June 18, 1929. H. C. SEGELKEN 1,718,083

VENTILATOR FOR CLOSED AUTOMOBILES

Filed April 11, 1927

Fig. 1.

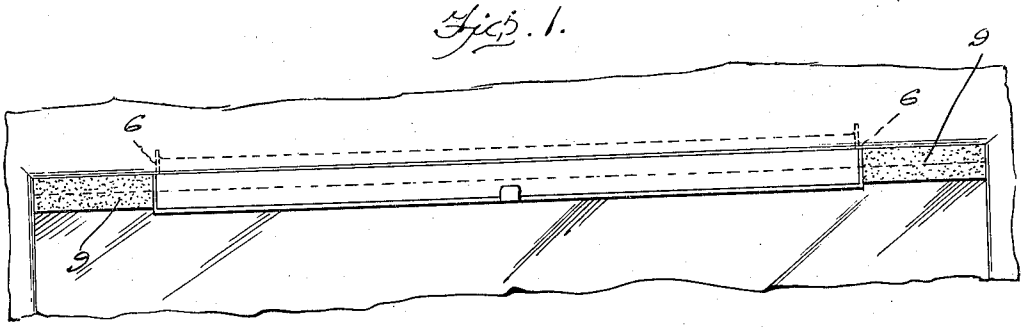


Fig. 3.

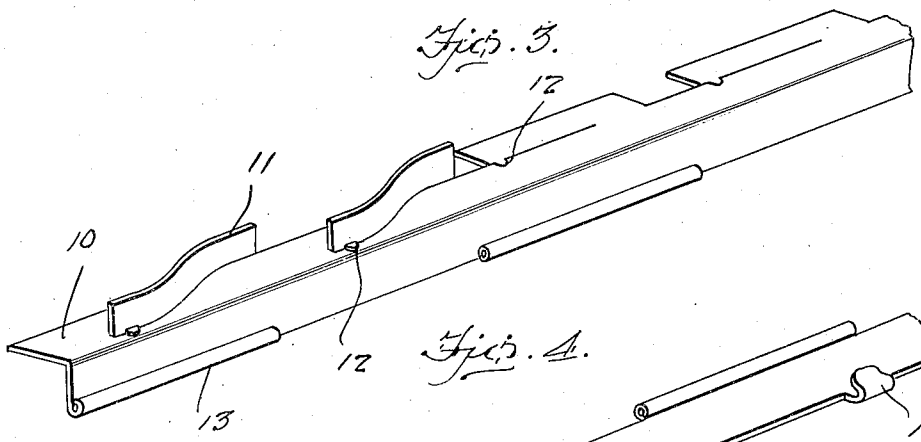


Fig. 4.

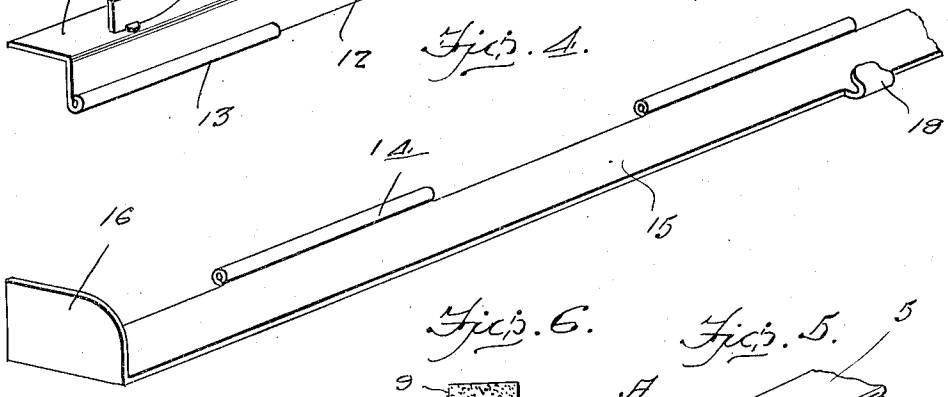
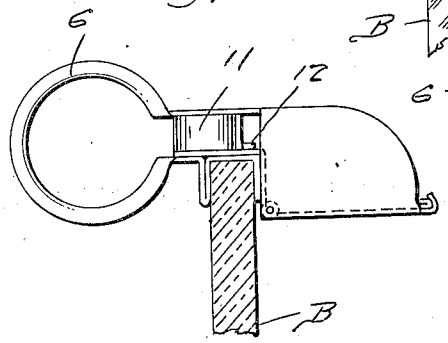


Fig. 6.



Fig. 5.

Fig. 7.



Inventor

H. C. Segelken

By Clarence A. O'Brien

Attorney

Patented June 18, 1929. 1,718,083

UNITED STATES PATENT OFFICE.

HERBERT C. SEGELKEN, OF PHOENICIA, NEW YORK.

VENTILATOR FOR CLOSED AUTOMOBILES.

Application filed April 11, 1927. Serial No. 182,784.

This invention relates to new and useful improvements in ventilating devices and aims to provide a highly novel, simple and inexpensive structure that may be readily disposed upon the upper edge of one of the door window panes and wedged between the pane and the door body when the pane is raised, said structure being of such a formation as to admit air into the interior of the car and this without a resultant draft.

In carrying out the present invention there is provided a device which as before stated is constructed for engagement upon the upper edge of one of the door window panes and that is formed with means for extension outwardly of the door for receiving the air, further means being provided for delivering the air into the interior of the car.

In the present device means is provided whereby the ventilator may be closed in extremely cold weather or whenever ventilation is not required.

In the drawing wherein like numerals indicate corresponding parts throughout the several views of the same:

Figure 1 is a fragmentary view of a glass paneled automobile door, between the upper edge of the panel and the door frame of which is disposed my improved ventilator.

Figure 2 is a section through the glass panel at one end of the ventilator for more clearly disclosing the construction of the same.

Figure 3 is a fragmentary perspective of one of the units of the ventilators, certain of the air directing vanes that are formed integrally therewith being disclosed in bent over operative position, while others are disclosed as originally associated with the unit, said unit being preferably stamped from sheet metal.

Figure 4 is a similar fragmentary perspective of the ventilator closing lid.

Figure 5 is a fragmentary perspective disclosing one end of the main unit prior to the association therewith of the unit disclosed in Figures 3 and 4, and

Figure 6 is a fragmentary upper edge and end elevation of the glass panel equipped with rubber blocks at the ends of the ventilator for filling the spaces at the ends of the ventilator between the panel and the door frame.

Now having particular reference to the drawing, my novel ventilator consists of a main unit designated generally A, which unit is preferably formed from a single strip of sheet metal of predetermined length and width, the same being so bent as to provide a longitudinal air tube 5, the ends of which are outwardly flanged as at 6—6. The material forming this unit is then bent inwardly and downwardly at one edge of the tube 5 for providing a hood 6′. The material forming said unit is also bent inwardly at the lower edge of the tube to provide a horizontal wall 7 which wall is further so formed as to provide a longitudinally extending inverted U-shaped channel 8, the outer surface of which is spaced inwardly from the end of the hood 6′. Furthermore the horizontal wall 7 is in spaced vertical relation with the inner end of the hood 6′ as clearly disclosed in both Figures 2 and 5.

As is obvious from Figure 2 the inverted U-shaped channel 8 is provided for the purpose of permitting the unit to be disposed over the upper edge of the glass panel B of an automobile door C, and in such a manner that the tube 5 will be at the outer side of the door so as to permit the air to rush therethrough.

The unit A is of a length slightly less than the horizontal area of the glass panel B, while arranged over the edges of the panel at the ends of the units A are inverted U-shaped rubber filler blocks 9—9 for obviously preventing the entrance of air between the glass panel and the frame at the ends of the device.

Welded or otherwise suitably rigidly arranged upon the inner face of the horizontal wall 7 of the unit A is a sheet metal angle strip 10 of a length equivalent to the length of the unit A. This angle strip is preferably formed from a sheet metal blank and during the striking of the same from the blank a plurality of spaced horizontally extending tongues 11 are included at the inner edge of the top wall of said angle strip. These tongues 11 are severed from the angle strip 10 throughout the major portion of the length thereof after which the same are bent over at direct right angles with respect to the connecting surface of the angle strip after which the free portions of these tongues are bent to provide longitudinally curved air directing vanes.

As further disclosed in Figure 3 at the connecting points between the tongues and the angle strips and adjacent the free ends

thereof said tongues are formed with bendable lugs 12 that may be bent at right angles to the tongues after the same have been disposed upon the angle strip for providing welding points between the tongues and said angle strip.

At the lower edge of the portion of the angle strip relatively elongated spaced hinge pin knuckles 13 are provided, and between which similar hinge pin knuckles 14 of an elongated lid plate 15 are arranged after which a suitable hinge pin is passed therethrough. The ends of this lid 15 are formed or otherwise equipped with tongues 16 the upper edges of which are curved similar to the curvature of the hood 6′ of the unit A and that are adapted for closing the ends of the hood when the lid 15 is swung upwardly into the horizontal closed position as indicated in Figure 2. The outer edge of this lid 15 is provided with a spring clip 18 for frictionally engaging a rib 19 formed at the lower edge of the hood 6′ of said unit A as clearly disclosed in Figure 2.

Obviously when the lid 15 is lowered, the air passing through the tube 5 will be directed into the car through the hood 6′ by reason of the longitudinally curved air vanes 11. However when the lid 15 carrying the end tongue 16 is swung upwardly the air tube 5 will be entirely closed to the interior of the automobile.

Even though I have herein shown and described the invention as consisting of certain detail structural elements it is nevertheless to be understood that some changes may be made therein without affecting the spirit and scope of the appended claims.

Furthermore it will be obvious when the device is associated with the door window at the opposite side of the car the air passing through the tube will serve as a means for sucking the foul air from the interior of the car.

Having thus described the invention, what I claim is:—

1. In a ventilator for windows, a sheet of material bent at its intermediate portion to provide a tube, a pair of longitudinally extending flanges adjacent one edge of said sheet and in parallel relation to said tubular portion, said flanges being adapted to engage over the edge of a window sash, the opposite edge portion of said sheet being disposed in parallel relation with the flanged edge portion of the sheet and adapted to project outwardly of said flanged portion and then downwardly to provide a hood, and closure means between said hood and said flanged edge of the sheet.

2. In a ventilator for windows, a sheet of material bent at its intermediate portion to provide a tube, a pair of longitudinally extending flanges adjacent one edge of said sheet and in parallel relation to said tubular portion, said flanges being adapted to engage over the edge of a window sash, the opposite edge portion of said sheet being disposed in parallel relation with the flanged edge portion of the sheet and adapted to project outwardly of said flanged portion and then downwardly to provide a hood, and closure means between said hood and said flanged edge of the sheet, and means including a plate arranged between the flanged edge of said sheet and the parallel portion thereof, said sheet being provided with a flange at each end thereof, and a closure plate hinged thereto and being engageable with the hood for closing the space between the flanged edge portion of the sheet and the said hood.

In testimony whereof I affix my signature.

HERBERT C. SEGELKEN.