

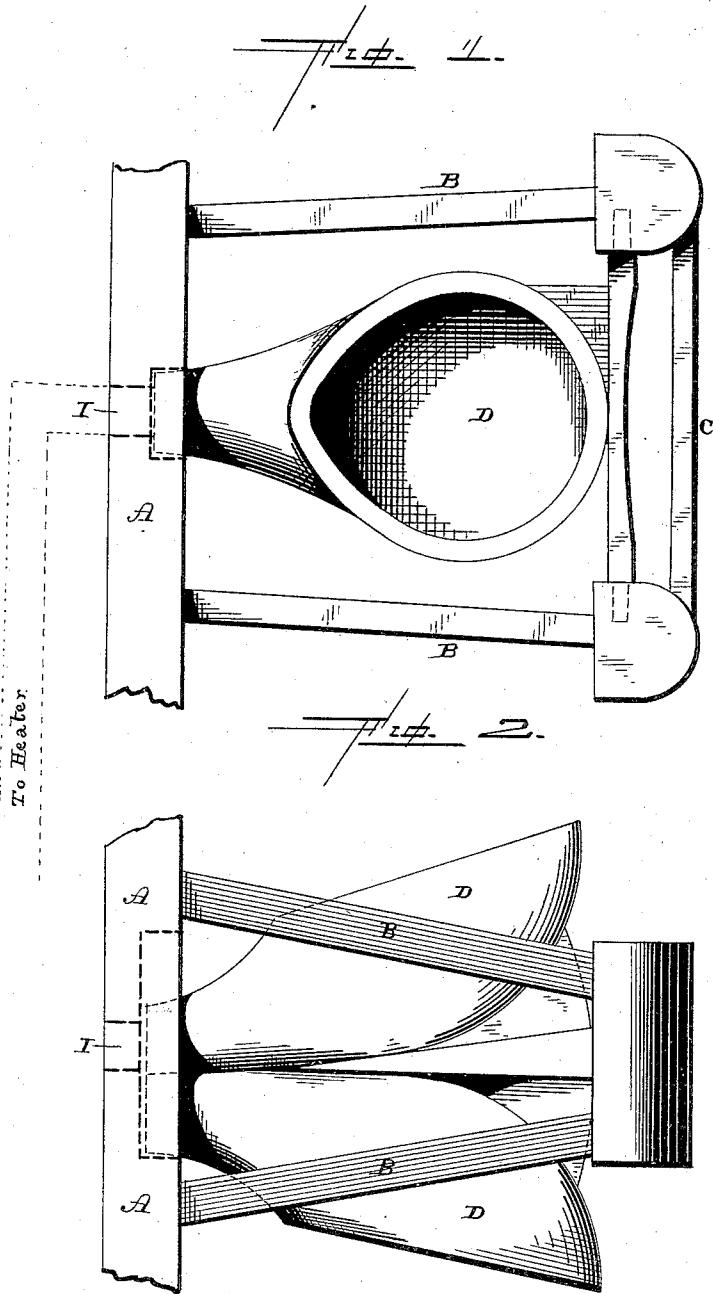
(No Model.)

J. W. EMERT & R. HILL.

CAR VENTILATOR.

No. 342,000.

Patented May 18, 1886.



Witnesses.

X. A. Gardner

S. S. Burkett.

Inventors.

Jno. W. Emert,
Robt. Hill,
per

J. A. Schmann, atty.

UNITED STATES PATENT OFFICE.

JOHN WESLEY EMERT AND ROBERT HILL, OF JOHNSTOWN, PA.

CAR-VENTILATOR.

SPECIFICATION forming part of Letters Patent No. 342,000, dated May 18, 1886.

Application filed July 30, 1885. Renewed April 2, 1886. Serial No. 197,591. (No model.)

To all whom it may concern:

Be it known that we, JOHN WESLEY EMERT and ROBERT HILL, of Johnstown, in the county of Cambria and State of Pennsylvania, have 5 invented certain new and useful Improvements in Car-Ventilators; and we 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 10 it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

Our invention relates to an improvement in ventilators for cars; and it consists in the 15 combination of a suitable frame with a pivoted double hood, which is operated entirely by the pressure of the air from the direction in which the cars are moving, as will be more fully described hereinafter.

20 The object of our invention is to so construct a hood that it will catch the air in which ever direction the car is moving and force it directly into the car, and thus keep the car always supplied with pure air.

25 Figures 1 and 2 are elevations of our ventilator, taken at right angle to each other.

A represents the side of the car, upon which the two standards of the frame B are securely bolted upon opposite sides of the ventilating 30 hole or window. These two frames or standards B will be made entirely separate from each other and connected together by a cross bar or piece, C.

Pivoted between the two standards B is the 35 double hood D, which has its lower end to move freely back and forth over the ventilating hole or window I, which is made in the side of the car. This hood, being left free to move at its inner end, has its inner end shifted 40 back and forth over the ventilating-hole by the pressure of the wind from the direction in which the car is moving. Two hoods, which have their upper ends extending in opposite directions, are connected together, and each 45 hood has an opening through its inner end, which is separate and distinct from the other hood. When the car begins to move in any one direction, the pressure of the air against

the hood which is turned in the direction which the car is moving causes the inner end 50 of the hood to move directly over the ventilating hole or window in the side of the car, and then the air which is caught by the hood is forced into the car. In this manner the inner ends of the hoods are shifted back and 55 forth over the opening or window, according to the direction in which the cars are made to move. The fresh air which is forced into the car may either be discharged freely into the car, or pipes may be connected to the opening or window, so as to conduct the air to any point that may be desired. During the winter season these pipes may be connected directly to the heater, and thus be made to conduct the fresh air to the heater to be warmed 65 before it is discharged into the car. Fresh air being constantly forced into the car at the top will cause the foul air to be forced out, and thus keep the atmosphere of the car always pure.

The standards or frame-work may be made of any suitable metal, while the hoods will be made of any suitable sheet metal, or other material that may be preferred.

Having thus described our invention, we 75 claim—

1. A double hood, in combination with a suitable frame-work, in which it is pivoted, and the car provided with a suitable opening or window, to which the ventilator is applied, 80 substantially as shown.

2. The combination of a double hood, which is pivoted at its upper end, and which has its inner end to move freely back and forth over an opening in the side of the car, with the 85 frame in which the hood is pivoted, and which is provided with stops to limit the movement of the free end of the ventilator, substantially as set forth.

In testimony whereof we affix our signatures 90 in presence of two witnesses.

JOHN WESLEY EMERT.
ROBERT HILL.

Witnesses:

ELIJAH MILLER,
E. B. WEIMER.