,

JOSEPH L. BROCKEL.