

(No Model.)

H. F. THOMPSON.

LIGHTING AND HEATING ATTACHMENT FOR VEHICLES.

No. 465,586.

Patented Dec. 22, 1891.

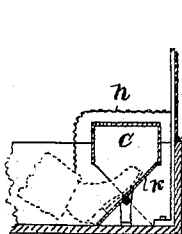


Fig 2

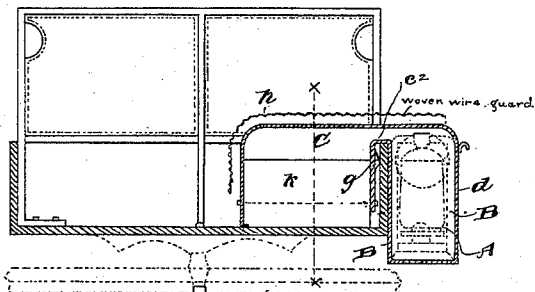


Fig 1

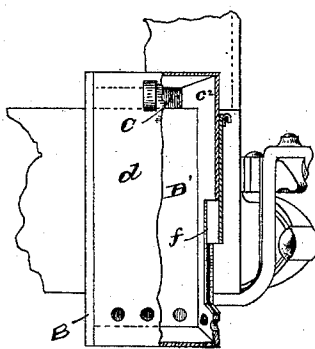


Fig 3

Witnesses

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LIGHTING AND HEATING ATTACHMENT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 465,586, dated December 22, 1891.

Application filed November 12, 1889. Serial No. 330,001. (No model.)

To all whom it may concern:

Be it known that I, HIRAM F. THOMPSON, a citizen of the United States, residing at Mayfield, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Lighting and Heating Attachments for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a combined lighting and heating attachment for buggies, carriages, and other vehicles; and the object of this invention is to provide cheap and convenient means whereby a vehicle may be furnished with a light for driving at night and the heat generated by the light utilized for warming the feet and limbs, all as hereinafter more particularly described, and especially pointed out in the claims.

In the accompanying drawings, Figure 1 is a cross-sectional view of a buggy-box, with the high sides and the floor in cross-section, and showing my improved attachment in position at the right, the dotted lines beneath representing the axle, bolster, &c., of the running-gear. Fig. 2 is a sectional side elevation on line *x x*, Fig. 1, and showing a foot in position to be warmed. Fig. 3 is an outer side view or elevation of the lantern-case seen in Fig. 1, somewhat enlarged, and with a portion of the casing at the right broken away to disclose other parts.

In the several views of the invention I have shown a lantern A as the means or source of light and heat. This lantern may be one of ordinary construction, which is found in almost any home, or one especially adapted for this purpose. The main difference between the two would be one of size, and the lantern preferably used has side tubes and globe flattened at the sides, so as to bring the lantern within somewhat narrow limits laterally and not occupy more space than is necessary. Of course in either case, whether one style or another be used, the lantern can be taken out of its chamber in the vehicles and used as ordinarily. This is a decided convenience, and is regarded as adding materially to the merits of the invention.

In all the figures the device is shown as at-

tached or held at the side of the vehicle. This has several material advantages. In the first place, it brings the lantern where it is much less liable to splashing by the horses' feet than it would be at the bottom of the carriage-body. In the next place, it is where the device itself, as well as the lantern, is within convenient reach, and can easily be removed and replaced. Another advantage is that, especially in single buggies or vehicles, it places the lantern where its light will be cast forward at the side of the team in front thereof, and by putting the lantern on the side occupied by the driver he can more easily see the roadway ahead and have the advantage of light, for which the attachment is largely designed.

The lantern-casing B may be made of tin or other sheet metal or other suitable material, and this casing has a chamber B', in which the lantern is located and lies closely at the side of the vehicle-body, as shown, so as not to come near to the wheel. From the top of the casing B there is an extension C, which comes over the floor of the vehicle in such relation thereto that it will be in convenient position to warm the feet and diffuse the escaping heat beneath the lap-ropes. This extension is perforated at *c'* along its top for the escape of heat, it being understood, of course, that this extension serves in a sense as a flue for the lantern-chamber, carrying off the products of combustion and affording draft, so that combustion will be complete and the light in the lantern maintained. This requires a free open way or passage connecting the chamber and extension, and this passage is made large enough to serve the purpose. In Fig. 1 the extension C takes the form of a hood in the buggy-box, connected by a neck *c²* with the casing B. This neck is just long enough here to cross the box and let the extension or hood C into the box. The neck is wide, but shallow, yet affording plenty of draft for the lantern and the escaping heat generated thereby. The casing B has perforations or suitable openings to admit air to sustain combustion and a door *d* at its side (shown here as partly open) through which the lantern is introduced. At its front it is provided with a window *f* for lighting the roadway.

In Fig. 3 a part of the lantern-chamber is

broken away to disclose the neck c^2 of the flue.

In Fig. 1 the device is shown as resting over the side of the box with a spring g inside bearing against the box to hold the device steady. Intermediate of the ends of the extension C , Figs. 1 and 2, along the sides, room is left for introducing the feet beneath, so as to get the heat down upon the feet before it leaves the box. The heat may escape through this opening and by radiation, and over the part C to protect the robes is a screen or false top h .

In any case the device may be changed to opposite sides of the vehicle; but to do this the lantern-chamber would require windows on both sides. Fig. 2 shows a pivoted foot-rest k , adapted to be used on either side. The extension C in Fig. 1 might be made to extend entirely across within the box, if desired.

No disfiguration, cutting, or other marring of the buggy or carriage occurs to place this attachment in position, and it may be placed in position for use or removed in a few moments.

The foot-rest k has a wing above its pivot, which swings against the side of the hood and serves to direct the heat to the feet, the hood of course being open along its lower portion.

The form of heater shown may be used in connection with any vehicle to which it is adapted. The hood or cover over extension C might be omitted and the heat allowed to escape through openings in the extension directly into the open air.

A sliding or a swinging door can be used, and, if preferred, the lantern may be introduced through the bottom of the chamber.

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

1. As a new article of manufacture, a combined lighting and heating device to be attached to a vehicle-body, the same consisting

of a casing having openings for the admission of air and formed with a chamber for a lantern inside thereof, and a draft and heat flue made rigid and permanent with the top of said casing at right angles thereto to conduct the heat from the lantern into the buggy, said flue provided with an opening to discharge the heat about the feet of the occupant, and mechanism on the said casing to engage the side of the vehicle-body to fasten the casing and flue temporarily in position, substantially as described.

2. A buggy-box having a vertical side portion, in combination with a lantern-chamber having a flue with a neck c^2 to pass over the edge of the buggy-box and an extension C , terminating within said box and constructed to discharge the heat in the box, and a spring g , bearing against the side of the box, substantially as described.

3. A vehicle-box, in combination with a lantern-chamber fastened to one side of said box and provided with a draft-flue extending over the side of the box to the inside thereof, said flue constructed to discharge the heat inside the buggy, and a foot-rest pivoted to turn to either side beneath said flue, substantially as described.

4. A lighting and heating attachment for vehicles, consisting in a lantern-chamber provided with a lantern and a flue forming a heating device extending laterally from said lantern-chamber and having a neck connecting it with the said chamber on a plane higher than the body of the flue, in combination with the side of a buggy-box separating the lantern-chamber from the said flue-extension, substantially as described.

In testimony whereof, I hereunto set my hand this 9th day of September, 1889.

HIRAM F. THOMPSON.

Witnesses:

I. L. COREY,
H. T. FISHER.