

No. 683,827.

Patented Oct. 1, 1901.

D. E. WERTS.
ADJUSTABLE VENTILATOR FOR WINDOWS.

(Application filed Apr. 26, 1901.)

(No Model.)

Fig. 1.

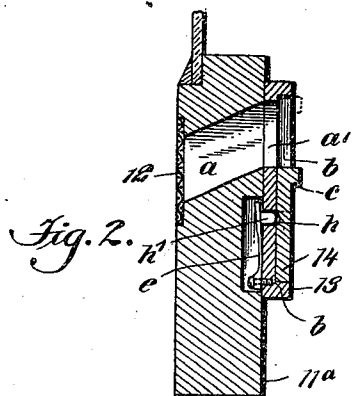
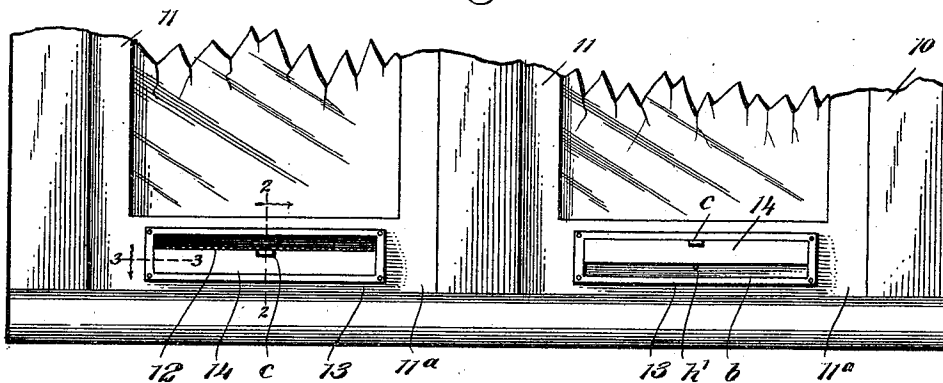
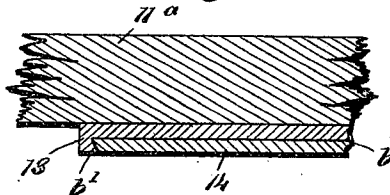


Fig. 3.



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DAVID ELMER WERTS, OF GRANTS PASS, OREGON.

ADJUSTABLE VENTILATOR FOR WINDOWS.

SPECIFICATION forming part of Letters Patent No. 683,827, dated October 1, 1901.

Application filed April 26, 1901. Serial No. 57,556. (No model.)

To all whom it may concern:

Be it known that I, DAVID ELMER WERTS, a citizen of the United States, and a resident of Grants Pass, in the county of Josephine and State of Oregon, have invented a new and Improved Adjustable Ventilator for Windows, of which the following is a full, clear, and exact description.

The object of this invention is to provide a novel simple ventilator for car-windows or other windows which affords convenient means for adjustment to graduate the opening of the ventilator so as to open it any degree or close it entirely, as may be desired.

The invention consists in the novel construction and combination of parts, as is hereinafter described, and defined in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is an interior view of a car-window having the improved ventilator thereon. Fig. 2 is an enlarged transverse sectional view substantially on the line 2 2 in Fig. 1, and Fig. 3 is an enlarged longitudinal sectional view substantially on the line 3 3 in Fig. 1.

The invention is applicable to any window-sash, but is shown as applied to a car-window, the frame of which is represented at 10 in the drawings. Two sashes 11 are held to slide vertically in the frame 10, and one of the improved ventilators is placed in the lower rail 11^a of each sash and comprises the following details: Said devices being of like construction, a description of one will suffice for both. A slot *a* is cut horizontally in the sash-rail 11^a of suitable length and height for effective service, said slot having a downward trend, as shown in Fig. 2. The exterior opening of the slot *a* is protected by a covering 12 of woven-wire cloth or a numerously-perforated plate, as may be preferred, said covering being secured at its edges upon the sash-rail 11^a by any suitable means.

A guard-frame 13 is provided for each sash and is secured upon the inner surface of the sash-rail 11^a over the slot *a*. A rectangular recess *b* is formed in the inner surface of the guard-frame 13 of sufficient depth to accommodate the gate 14, which is flat on the inner

side, so as to have a loose contact throughout its area with the bottom face of the recess. Preferably the gate 14 is retained in the recess *b* by a loose dovetail connection of its sloped side edges with the undercut mating edges *b'*, forming the side walls of the recess, as indicated in Fig. 3. The gate 14 is provided with a finger-hold *c*, that projects from its exposed surface to permit the gate to receive manual adjustment toward or from the continuation *a'* of the slot *a*, which extension is formed in the guard-frame 13 at a point near the upper edge of the recess *b*, so that the gate 14 may be lowered to completely open the slot or be elevated to close it partially or entirely, as occasion may require.

A cavity *d* is formed in the inner surface of the sash-rail 11^a below the slot *a*, and in said cavity a spring *e* is secured by one end, so as to play freely.

A perforation *h* is formed in the guard-frame opposite the free end of the spring *e*, and on said end of the spring a keeper-plug *h'* is secured, which is loosely held in the perforation *h*, so as to have contact with the inner surface of the gate 14. It will be seen that the impinge of the spring-pressed plug *h'* on the gate 14 will cause the sloped edges of the gate to frictionally engage with the undercut edges *b'* and retain the gate at a desired point of open adjustment. The relative position of the keeper-plug *h'* is such as adapts it to project its free rounded end through the perforation *h* a short distance, so as to afford support for the gate 14 when said gate is elevated sufficiently to completely close the slot *a* and its continuation *a'*, as indicated at the right side in Fig. 1.

The improved ventilator is of special value as a means for ventilation of passenger-cars as well as bedrooms, the air being inducted from the exterior of the car or building in volume, which may be exactly graduated, so as to comply with sanitary requirements and avoid any excess which would cause an improper air-current in the room or car.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination with a window-sash having a horizontal slot in one transverse rail, and a screen covering the outer end of the

slot, of a guard-frame on said rail slotted to register with the slot in the rail, an imperforate gate slidable between the rail and guard-frame, and a flat spring on the guard-frame 5 having a lateral projection at its free end which passes through the guard-frame and contacts with the gate so as to press thereon.

2. The combination, with a window-sash having a horizontal slot in its lower rail leading outwardly and downwardly, of a recessed guard-frame secured on the inner side of the sash-rail and slotted to register with the slot of the sash-rail, an imperforate gate slidable

in the recess of the guard-frame, a flat spring secured by one end in a cavity in the sash-rail, and a plug projecting from the free end of the spring through a perforation in the guard-frame, so as to bear upon the gate and hold it where adjusted. 15

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses. 20

DAVID ELMER WERTS.

Witnesses:

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