

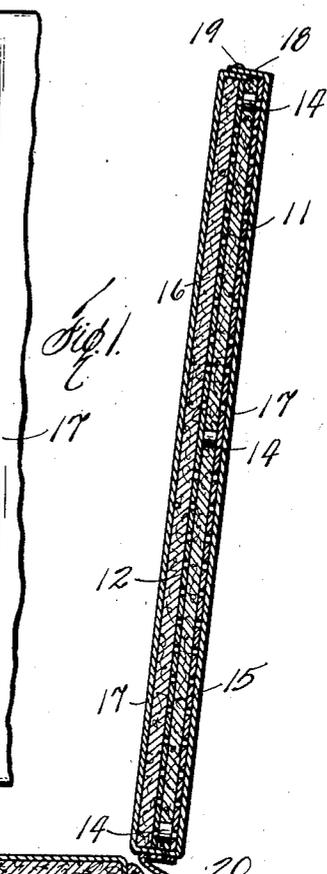
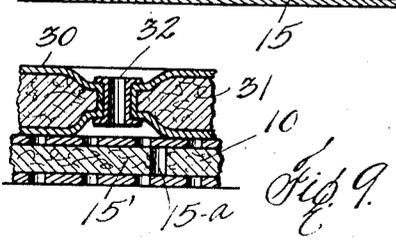
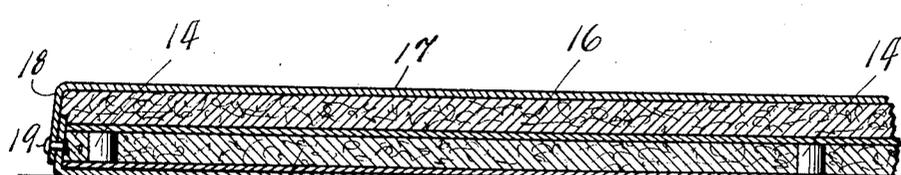
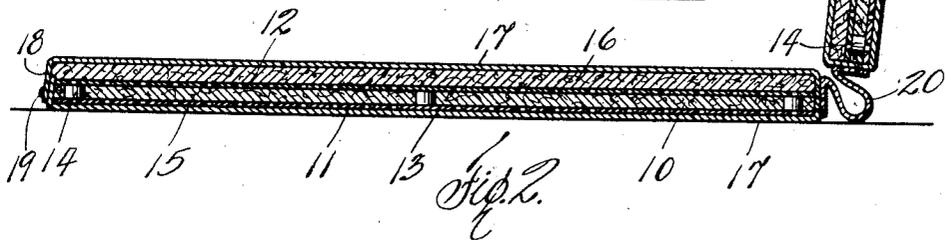
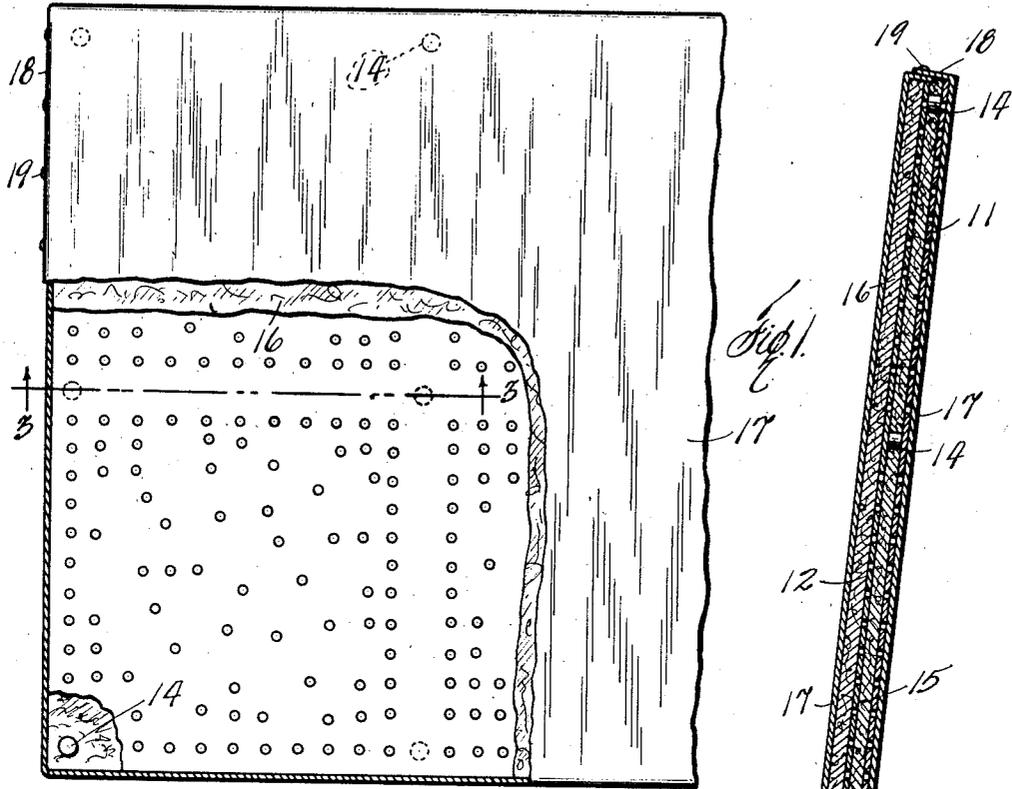
July 20, 1926.

1,593,066

G. H. GASTON
SELF COOLING SEAT

Filed Jan. 6, 1925

2 Sheets-Sheet 1



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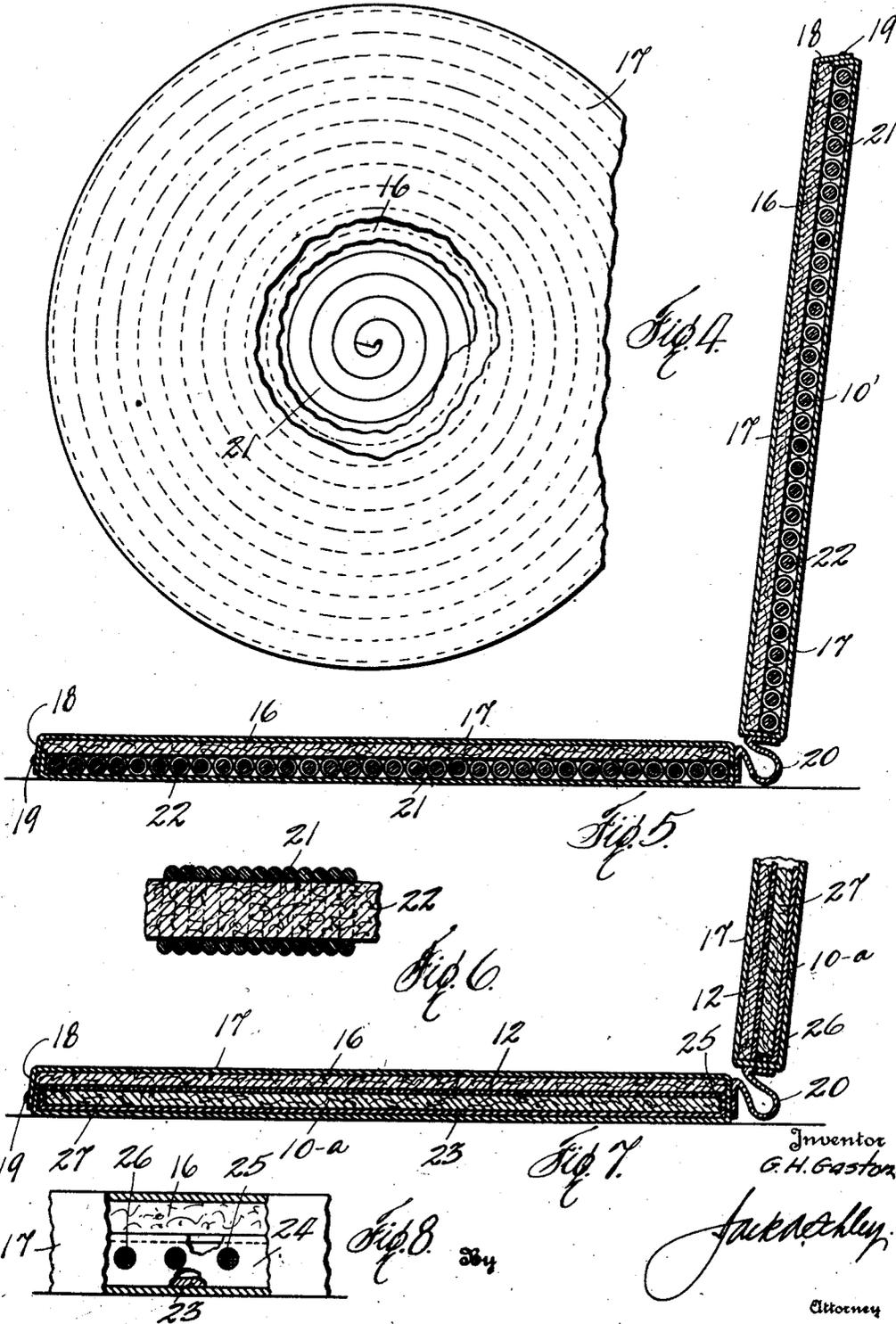
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2 Sheets-Sheet 2



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UNITED STATES PATENT OFFICE.

GEORGE H. GASTON, OF WICHITA FALLS, TEXAS.

SELF-COOLING SEAT.

Application filed January 6, 1925. Serial No. 892.

This invention relates to new and useful improvements in self-cooling seats.

The object of the invention is to provide a seat, such as are used as auxiliary seats in automobiles, equipped with a moisture containing element, thus by evaporation providing a cool seat.

A further object of the invention is to provide a seat equipped with a filler or core composed either of suitable material for absorbing and becoming saturated with a liquid to a high degree, or of some substance having the property of cooling the air contiguous thereto.

Another object of the invention is to provide a filler for a seat capable of becoming saturated with moisture and arranged so as not to exude moisture when sat upon.

A construction designed to carry out the invention will be hereinafter described together with other features of the invention.

The invention will be more readily understood from a reading of the following specification and by reference to the accompanying drawings, in which an example of the invention is shown, and wherein:

Fig. 1 is a fragmentary plan view of a seat constructed in accordance with my invention,

Fig. 2 is a vertical sectional view of the seat,

Fig. 3 is an enlarged cross-sectional view taken on the line 3—3 of Fig. 1,

Fig. 4 is a partial plan view of a modified form of seat,

Fig. 5 is a vertical sectional view of the same,

Fig. 6 is a detail of the core,

Fig. 7 is a partial vertical sectional view of another modification,

Fig. 8 is an enlarged detail of the same, and

Fig. 9 is a sectional detail of a modified form of seat.

In the drawings the numeral 10 designates a moisture exuding unit, which in Figs. 1, 2 and 3, is illustrated as formed of a perforated bottom sheet or plate 11 and a complementary upper perforated plate 12.

It is to be understood that these sheets or plates are formed of metal or other material suitable for the purpose and may be perforated in any approved manner; also that any foraminous sheet of plate suitable for the purpose, may be used. I have shown the

plates with narrow panels or strips 13 intersecting at right angles and imperforate.

The plates are spaced apart and connected by short vertical posts 14 located at logical points and made integral with the plates. A filling or core 15 of felt or other moisture absorbing material is placed between the plates. A pad 16 of loose mesh material, such as matting, is placed upon the top plate 12. The unit and pad are enclosed in an open mesh casing 17 of fabric, having a flap 18 along one edge secured by snap fasteners 19.

Two of the members are united by a fabric hinge 20, one forming a seat and the other a back rest. The seat may be placed on the cushion of an automobile seat and the back member inclined against the back cushion.

The flap 18 is opened and the core 15 is saturated with water or any other cooling liquid. The air which passes through core and pad 16 and contiguous to the unit, will be cooled by the evaporation of the moisture. In this way cool air will be circulated about the trunk of the body of the driver. The up and down movement of the unit, due to the springs of the cushion and the motion of the car, will tend to force air through the unit. It is possible to build the unit into the automobile seat.

In Figs. 4, 5 and 6, I have shown a modified form in which the unit 10' is formed of a coil spring 21 wound in a spiral and filled with a core 22 of felt or other moisture absorbing material. The same pad 16 and casing 17 are used. This form is more flexible.

In Figs. 7 and 8, I have shown another form in which the unit 10^a is formed of a bottom plate 23 which is imperforate and has upright sides 24. The sides are provided with perforations or openings 25 which may be covered with wire fabric or the like 26. The bottom and sides form a pan for holding the felt core 27. Excess water cannot leak through the bottom of the pan. Air will enter through the openings 25. The casing 17, pad 16 and upper plate 12 are used in this form.

In Fig. 9 I have illustrated another form in which the unit 10 is placed under a cushion. The felt 15' is provided with perforations 15^a. A cushion composed of a casing 30 and a filling 31 is placed over the unit. The cushion has eyelets 32 therein instead of the usual buttons. The air is free to pass

up through the unit and through the eyelets.

Various changes in the size and shape of the different parts, as well as modifications and alterations may be made within the
5 scope of the appended claims.

What I claim is:

1. In a self-cooling seat, a unit having a core for retaining and evaporating moisture extended over substantially the area of the
10 seat, a protective surface pad covering said core, and a fabric casing enclosing the unit and pad.

2. In a self-cooling seat, a unit extended over substantially the area of the seat and containing an absorbent medium for cooling
15 the air contiguous thereto by evaporation of a liquid retained thereby, a protective sur-

face covering said unit, and a fabric casing for enclosing the unit.

3. In a self-cooling seat, a unit, a core in
20 the unit of substantially the area of the seat and composed of moisture absorbing material, the unit being foraminous, a fabric casing enclosing the unit, and a pad in the casing covering the unit.

4. In a self-cooling seat, a relatively horizontally disposed metallic unit of substantially the area of the seat, a core in the unit composed of moisture absorbing material, a pad resting on the unit, and a fabric
25 casing enclosing the unit and the pad.

In testimony whereof I affix my signature.

GEORGE H. GASTON.