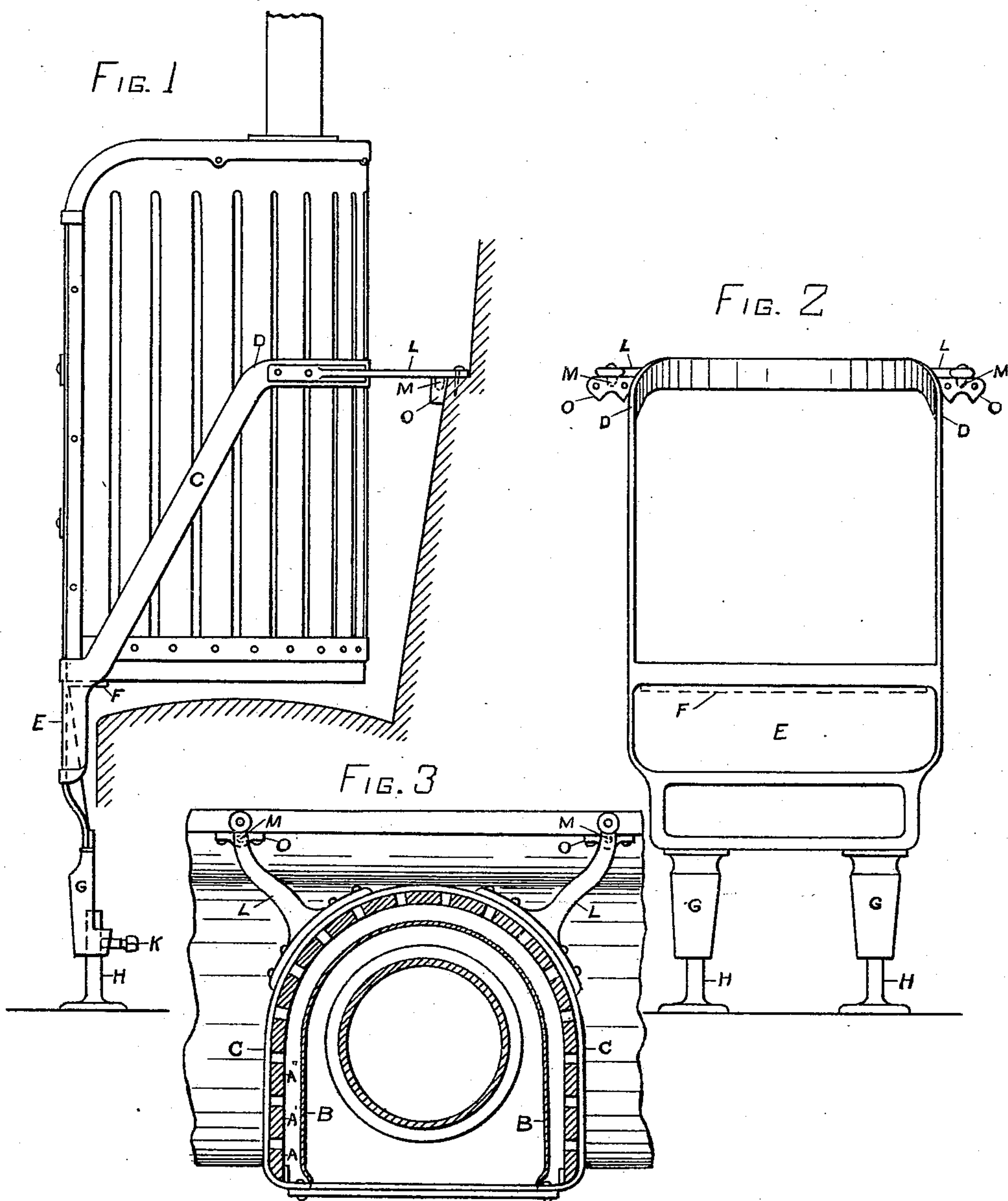


(No Model.)

M. K. BOWEN.
STREET CAR HEATER.

No. 529,158.

Patented Nov. 13, 1894.



WITNESSES

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MENARD K. BOWEN, OF CHICAGO, ILLINOIS.

STREET-CAR HEATER.

SPECIFICATION forming part of Letters Patent No. 529,158, dated November 13, 1894.

Application filed July 11, 1894. Serial No. 517,196. (No model.)

To all whom it may concern:

Be it known that I, MENARD K. BOWEN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Stove for Heating Street-Cars, of which the following is a specification.

My invention relates to improvements in a street-car heater for which Letters Patent No. 519,442 were granted to me May 8, 1894, and the objects of my invention are, first, to provide a stronger and more stable means of supporting the stove and casing above the seat, still keeping in mind the central idea of my former patent, that of making the stove adaptable to any car seat without cutting or fitting either the stove casing or car seat; and, second, to provide a casing so constructed that it will not obstruct all the heat rays, at the same time still affording ample protection for passengers from too close proximity to the stove. I obtain these objects by the construction and arrangement of parts illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the casing, showing both front and rear supports, and the position of the whole with reference to the car seat which is shown in section. Fig. 2 is a front view of the heater support. Fig. 3 is a horizontal section of the stove casing and the stove, showing the construction of the casing and the construction and arrangement of the brace fastenings at the rear of the casing.

Similar letters refer to similar parts throughout the several views.

The whole manufacture may be called a heater and is composed of the three parts, viz: the stove, the casing for the stove, and the support for the stove and casing.

I claim nothing new in the stove proper.

In Fig. 3 is shown the manner of constructing the casing. A, A', A'', &c., are slats placed vertically and between each slat is left an opening through which the heat rays are allowed to pass, a superabundance of these rays being prevented by the metal sheet B which passes around the interior of the casing between the stove and the wood slats.

The support for the stove and casing con-

sists of the band C which has a shape between the points D D' corresponding to the back of the casing and which, after leaving the points D D', passes down along the side of the casing until it joins on with the apron E. This band and apron are all in one piece. Upon the back of the apron is cast the shelf F. Attached to the apron E are the adjustable legs composed of the pieces G H and the set screw K. The legs form the front supports. The braces L form the rear support. These braces are riveted or tapped on to the metal band C and are then screwed on to the seat back. On the under side of each brace is the lug M which fits into the socket O. This socket is made beveled where it comes in contact with the seat back and its object is to add to the strength of the fastening at the seat back.

Now, while the drawings show a stove with a circular back, the support I have described is applicable also to a casing having a square back. Therefore I do not wish to confine myself to a circular back casing.

The manner in which this heater is placed in a car is as follows: Screw the socket O at their proper places to the seat back; place the lugs L into the sockets and rest the legs upon the floor. Now take the casing into which the stove has already been placed, lift it into the support, resting first the front of the casing bottom on the shelf F and let the stove fall back into its place. Now plumb the stove by adjusting its legs. It is thus seen that the heater may be speedily and easily placed in the car. It is also plain that since the apron E does not touch the seat front, that the heater is independent of the width of the seat; and finally that the adjustable legs render the heater independent of the height from the floor to the top of the seat back.

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

1. In a street car heater, the combination of the band C, the apron E, having the shelf F, the braces L, and the adjustable legs G—H, substantially as and for the purpose set forth.

2. In street car heaters a combination of a

casing having a circular back and the saddle
like suspension consisting of the band C which
passes around the circular back and down to
the apron E, the shelf F, adjustable legs
5 G—H, and braces L, all substantially as and
for the purpose set forth.

3. A stove casing for street car heaters
formed of vertical slats so arranged that there

is alternately a slat and an opening and hav-
ing a metal sheet lining substantially as set
forth.

MENARD K. BOWEN.

Witnesses:

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