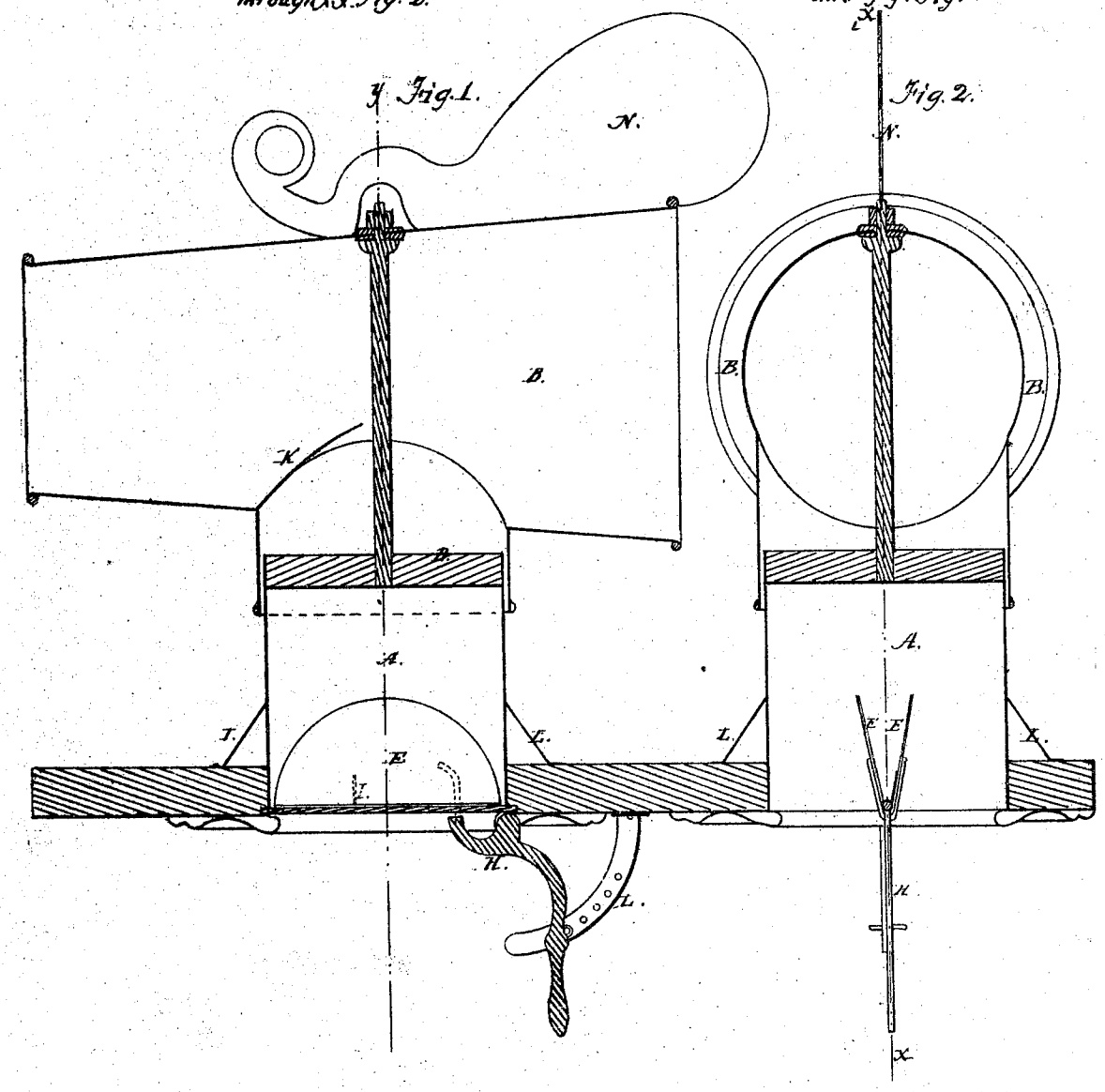
Isaac Dripps,
R. R. Car Ventilator

No. 75,878. Patented Mar. 24. 1868.

Longitudinal Section.
through X X. Fig. 2.



Transverse Section
thro' y y. Fig. 1.

attest,
W. a. Dripps
Thos Meegan

Inventor;
Isaac Dripps

United States Patent Office.

ISAAC DRIPPS, OF FORT WAYNE, INDIANA.

Letters Patent No. 75,878, *dated March* 24, 1868.

IMPROVEMENT IN RAILROAD-CAR VENTILATORS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, ISAAC DRIPPS, of Fort Wayne, in the county of Allen, and State of Indiana, have invented a new and useful Improvement in Ventilators for Railway-Cars, Ships, or other analogous uses; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being made to the annexed drawings, making part of this specification, in which—

Figure 1 is a longitudinal vertical section, and

Figure 2 is a transverse vertical section.

My improvement consists in the combination of a tapering, tubular, revolving hood and a ventilating-tube with an adjustable valve for regulating the current outwards, created by the passage of the current of air across the hood. The construction will appear from the following description, which will enable those skilled in the art to construct and apply my improved ventilator.

In the annexed drawings, A is a vertical pipe, passing through the roof of a car or deck of a ship, &c., forming a channel for a current of air flowing outwardly. Over the upper end of this pipe is placed a tubular hood, B, in the form of the frustum of a cone. It is suspended upon a rod, C, which stands vertically in the middle of the pipe A, resting upon internal braces D. An opening is made in the lower side of the hood, a little larger than the diameter of the pipe, and from it a tubular flange is extended downwards, below the top of the pipe, but not touching the same, so that the hood may revolve freely on the pivot C. The hood is open at both ends, and has a vane, N, fastened on top, and extending longitudinally along the hood, from the larger end towards the smaller, so that the wind or the current of air, created by the motion of the cars, shall maintain the smaller end in the direction towards which the car is moving, or from which the wind is blowing. An inclined shield, K, is placed on the side of the downward pipe nearest the smaller end of the hood, and extended towards the opposite end nearly to the pivot C. This is to so direct snow, rain, sparks, or other substances entering the smaller end of the hood, that they shall be carried by the current of air over the pipe A, and out at the larger end of the hood. In the bottom of the pipe A, I place the wings E E of a butterfly-valve, turning upon a central rod and folding upwards. A spiral spring, coiled around this rod, presses the wings down. They may be raised by the points of a bifurcated bell-crank lever, H. This lever may be held at any desired point by a pin passing through one of a series of holes in the segment L, so that the valves may be opened to any required extent.

Other forms of valves may, however, be used instead of the one described. I prefer this arrangement, however, as being simple, and affording a convenient means of regulating the current of air passing through the ventilator.

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

1. The combination of the wings E, of a butterfly-valve, the bifurcated bell-crank lever H, and segment L, arranged to operate substantially as and for the purposes described.

2. The combination of the tapering tubular hood B, pipe A, and the regulating-valve placed in the latter, arranged to operate substantially in the manner and for the purpose set forth.

ISAAC DRIPPS.

Witnesses:

W. A. DRIPPS,

THOS. MEEGAN.