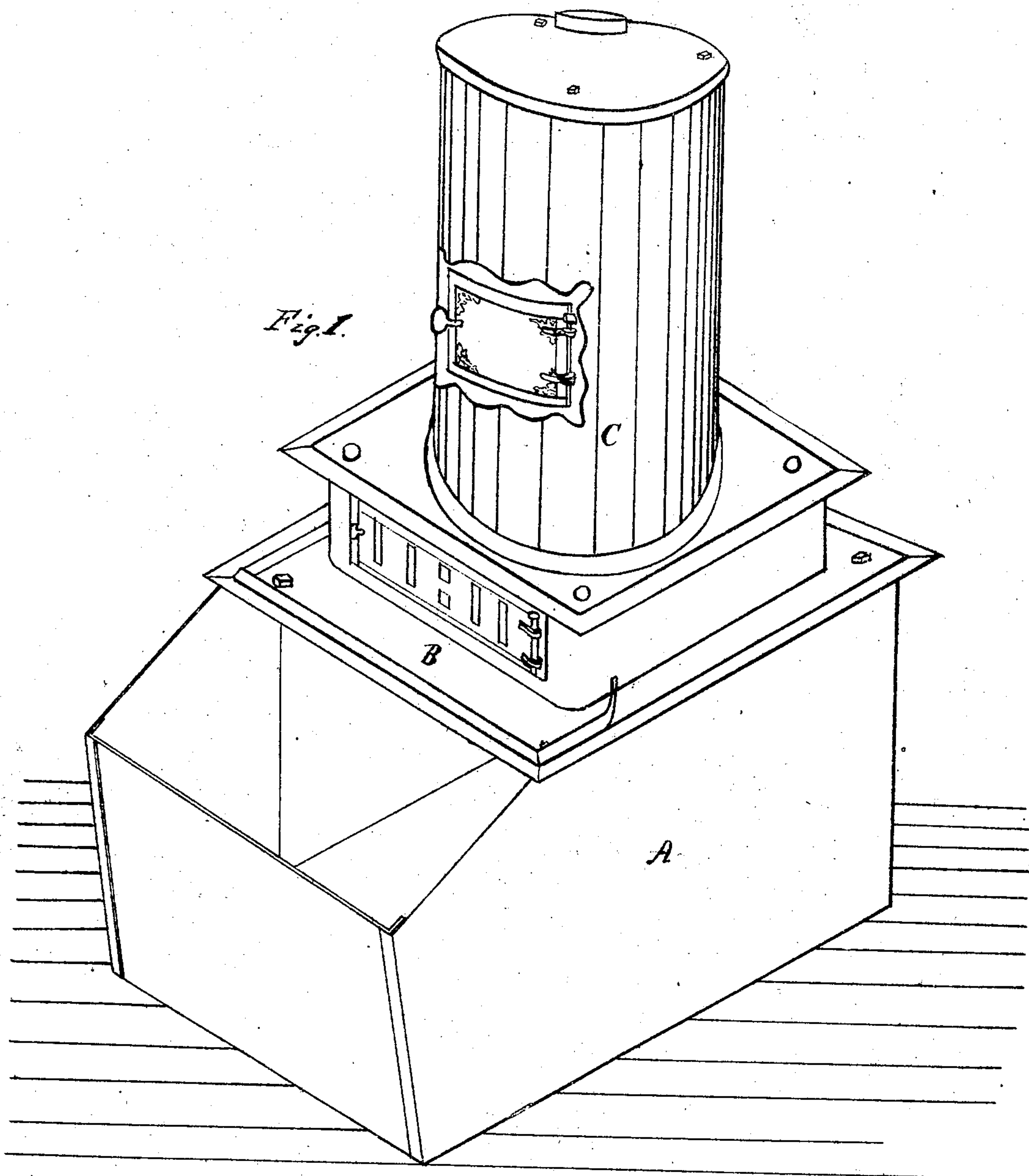


A. N. Towne.
Coal-Box Store.

N^o 73477

Patented Jan. 21, 1868.



Witnesses.

C. H. Smith
J. M. Horton

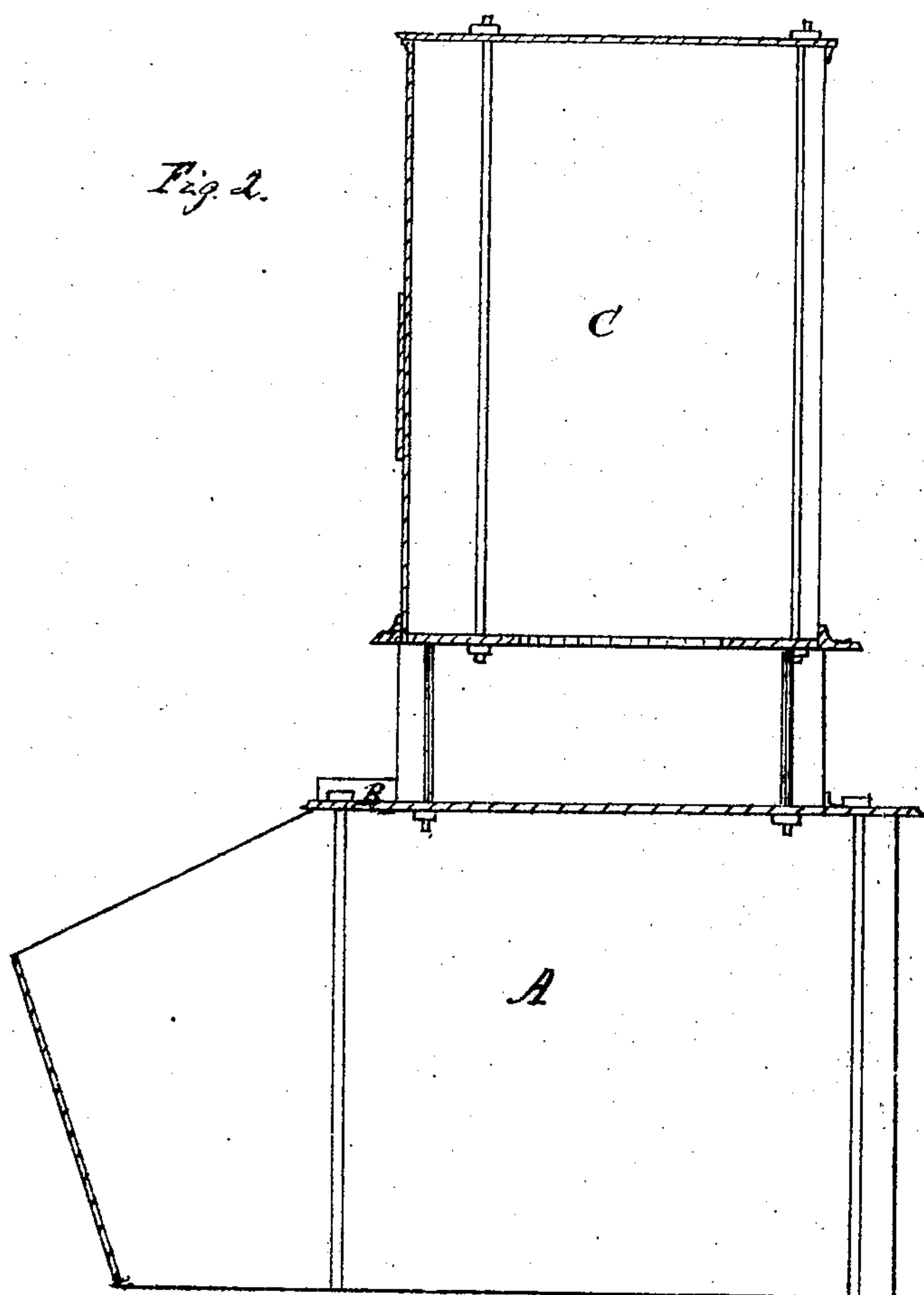
Inventor.

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Witnesses.

G. H. Smith

J. M. Norton

Inventor.

A. N. Towne

United States Patent Office.

A. N. TOWNE, OF CHICAGO, ILLINOIS.

Letters Patent No. 73,477, dated January 21, 1868.

IMPROVED COAL-BOX STOVE.

The Schedule referred to in these Letters Patent and making part of the same.

TO WHOM IT MAY CONCERN:

Be it known that I, A. N. TOWNE, of the city of Chicago, in the county of Cook, and State of Illinois, have invented a new and useful Improvement in the Construction of Coal-Box Stoves, combining the stove and fuel-box in one, so as to economize room and expense of construction; and I do hereby declare that the following description is a full, clear, and exact specification of the same, reference being had to the accompanying drawings forming a part of this specification, in which—

Figure 1 is a perspective elevation of the same, combining the stove and fuel-box.

Figure 2 is section of the same, showing the interior construction and application of the fuel-box to the stove.

Similar letters of reference in the several figures indicate corresponding parts in the drawings.

The nature of my invention consists in providing a suitable box for coal or fuel beneath the stove, and making the same a part of the stove, and in doing away with the use of legs to support the stove, the fuel-box forming a base for this purpose, and of a much more firm and unyielding nature. This matter is of peculiar importance in the use of this stove to railroad-cars, for which it is especially intended. In this use it is very important to economize room, and form a solid base upon which the stove rests. Legs become shackling, and soon give way, not unfrequently endangering the safety of the car by falling down and spreading the fire upon and in contact with the highly-combustible material of which the car is constructed. Besides, it does away with the zinc beneath the stove, usually applied for protection from the fire, and the necessity of a coal-bin to store the coal for the trip, which takes up room, and is otherwise objectionable; affording, as it does, ample room for the coal or fuel, and at the same time a perfect protection from the fire. Doing away with the necessity of a coal-bin at the end of the car is especially important and useful, as it enables the builder to put additional seats in the cars for the accommodation of passengers.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

I construct my stove-bottom so as to form the top of the fuel-box, connecting the same with the box by the use of rods, or other suitable means of fastening, leaving an opening in front for the fuel to be put in and taken out, which may be left open, or have a lid or suitable covering for protection from the fire. I have used it without any door or covering, without any bad or injurious effects, and I use it open accordingly. The box may be made of cast iron or wrought iron, as may be desired, and fastened together by means of grooves, and the edges of the plates of iron connecting therewith, or in any other suitable manner to adapt it to the use to which it is to be applied.

Fig. 1. A shows the fuel-box beneath the stove; B, the hearth, having a bead or flange around the outside to prevent the fire from falling into the fuel-box when there is no lid used, or as may be desirable to keep the coal and ashes from falling upon the floor. C shows the stove proper, and may be of any construction. The same letters of reference apply to fig. 2, as will be readily seen and understood, as well as its construction and mode of operation, by the drawings and foregoing description.

From the above description, and the accompanying drawings, it will be seen that I provide a coal-box stove, or, in other words, a coal or fuel-box in combination with a stove, for holding the fuel, and from which the same may be used, thereby doing away with legs for the stove, economize room, and dispense with bins for fuel.

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

The arrangement of the stove C, flanged hearth-plate B, and stationary fuel-box A, said parts being respectively constructed, and the whole arranged for use, substantially as and for the purpose set forth.

Witness my hand to my specification on coal-box stoves.

A. N. TOWNE.

Witnesses:

RICH'D J. MOORE,

W. F. WHITEHOUSE.