

No. 750,060.

PATENTED JAN. 19, 1904.

O. O. PETTY.
FOOT WARMER OR HEATER.
APPLICATION FILED FEB. 14, 1903.

NO MODEL.

Fig. 1.

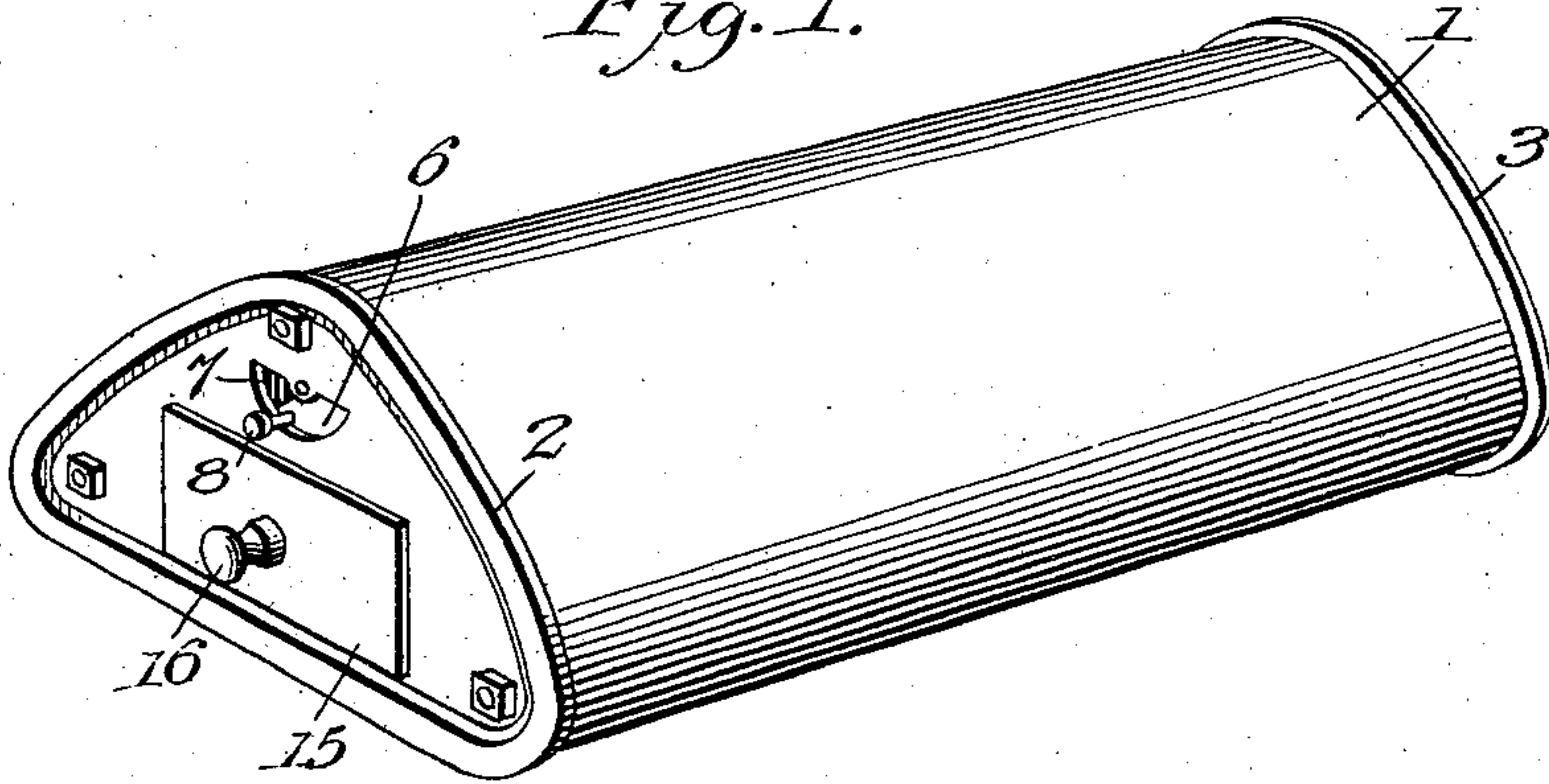


Fig. 2.

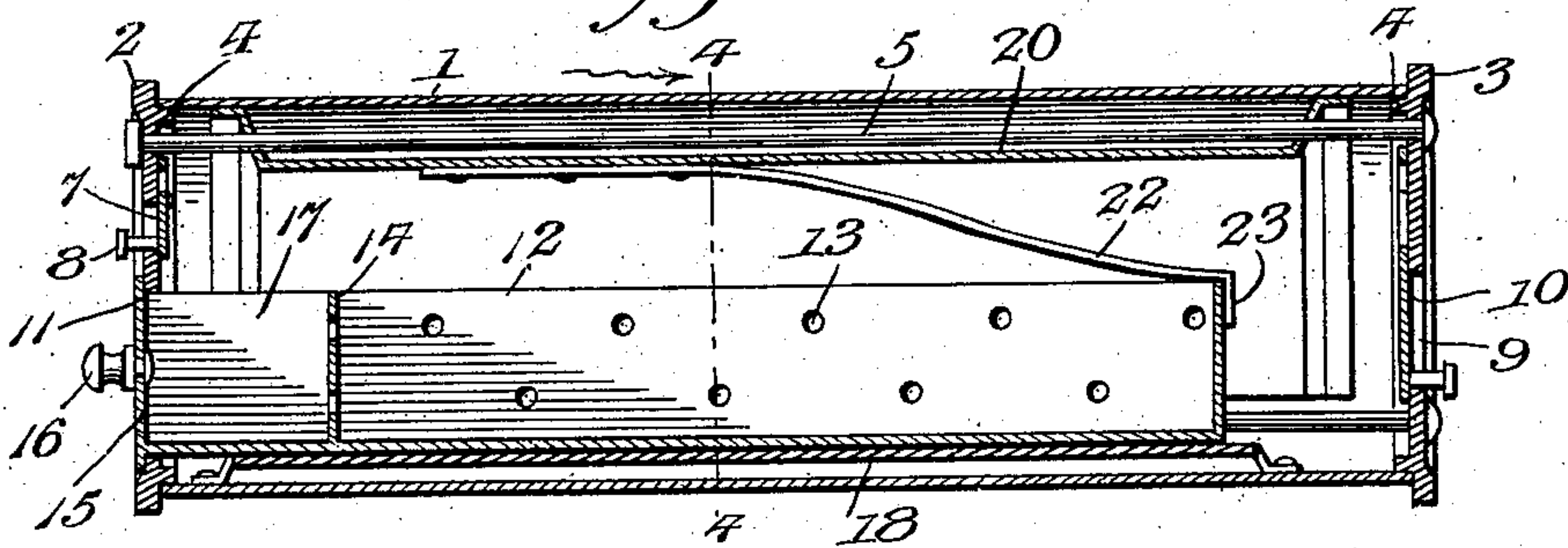


Fig. 3.

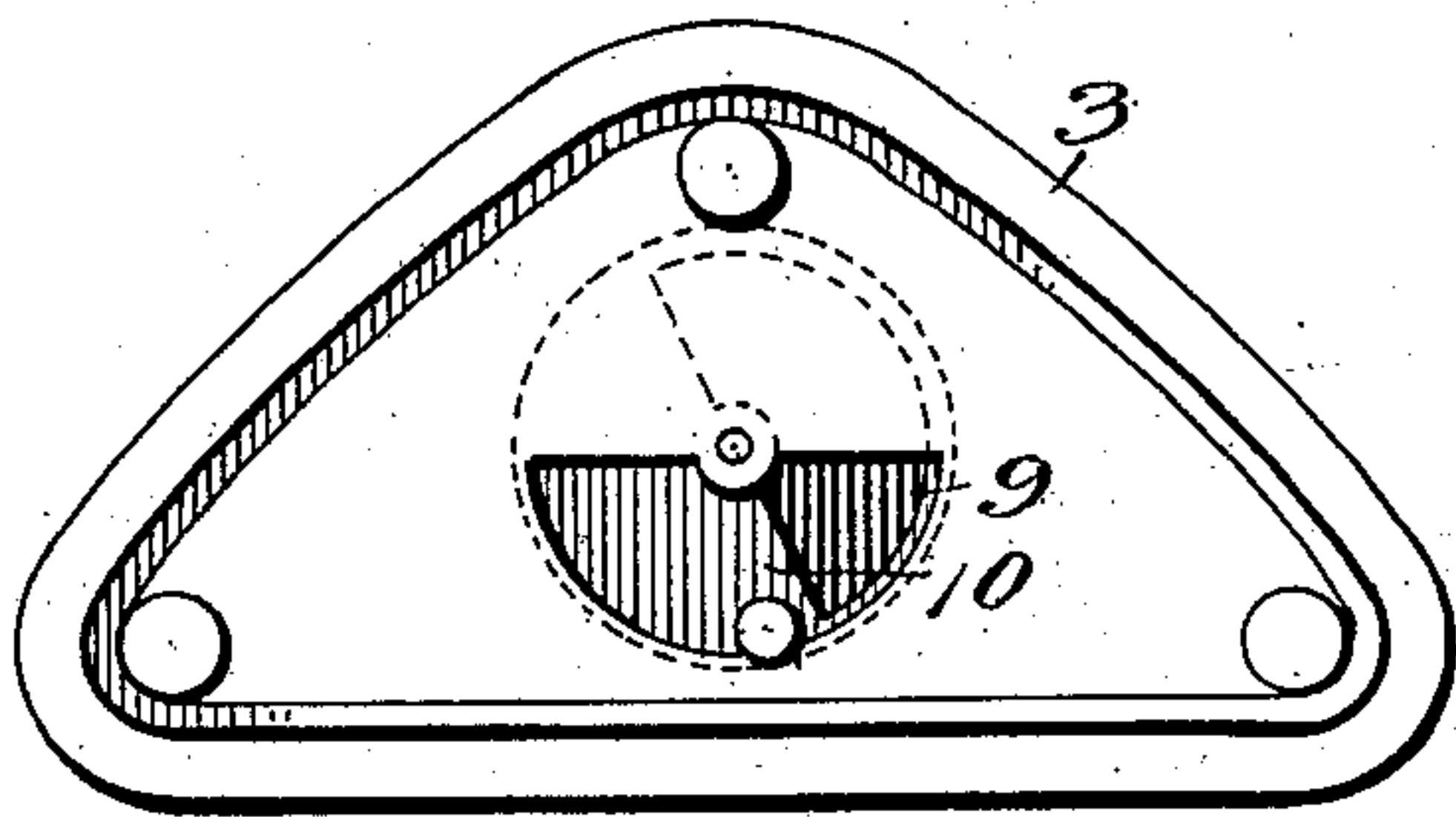
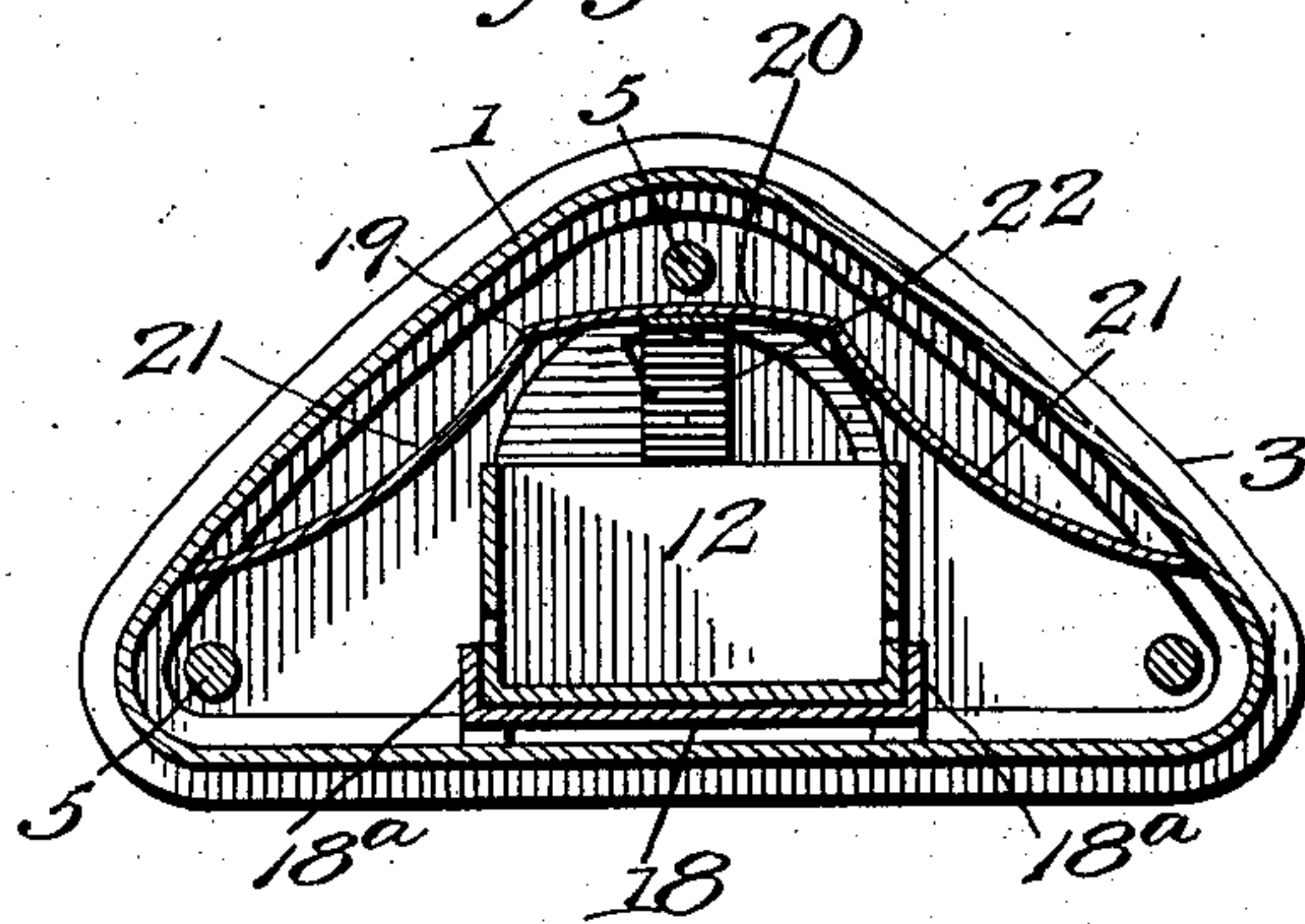


Fig. 4.



Inventor
Otis O. Petty

Witnesses

Edwin J. McKee

Chas. S. Hoyer.

By Victor J. Evans
Attorney

UNITED STATES PATENT OFFICE.

OTIS O. PETTY, OF OLNEY, ILLINOIS.

FOOT WARMER OR HEATER.

SPECIFICATION forming part of Letters Patent No. 750,060, dated January 19, 1904.

Application filed February 14, 1903. Serial No. 143,445. (No model.)

To all whom it may concern:

Be it known that I, OTIS O. PETTY, a citizen of the United States, residing at Olney, in the county of Richland and State of Illinois, have
5 invented new and useful Improvements in Foot Warmers or Heaters, of which the following is a specification.

This invention relates to a foot warmer or heater for use in vehicles; and the present im-
10 provement contemplates a simple and effective device of this class which may be conveniently used from opposite sides and also embodies means for readily inserting and with-
15 drawing the heating medium and the residuum therefrom, together with attachments for preventing burning the shoes or foot-apparel, and also having devices for controlling the heat and the consumption of the heating me-
dium.

20 In the drawings, Figure 1 is a perspective view of a foot warmer or heater embodying the features of the invention. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is an end elevation thereof. Fig. 4 is a
25 transverse vertical section on the line 4 4 of Fig. 2.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

30 The improved foot warmer or heater is of approximately triangular shape in cross-section, so that it can be used from either one or both sides, and adapted for disposition in a vehicle having a single-seat structure or dou-
35 ble facing-in seats. Structurally the heater comprises an outer metallic sheathing 1, secured to opposite heads 2 and 3, which project outwardly from the sheathing 1 to prevent the latter, particularly at the bottom or base,
40 from contacting with the floor of a vehicle. The heads 2 and 3 have inwardly-projecting flanges 4, over which the ends of the sheathing 1 are fitted, and the two heads and the entire device are held in connected relation by
45 bonding or tie rods 5, headed at one extremity and nutted at the opposite extremity. In the upper portion of the head 2 is a draft-opening 6, which is adapted to be closed by a swinging damper 7, having a headed stud 8
50 projecting through the lower portion of the

opening 6 for operating the same. The head 3 also has an opening 9 therein, which is adapted to be closed by a rotatable damper 10, the opening 9 being located in the lower
portion of the said head and the damper 10 55 constructed to rotate against the inner side of the head. By means of these openings 6 and 9 and their dampers the draft to the warmer or heater may be readily controlled and the consumption of the heating medium regulated 60 at will. In the head 2 below the opening 6 a larger opening 11 is formed for the removable insertion through and withdrawal from the said head of a drawer 12, having perfo-
65 rated sides 13. Inward from the front extremity of the said drawer is a perforated partition 14, and between the same and the opposite terminal of the drawer the fuel or heating medium is confined and may be of any
70 suitable nature. By perforating the sides 13 and the partition 14 the heat is permitted to pass from the heating medium outwardly in lateral directions and forwardly toward the head 2 into the interior of the warmer, and the
75 entire sheathing 1 will thus be more regularly heated without solely concentrating the heat at the upper portion thereof. The outer end 15 of the drawer is extended to provide an abut-
80 ting flange to bear against the head 2 adjacent the opening 11 and is supplied with a pull or knob 16 for obvious purposes. Between the end 15 and the partition 14 a compartment 17
85 is provided for the reception of extra fuel for the purpose of replenishing that undergoing consumption from combustion in the main body of the drawer. The drawer 12 rests upon
90 a false bottom or elevated support 18 when operatively disposed within the warmer to prevent too close contact of the bottom of the drawer with the bottom portion of the sheath-
95 ing 1, and thus avoid any tendency to burn or injure the flooring of the vehicle on which the warmer or heater is disposed. The opposite side edges of the bottom or support 18 are up-
turned to form guard-flanges 18^a to snugly em-
brace the lower portion of the drawer and prevent lateral movement of the said drawer.

In the interior portion of the warmer above the plane of the drawer is a metallic guard-wall 19, having a central shield 20 above the 100

plane of the top portion of the drawer 12 and side wings 21 connecting with the interior surface of the sheathing 1 below the plane of the upper part of the drawer, the said guard-wall forming a chamber with the sheathing 1 and preventing the upper portion of the sheathing from becoming intensely heated or heated to such a degree as to be uncomfortable to the feet by reason of the close proximity of the heating medium. Secured to the central portion of the shield 20 and extending downwardly into the body of the warmer is a resilient retaining-arm 22, having a rear angular depending terminal 23, the free extremity of the arm 22 being depressed when in normal position below the plane of the upper edge of the drum 12. When the drawer 12 is pushed into the warmer, the end thereof moving toward the head 4 engages the free extremity of the arm 22 and gradually braces the latter upwardly until the angular terminal 23 comes into contact with the inner end of the drawer, as clearly shown in Fig. 2, and by this means, in combination with the bottom or support 18, the drawer is held against movement and will be retained in positive position within the warmer.

In preparing the warmer for use the fuel is deposited in the drawer 12 and ignited and disposed in the warmer, as shown by Fig. 2, and to encourage and regulate combustion the draft-openings 6 and 9 will be regulated as found necessary.

The improved warmer will be found excep-

tionally convenient and reliable in its use, and the proportions and dimensions thereof may be varied at will.

It will be seen that the drawer 12 is held in such manner within the warmer that the movement of the vehicle will not disturb the heating medium in the said drawer, and, furthermore, the drawer carrying the heating medium may be removed when desired to replenish such medium and afterward replaced in operative position without disturbing the position of the warmer in the vehicle.

Having thus fully described the invention, what is claimed as new is—

A foot warmer or heater comprising an inclosing body of approximately triangular form and including an outer sheathing and opposite heads with damper and draft openings therein, a drawer removably mounted in the body through one of the heads and adapted to contain a heating medium, a guard-wall secured to the inner side of the sheathing and forming with the latter a chamber over and at opposite sides of the drawer, and a resilient device having one end depending to engage the end of the drawer when the latter is inserted in the body.

In testimony whereof I affix my signature in presence of two witnesses.

OTIS O. PETTY.

Witnesses:

J. C. RITTER,
W. D. HARDY.