

J. L. FAXON.
VENTILATOR.

No. 170,836.

Patented Dec. 7, 1875.

Fig: 1.

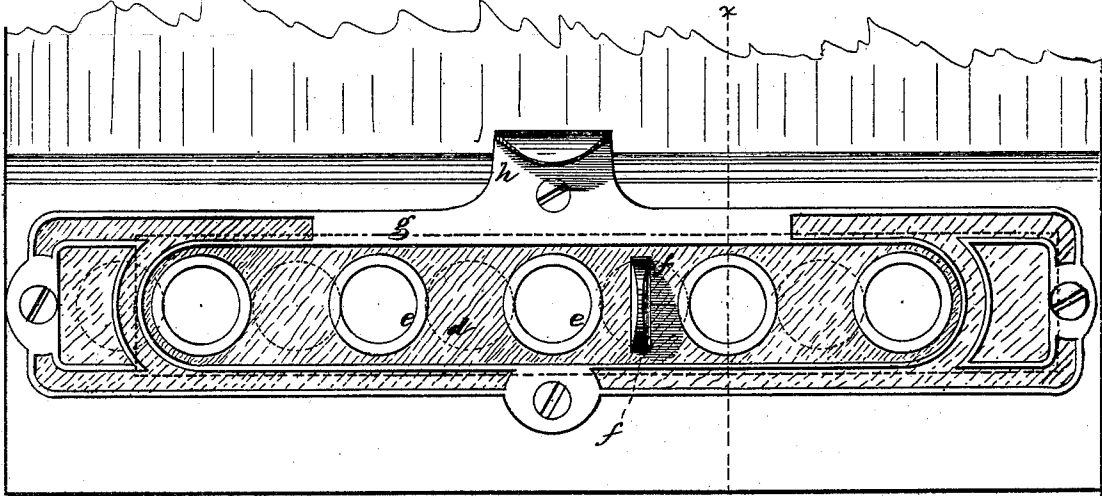
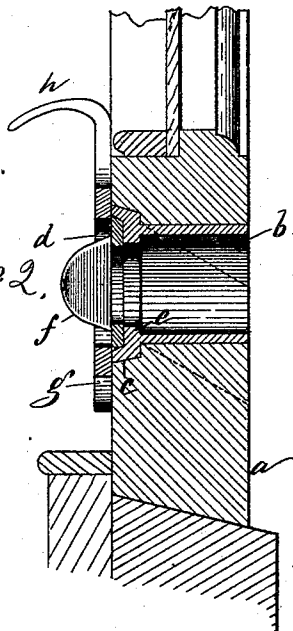


Fig: 2.



Witnesses.

L. H. Latimer.

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Inventor.

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UNITED STATES PATENT OFFICE

JOHN L. FAXON, OF QUINCY, MASSACHUSETTS.

IMPROVEMENT IN VENTILATORS.

Specification forming part of Letters Patent No. **170,836**, dated December 7, 1875; application filed November 4, 1875.

To all whom it may concern:

Be it known that I, JOHN L. FAXON, of Quincy, in the county of Norfolk and State of Massachusetts, have invented an Improvement in Ventilators, of which the following is a specification:

This invention relates to a ventilator for railroad-cars, and for other purposes where it is desired to control the admission of fresh air into a room or apartment.

The invention consists of a ventilator, shown in this instance as arranged in a sash, the ventilator being composed of a cast-metal plate with attached tubes, the plate being on the inside of the sash, and the tubes extending into the sash and communicating with the atmosphere outside, and on the inside is a covering-plate provided with holes.

Figure 1 is a front view of a sash provided with my improvement, and Fig. 2 is a cross-section thereof on the line *x x*.

In the drawing, *a* represents the sash, the lower rail of which is bored with holes to receive the tubes *b*, cast with and projecting from the plate *c*, preferably recessed or countersunk at front, as shown in Fig. 2, to receive the slide-plate *d*, provided with holes *e*, and fitted into the recessed front plate *c*. This slide-plate *d* has holes corresponding in number with the tubes, and by means of the thumb-piece *f* may be slid over the face of the plate *c*, so as to permit the openings in the slide-plate and those in the tubes to correspond, or to permit the tubes to be covered more or less by the solid parts of the slide-plate, to regulate the quantity of air to be admitted into the car, or to entirely close the tubes.

As shown in the drawings, the openings coincide; but when the plate *d* is moved so as to bring its openings *e* in the position shown in dotted lines, Fig. 1, then the tubes are closed. The slide-plate is retained, in this instance, in position in the groove of the plate *c* by means of a holding-plate, *g*, provided with screw-holes, and, if desired, and preferably so, with a lifting-hook, *h*.

This ventilator may be cast and be made of iron or other metal, and be ornamented or finished in any way that metals are ornamented or finished.

Instead of being arranged horizontally, the tubes *b* may be made to extend downward, as indicated in dotted lines, Fig. 2, to prevent water from backing up in the tubes, and also to direct the current of air upward.

The tubes may be more or less in number. If desired, they may be provided with wire-gauze screens, to prevent the entrance of cinders, and the tube-plate may be placed in a panel between the sashes, or it may be placed in a door.

In railroad-cars some passengers like plenty of cool, fresh air, and others cannot bear the air blowing upon them, as when a window is raised, and then it often happens that a window will not open when fresh air is wanted, or, if open, cannot be held open just to the degree wanted.

By this device the air can be admitted in regulated quantities just at the spot where the person sits who needs the air, and the air will not strike any person in an adjoining seat uncomfortably, as when a window is open, for the air is admitted directly toward the center of the car.

This device will be found of much advantage in sleeping-cars, where the ventilation is often imperfect, especially when the berths are made up and curtains closed.

I do not claim a plate provided with holes, and adapted to operate in connection with a second or covering plate, provided with holes.

I claim—

1. A ventilator composed of a plate with projecting tubes, and with a sliding covering-plate, substantially as described.

2. The metal plate and projecting tubes, in combination with a holding-plate and lifting-hook, and with a perforated sliding covering-plate adapted to slide between the metal plate and holding-plate, all substantially as described.

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

JOHN LYMAN FAXON.

Witnesses:

G. W. GREGORY,
S. B. KIDDER.