

(No Model.)

C. A. BENNETT.
CAR AWNING VENTILATOR.

No. 565,401.

Patented Aug. 4, 1896.

Fig. 1.

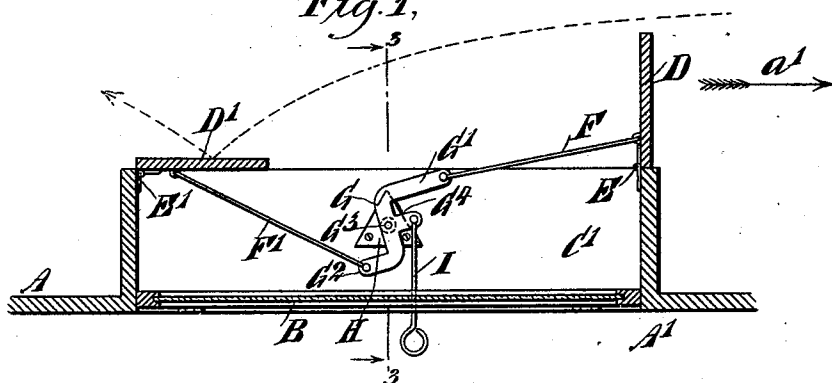


Fig. 2.

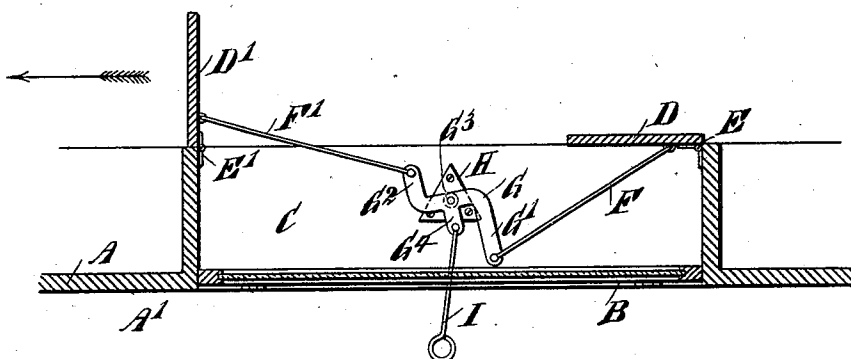
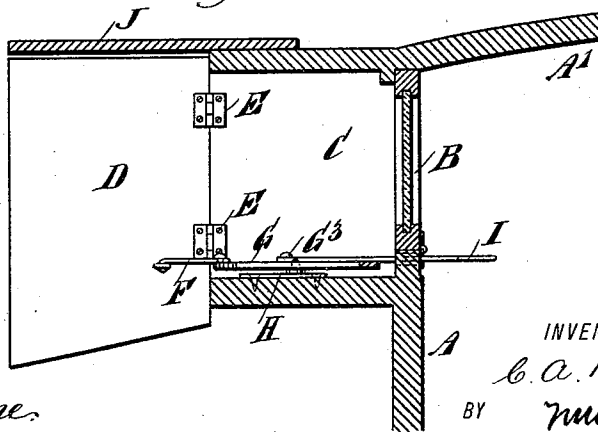


Fig. 3.



WITNESSES:

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CHARLES A. BENNETT, OF JERSEY CITY, NEW JERSEY, ASSIGNOR OF ONE-FOURTH TO URA E. HARDING, OF SAME PLACE.

CAR-AWNING VENTILATOR.

SPECIFICATION forming part of Letters Patent No. 565,401, dated August 4, 1896.

Application filed January 4, 1896. Serial No. 574,280. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. BENNETT, of Jersey City, in the county of Hudson and State of New Jersey, have invented a new and Improved Car-Awning Ventilator, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved awning ventilator which is simple and durable in construction, and arranged to insure proper ventilation of a car, and at the same time prevent cinders and the like from passing into the car, and especially avoiding draft blowing through ventilators down in the car on its occupants.

The invention consists of a car provided with deflecting-wings pivoted at opposite sides of a window and a connection between the said wings to cause them to move in unison in such a manner that one wing will be folded or closed inwardly over the window when the other wing is open, the closed wing thus forming a shield, as more fully described herein-after.

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 a sectional plan view of the improvement as arranged in the clear story of the car. Fig. 2 is a similar view of the same with parts in a different position, and Fig. 3 is an enlarged cross-section of the same on the line 3 3 of Fig. 1.

The improved awning ventilator, as illustrated in the drawings, is arranged in the clear story A' of the car A on the window B, but it is evident that the device may be applied to the regular car-windows, if desired. In the window-casing C for the window B are arranged two deflecting-wings D and D', located on the ends of the window-casing and pivotally connected thereto by hinges E E', respectively, as plainly shown in the drawings. The wings D D' are pivotally connected at their inner faces by links F F', respectively, with the arms G' and G² of a lever G, fulcrumed at or near its middle at G³ on a plate H, secured to the bottom of the window-casing C, as plainly indicated in the drawings. The lever G is provided with a third arm G⁴,

engaged by a handle I, fitted to slide in the window-sill, so as to extend inside of the car and permit the operator to conveniently manipulate said lever G and swing the same from the position shown in Fig. 1 into the position shown in Fig. 2, or vice versa.

Now it will be seen that by the arrangement described the wings D and D' are moved simultaneously upon manipulating the three-armed lever G, it being understood that when one wing swings outward into an approximately right-angular position relatively to the side of the car then the wing extends longitudinally and closes part of the window-casing, as will be readily understood by reference to the drawings. Thus, as shown in Fig. 1, the wing D stands outwardly and the wing D' is folded against the rear portion of the window-casing, it being understood that the car travels in the direction of the arrow a' when the wings are in this position. When the car travels in the inverse direction of the arrow a', then the operator manipulates the handle I so as to actuate the lever G and cause the wing D' to swing outward and the wing D to swing inward into the position shown in Fig. 2.

Now by the arrangement described the wing D prevents cinders and the like from passing into the forward end of the casing, and the suction usually created by the forwardly-moving car at the open window B has a tendency to draw in the cinders at the rear end of the window, but as this rear portion of the window is closed by the corresponding wing it is evident that the closed window serves as a shield or deflector for preventing the cinders from passing in at the window (see dotted lines in Fig. 1) and especially avoiding draft blowing in down on occupants of a car.

In order to prevent cinders and the like from passing in at the window from above, I provide a longitudinally-extending awning J directly over the window-casing and the wings D and D'. It will be seen that by the arrangement described the window B can be opened at any time without any danger of drawing cinders and the like into the car, and at the same time will insure perfect ventilation of the car.

The arms G^1 and G^2 of the lever G extend approximately parallel one to the other, but in opposite directions from the middle or fulcrum portion of the lever, so that the lever is
5 self-locking, that is, the pressure of the air against the open wing will not cause a turning of the lever and an accidental shifting of the wings.

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

A car provided with deflecting-wings pivoted at opposite sides of a window, and a connection between said wings to cause them to move in unison and to fold or close one wing
15 inwardly over the window when the other wing is opened, the closed wing forming a shield, substantially as described.

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Witnesses:

URA E. HARDING,
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