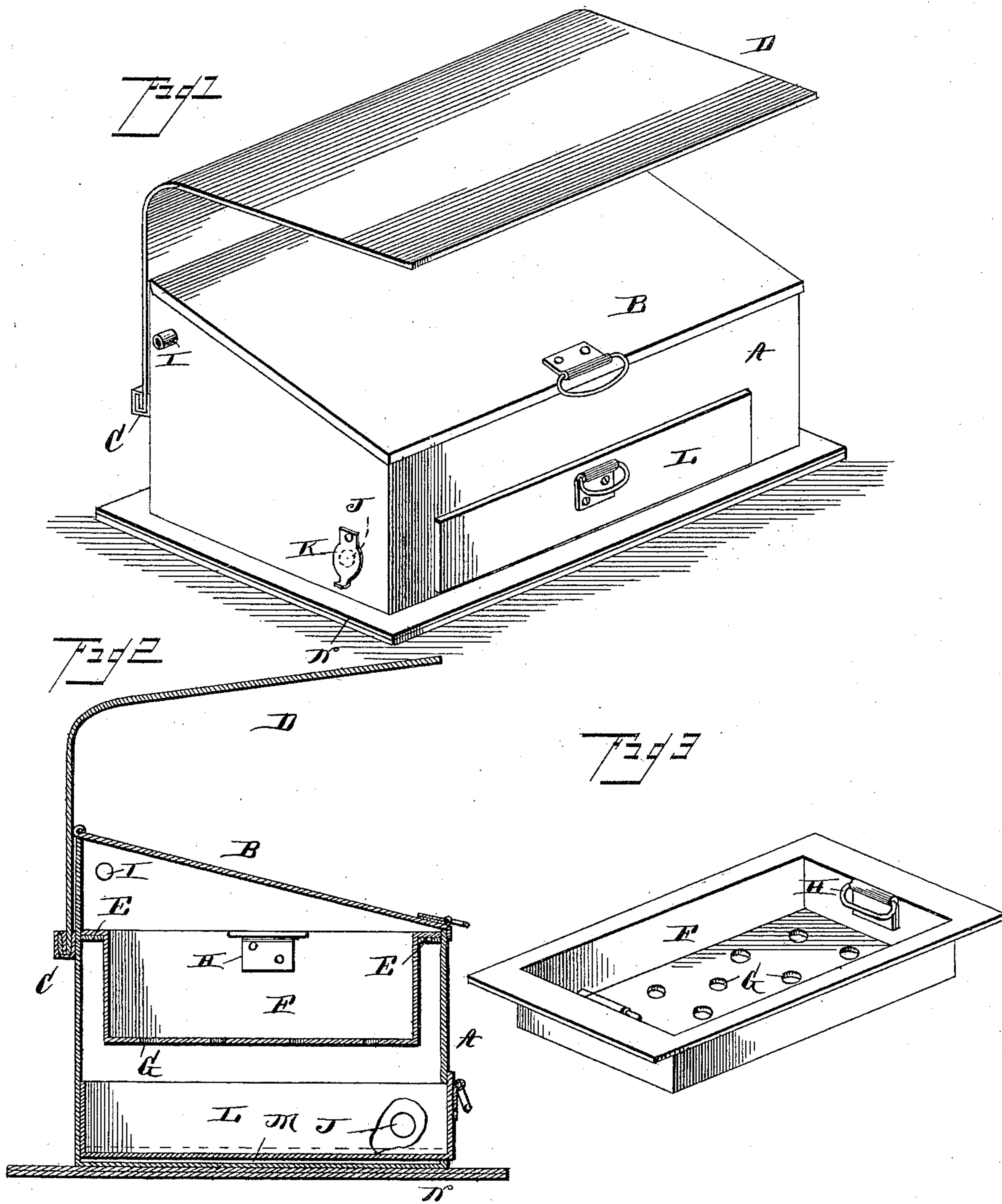


(No Model.)

C. E. BLOSFELD & C. SCHNUR.
FOOT WARMER.

No. 411,182.

Patented Sept. 17, 1889.



Witnesses

John Imirie
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Inventors

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UNITED STATES PATENT OFFICE.

CHARLES E. BLOSFELD AND CHARLES SCHNUR, OF MOUNT VERNON, INDIANA, ASSIGNORS, BY MESNE ASSIGNMENTS, TO SAID SCHNUR.

FOOT-WARMER.

SPECIFICATION forming part of Letters Patent No. 411,182, dated September 17, 1889.

Application filed February 28, 1889. Serial No. 301,446. (No model.)

To all whom it may concern:

Be it known that we, CHARLES E. BLOSFELD and CHARLES SCHNUR, citizens of the United States, residing at Mount Vernon, in the county of Posey and State of Indiana, have invented new and useful Improvements in Foot-Warmers, of which the following is a specification.

Our invention relates to improvements in foot-warmers; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of our improved foot-warmer. Fig. 2 is a transverse vertical section of the same. Fig. 3 is a detail perspective view of the fire-pan or hearth.

In carrying out our invention we employ a metallic body A of suitable dimensions and having its rear side higher than its front side and the top edges of its ends inclined forward, so that when the top B, which is hinged to the upper edge of the rear side of the body, is swung downward, so as to close the same, it will form an inclined platform upon which the feet can be rested. On its rear side the body or casing is provided with a longitudinal cleat C, which forms a guide and support for the hood or shield D, as shown. This hood or shield D consists of a metallic plate having its lower edge engaging the cleat C and extending upward therefrom to a point above the body or casing of the device, and thence forward and upward over the same, so that when the device is in use the carriage-ropes will be supported by the said shield and held out of contact with the body or casing, so that they cannot be burned. Within the casing we provide on its front and rear sides the longitudinal ribs E, on which the hearth or fire-pan F is supported. The said hearth or fire-pan consists of a suitable metallic receptacle having lateral flanges at its upper side, which rest upon the ribs E and thereby support the fire-pan within the casing. The fire-pan is further provided with perforations G in its bottom to provide for the necessary draft, and also has the bails or handles H, by means of which it can be lifted from the casing for purposes of cleaning and repairs. The casing is provided in its ends with the flues or open-

ings I, which are arranged above the level of the fire-pan, and also below the fire-pan with the openings J, which are closed by the dampers K, pivoted to the ends of the casing and adapted to be swung over the said openings. These openings and flues provide the necessary draft to support combustion, and by means of the dampers the draft can be regulated, as will be readily understood.

In its lower portion, beneath the fire-pan, the device is provided with the ash-pan L, which is arranged directly beneath the perforated bottom of the fire-pan, so as to receive the ashes therefrom, and extends through the front side of the casing, so as to be easily withdrawn. This ash-pan is guided in its movements by the ribs or flanges M on the bottom of the casing, as will be readily understood.

In order to prevent the device from burning the floor of the vehicle in which it is used, we secure an asbestos or other fire-proof base N to the under side of the casing, so as to prevent the heat passing to the bottom of the vehicle and scorching the same.

From the foregoing description, taken in connection with the accompanying drawings, it will be seen that we have provided an extremely simple foot-warmer, which can be used in vehicles of all descriptions.

The device occupies but little room when in use, and forms a convenient rest for the feet and effectually prevents them becoming cold. When in use, the fire-pan is filled with charcoal, and the top or cover B is closed, as will be readily understood. The dampers are opened, so as to supply the desired draft, and the device is then placed in the vehicle.

The carriage-ropes are held off the device by the shield D, and the asbestos base protects the floor of the vehicle, as before stated. The shield D can be removed, when it is desired to transport large quantities of the devices, by sliding it endwise upon its supporting-cleat, as will be readily understood.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In a foot-warmer, the combination, with the casing having a cleat on its rear side, of

the hood having its lower edge engaging said cleat and extending upward and over the casing, as set forth.

2. The combination, with the casing containing the source of heat, of the hood detachably connected thereto and constructed of a single piece of sheet metal which extends upward from the back and then forward over the casing and out of contact therewith, said hood sliding in ways secured to the casing, as set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

CHARLES E. BLOSFELD.
CHARLES SCHNUR.

Witnesses:

JESSE F. MARTIN,
P. G. WIGGING.