

No. 889,186.

PATENTED JUNE 2, 1908.

A. BAGGALEY.
VENTILATOR.

APPLICATION FILED APR. 29, 1907.

4 SHEETS—SHEET 1.

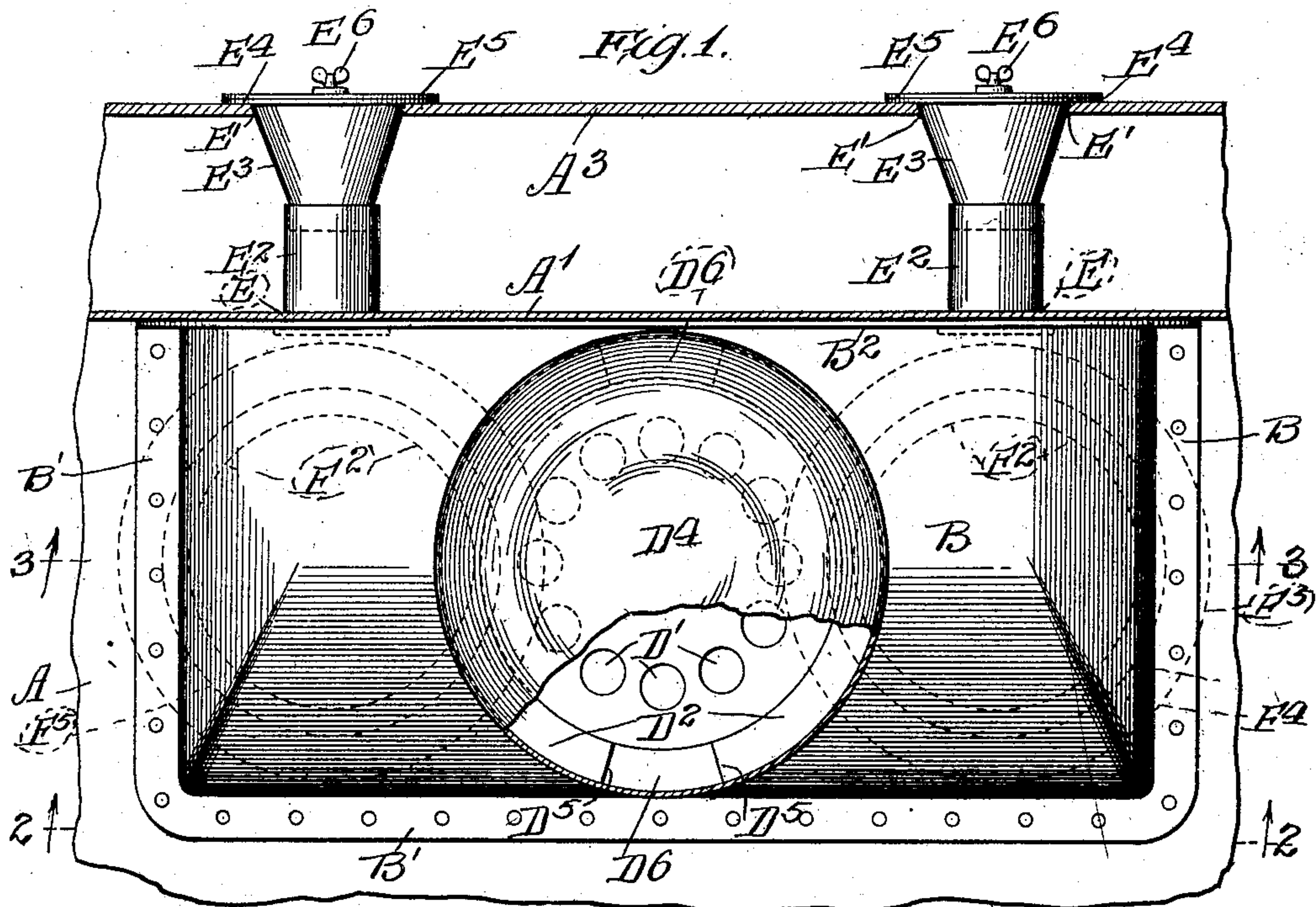
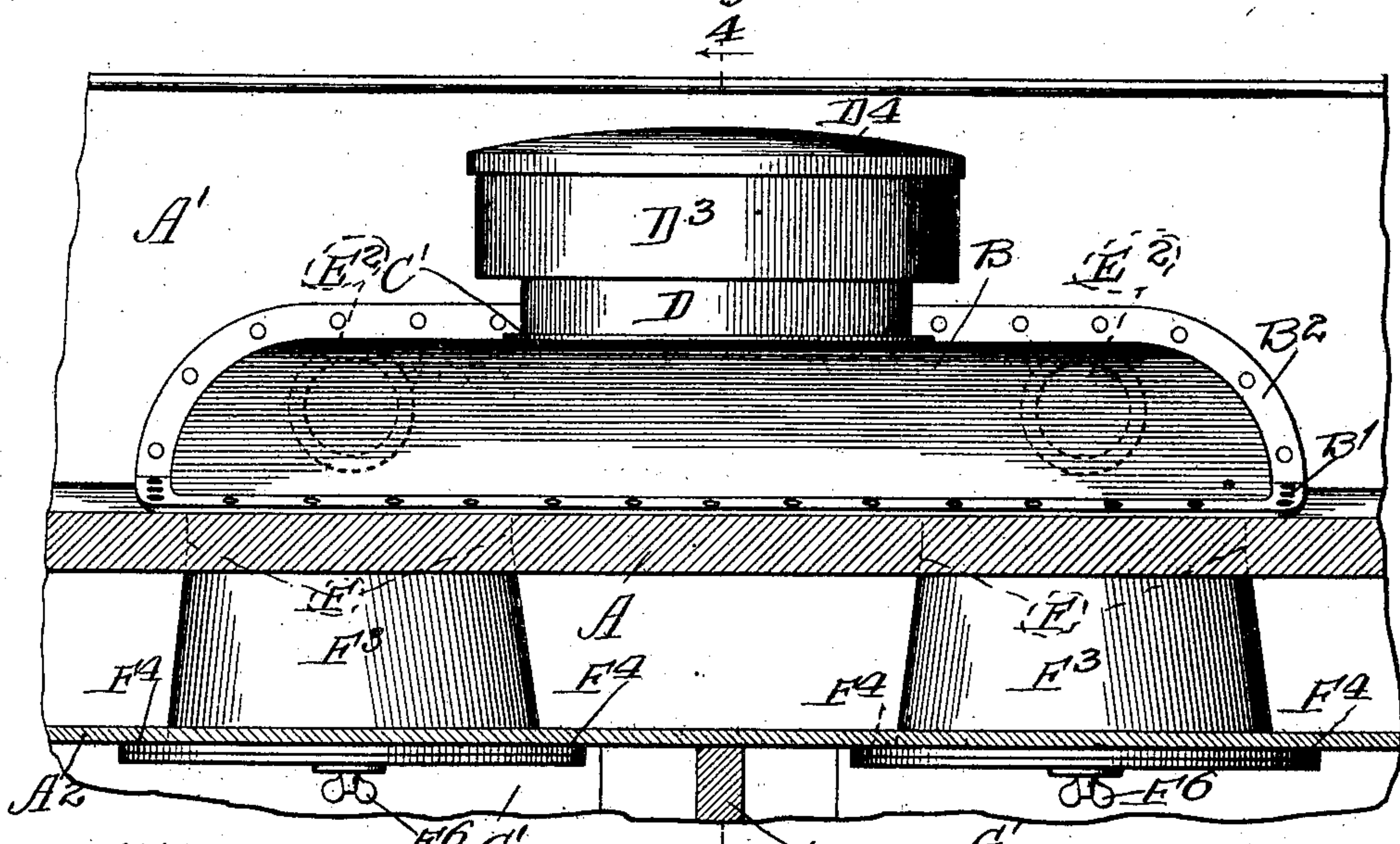


Fig. 2.



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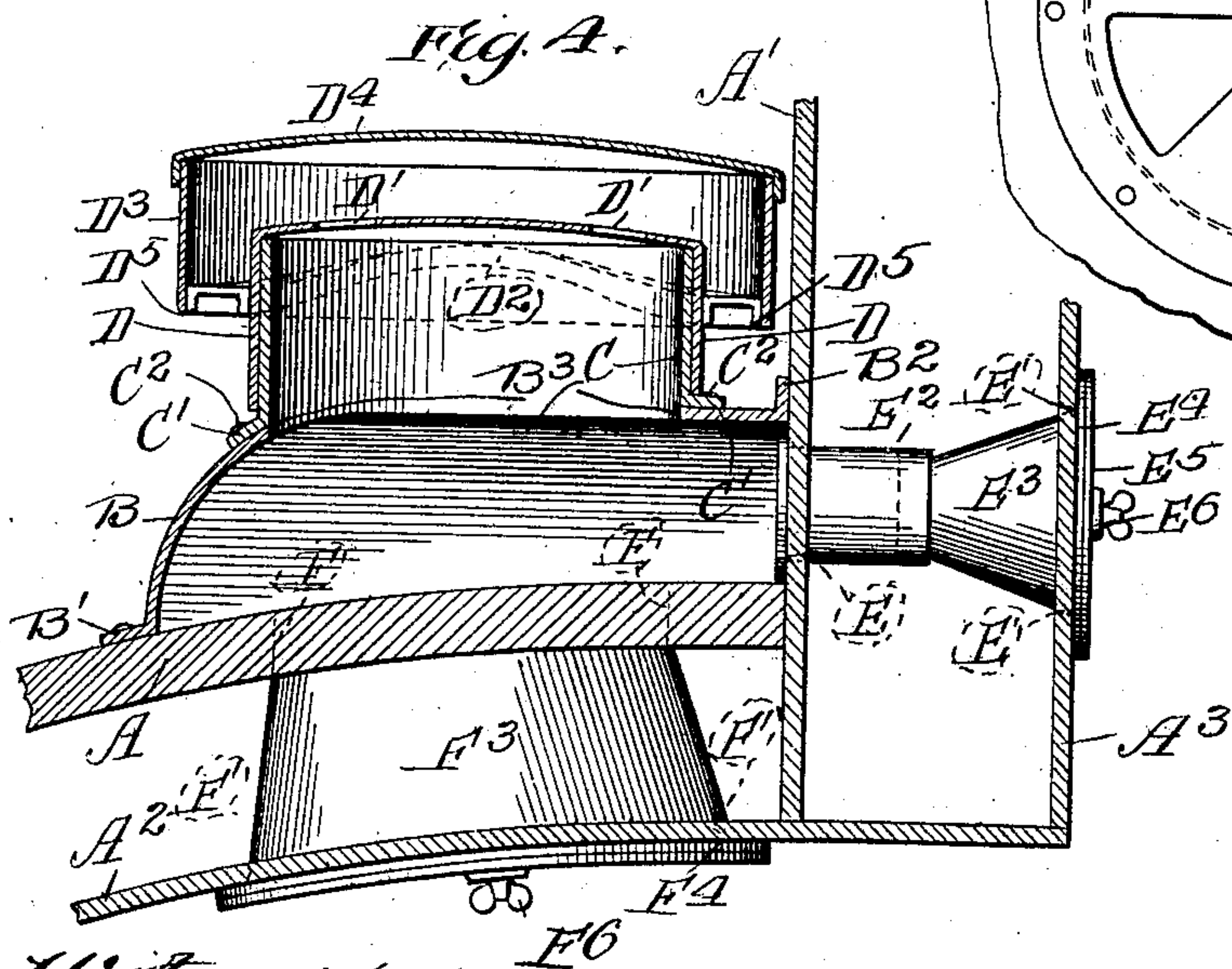
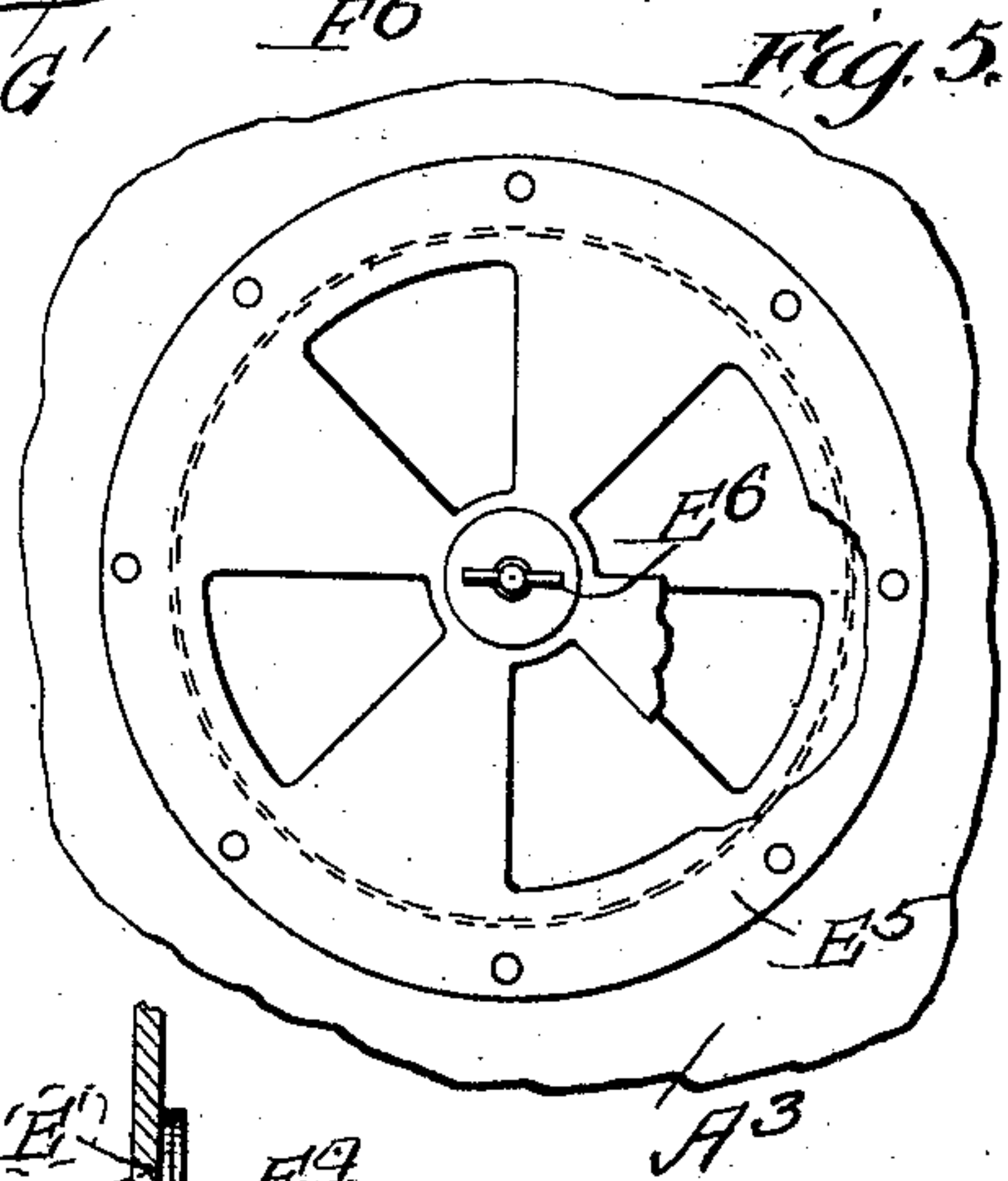
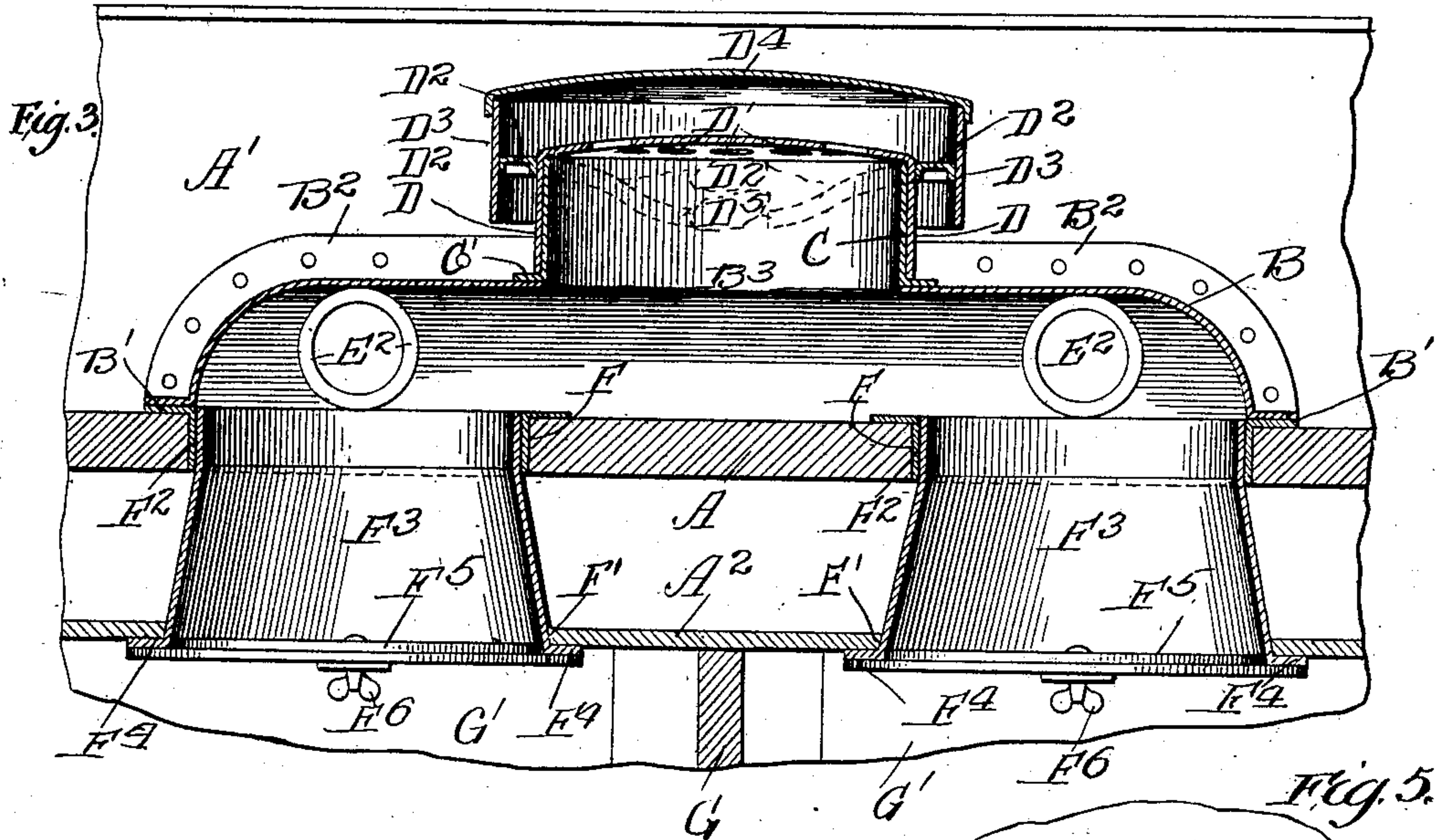
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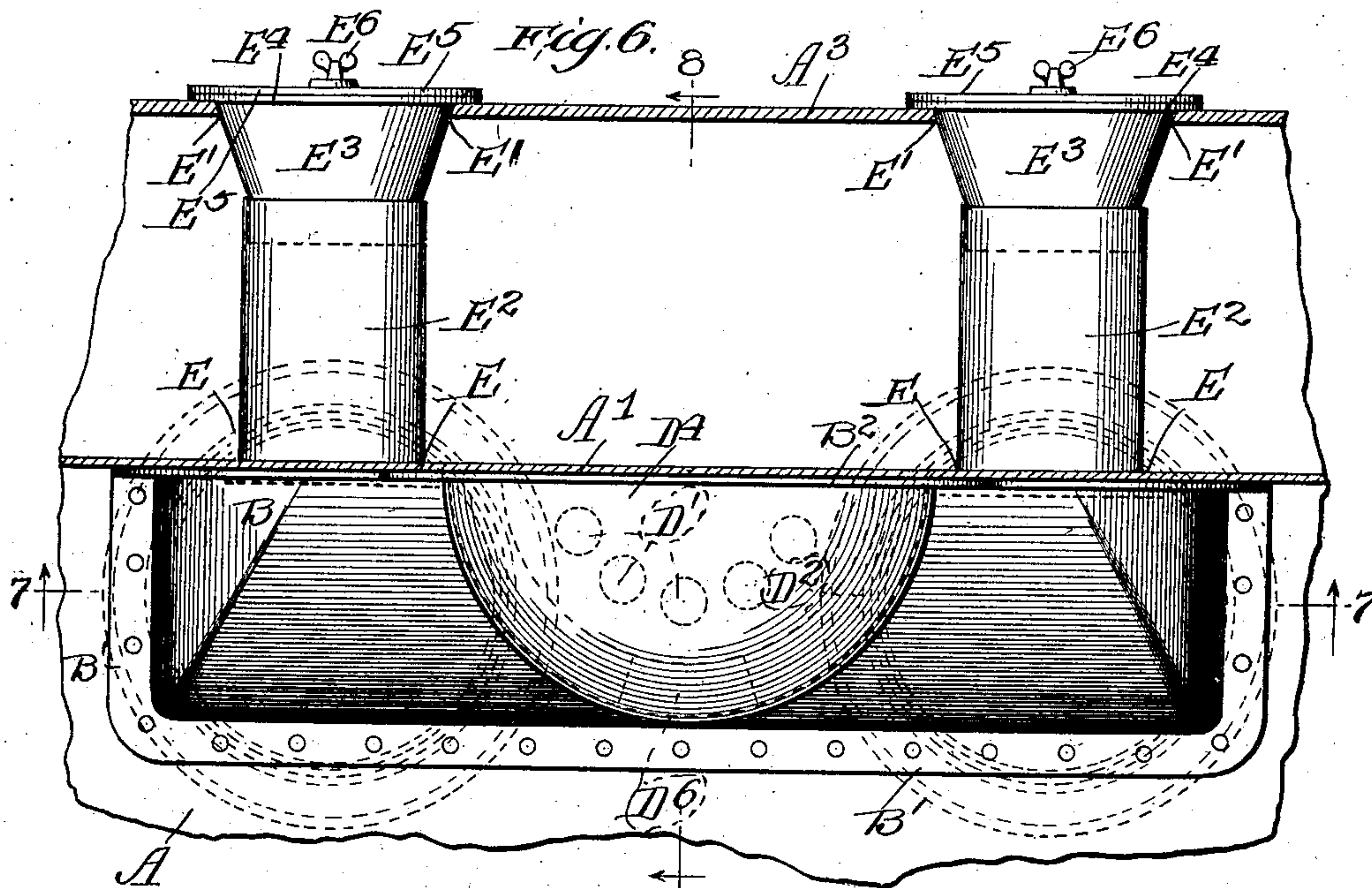
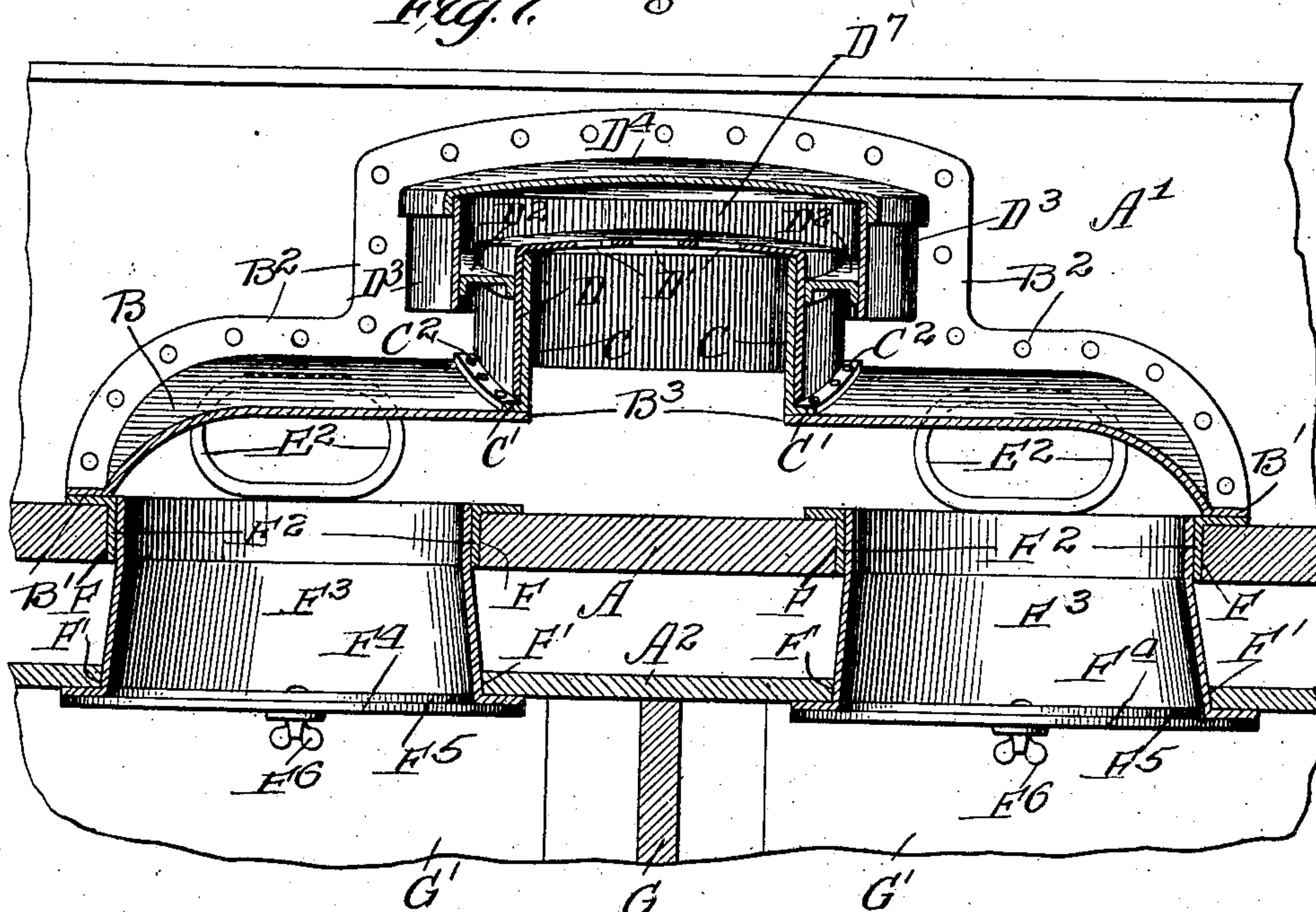


Fig. 7.



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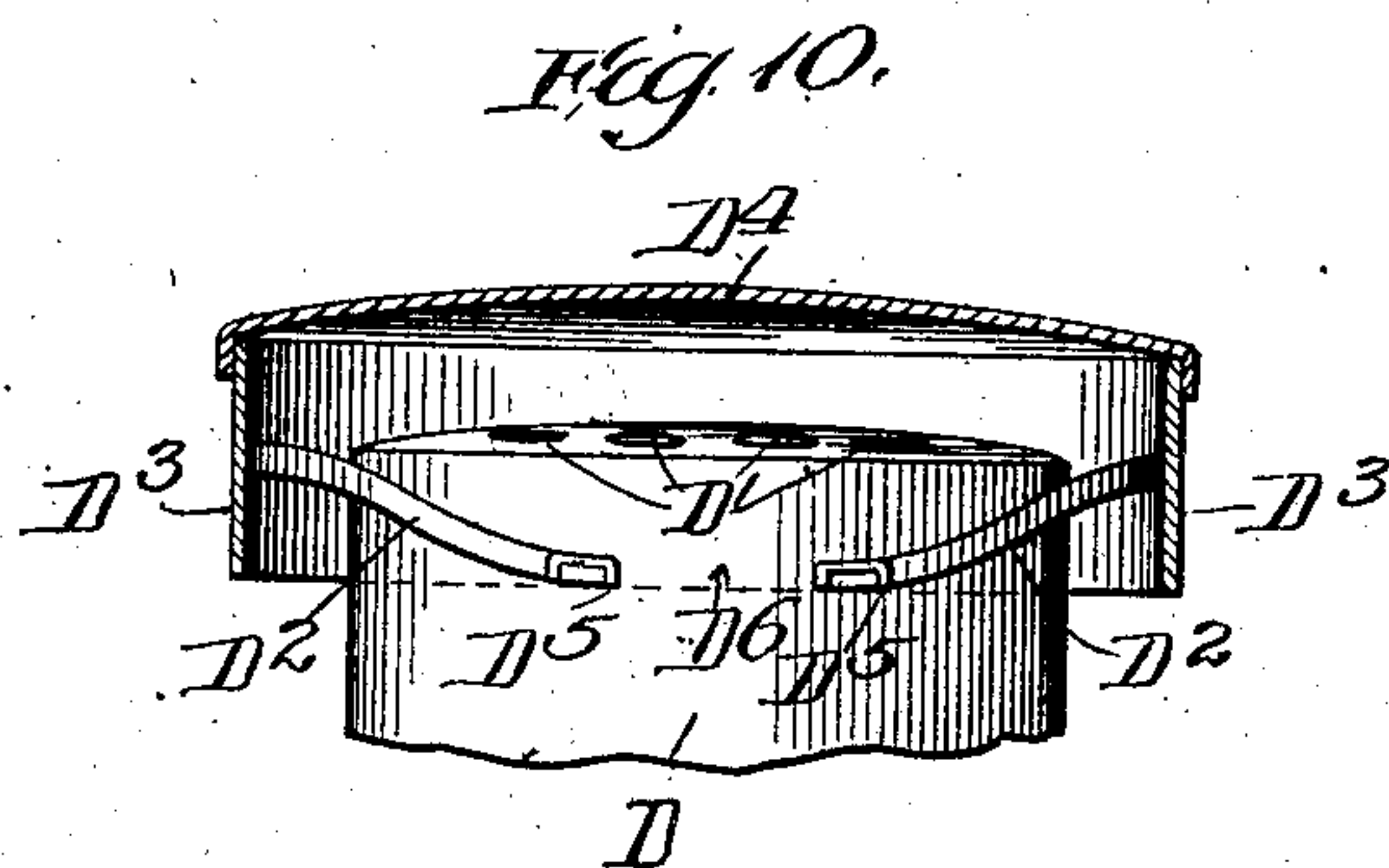
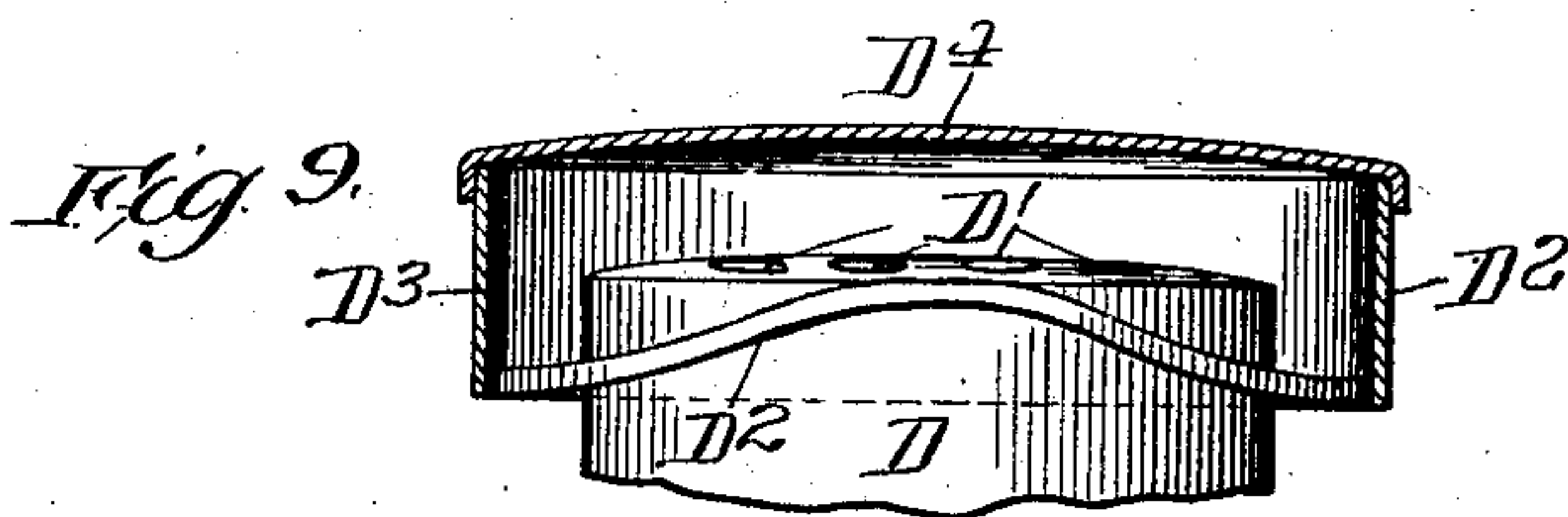
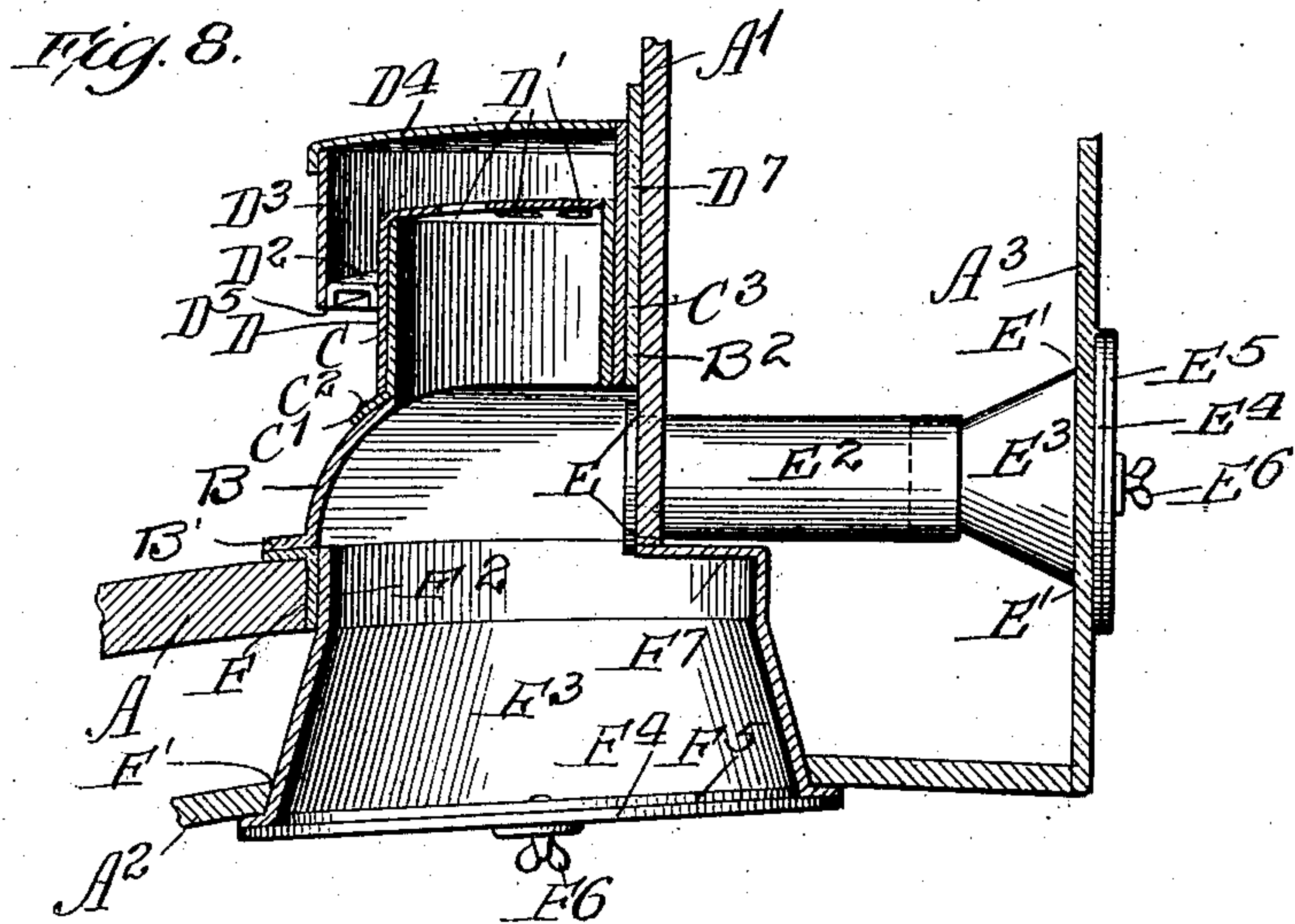
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UNITED STATES PATENT OFFICE.

ARTHUR BAGGALEY, OF CHICAGO, ILLINOIS.

VENTILATOR.

No. 889,186.

Specification of Letters Patent.

Patented June 2, 1908.

Application filed April 29, 1907. Serial No. 371,019.

To all whom it may concern:

Be it known that I, ARTHUR BAGGALEY, a citizen of the United States, residing at 11635 Yale avenue, in the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Ventilators, of which the following is a specification.

My invention relates particularly to that class of ventilators used on railroad cars which are located on the main roof of the car along side the part of the roof known as the deck.

The object of my invention is to construct a ventilator of sheet metal adapted to be affixed on the roof of a railroad car, particularly on sleeping cars which will automatically ventilate the berths as well as the rest of the interior of the car by suction, and that will prevent the entrance into the car through the ventilator of dust and cinders.

The manner in which I accomplish my object is described in the following specification and illustrated in the accompanying drawings in which:

Figure 1 is a top plan view of my device in position on the car, part of the roof being broken away. Fig. 2 is a side elevation, the roof of the car being shown partly in section on the line 2—2 Fig. 1. Fig. 3 is a vertical sectional view on the line 3—3 Fig. 1. Fig. 4 is a vertical cross sectional view on the line 4—4 Fig. 2. Fig. 5 is a detail face view of an adjustable register. Fig. 6 is a top plan view similar to Fig. 1. Fig. 7 is a vertical sectional view on the line 7—7 Fig. 6. Fig. 8 is a vertical section on the line 8—8 Fig. 6. Figs. 9 and 10 are detail views of the cap.

In the drawings A designates that part of the car called the lower deck, A¹ indicates the upper deck, A² the ceiling under the lower deck and A³ the vertical interior panel of the upper deck. Affixed on the lower deck A and against the vertical side of the deck A¹ is the main body B of my ventilator. This is made of sheet metal with flanges B¹ and B². The body B and flange B¹ is curved to fit the shape of the deck A and the flange B² is adapted to fit the side of the deck A¹. The contour of the body B is curved from the longitudinal flange on the deck A upwards to the side of the deck A¹, and from the end flanges towards the central part of the body. The length of the body B is adapted to cover ventilating tubes in the deck adapted to ventilate two contiguous berths, and the height is

adapted to cover the two tubes extending through the side of the deck A¹ hereinafter described. In the top of the main body B is an aperture B³. Around the aperture B³ is a cylindrical ring C having a flange C¹ adapted in shape to fit the curvature of the body B to which it is secured by the rivets C². Supported on this ring C is my improved ventilator described in my application for Letters Patent filed Feb. 23rd 1907, Serial No. 358,902, consisting of a cylindrical cap D adapted to fit friction tight on the ring C and having apertures D¹; a pair of deflecting plates D² affixed to the cap D; a cylindrical ring D³ affixed to said plates and a cover D⁴ affixed to the top of said ring, the ends D⁵ of said deflecting plates being spaced from each other, the openings D⁶ between said ends being at right angles to the length of the body B and to the length of the roof of the car. This part of my present invention is shown in detail in Figs. 9 and 10.

In the vertical exterior of the deck A¹ covered by the body B are two apertures E. In the interior vertical panel A³ of the deck A¹ are two corresponding apertures E¹. Extending through the apertures E are tubes E², and through the apertures E¹ extend tubes E³. The tubes E³ are conical and telescope into the tubes E² the exterior ends of the tubes E² are flanged and nailed to the outside of the deck A¹, and the tubes E³ are flanged at E⁴. Over the end E⁴ of each of these tubes is a register E⁵ secured to the panel A³. Each of these registers are adapted to be opened and closed by a partial turn of the thumb piece E⁶. In the deck A and ceiling A² are two apertures F and F¹. In each of the apertures F is a sheet metal flanged ring F² and in each of the apertures F¹ a conical tube F³ adapted to telescope into the ring F² in the aperture F. The tubes F³ are flanged at F⁴ and covered by registers F⁵ which are secured to the ceiling A² and are adapted to be opened and closed by a partial turn of the thumb piece F⁶. The apertures F and F¹ are spaced from each other longitudinally so that the registers F⁵ will not touch the partition G which separates the berths indicated by G¹.

In Figs. 1, 2, 3, and 4 the main body B is represented of sufficient width to accommodate the full cap D. In Figs. 6, 7, and 8 the main body B is narrowed to about one half the width, the cap D being a half circle as shown in the plan view Fig. 6 and in cross

section in Fig. 8. In this form the ring C has a straight vertical part C³ as shown in Fig. 8, and the cap D has a straight part D⁷ as shown in Fig. 8 to correspond with and fit the part C³ of the ring C. To accommodate the tubes E² to the reduced height of the main body B, the apertures E and end of the tubes therein are oval as shown in Fig. 7, and the ends of the tubes F³ in the ceiling A² are slightly changed in form as shown at F⁷ Fig. 8. These modifications in form from that shown in Figs. 1, 2, 3, and 4 effect no change in the principle of my invention or in its operation and are shown to illustrate the adaptability of my invention to occupy a minimum width and height on the roof of a car whenever the space may require such reduction in size.

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

1. In combination with the roof of a car; of the main body of the ventilator, said body being secured to said roof and having an aperture; the cylindrical ring vertically secured on said main body coincident with said aperture; the cap supported on said ring; the tubes extending vertically and horizontally from the interior of said car through said roof into the interior of said main body; and the registers covering the interior ends of said tubes as described.

2. In combination with the roof of a car

and with the main body of the ventilator affixed thereon, said body having an aperture in the top; of a cylindrical ring vertically secured on said body and forming an air duct thereon; said cylindrical ring being adapted to support a cap; the cap adapted to slip over said ring and to be supported thereon; the tubes extending vertically and horizontally through said roof and forming air ducts connecting the interior of the car and interior of said main body; and means within the car adapted to be moved and to thereby regulate the passage of air from the car into said main body, as described.

3. In combination with the roof of a car and main body of the ventilator affixed thereon, said body having a vertical air duct; of a cap supported on said air duct, said cap consisting of a cylindrical part adapted to slip over said air duct, a plurality of deflecting plates, a ring and a cover, said parts being affixed together; the tubes extending vertically and horizontally through said roof forming air ducts from the interior of the car to the interior of said main body; and means operative within the car adapted to open and close said air ducts as described.

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