No. 720,626. PATENTED FEB. 17, 1903.

J. A. SCHULTE.

STOVE.

APPLICATION FILED JUNE 14, 1901.

NO MODEL.

Fig. 1.

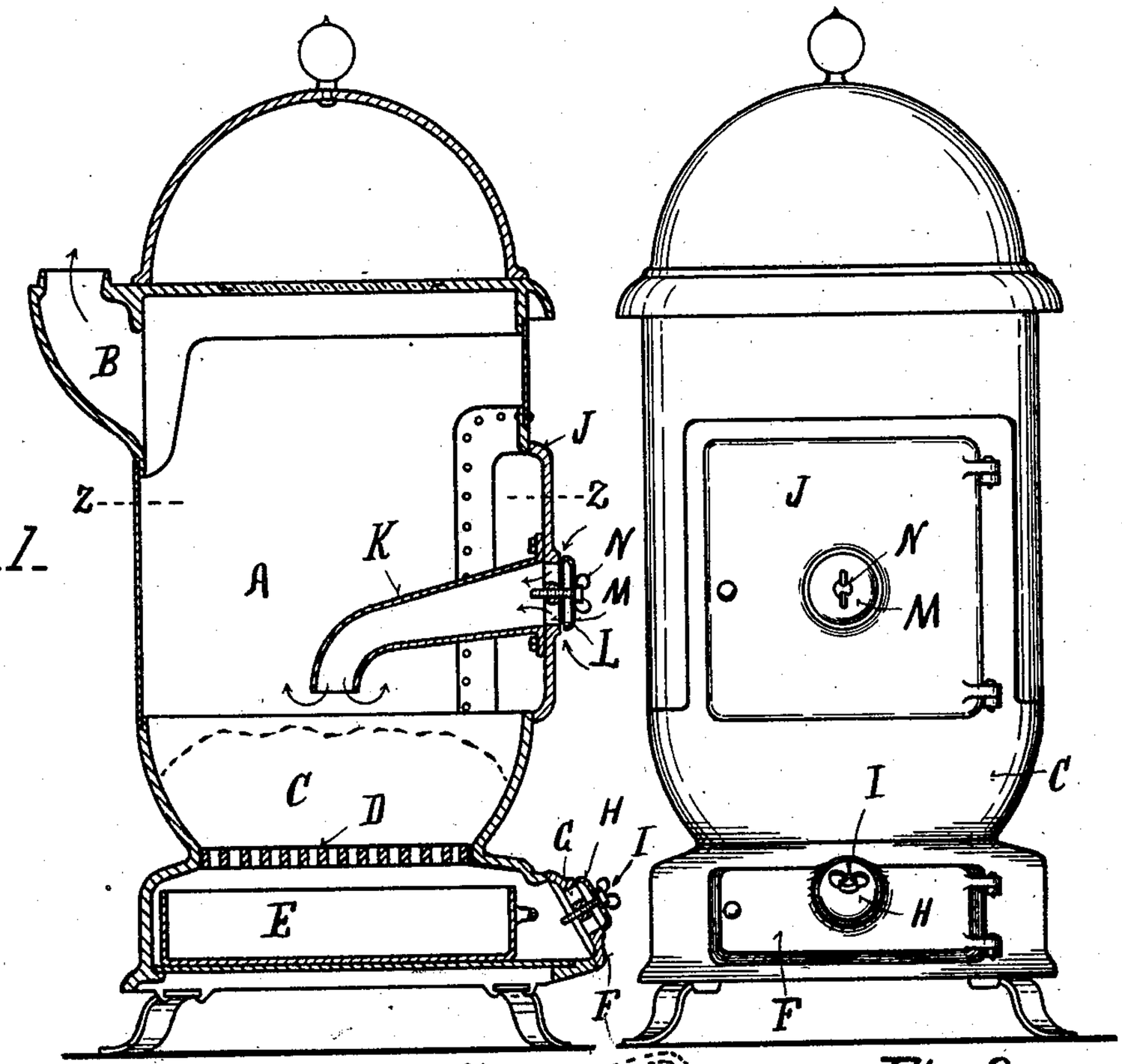
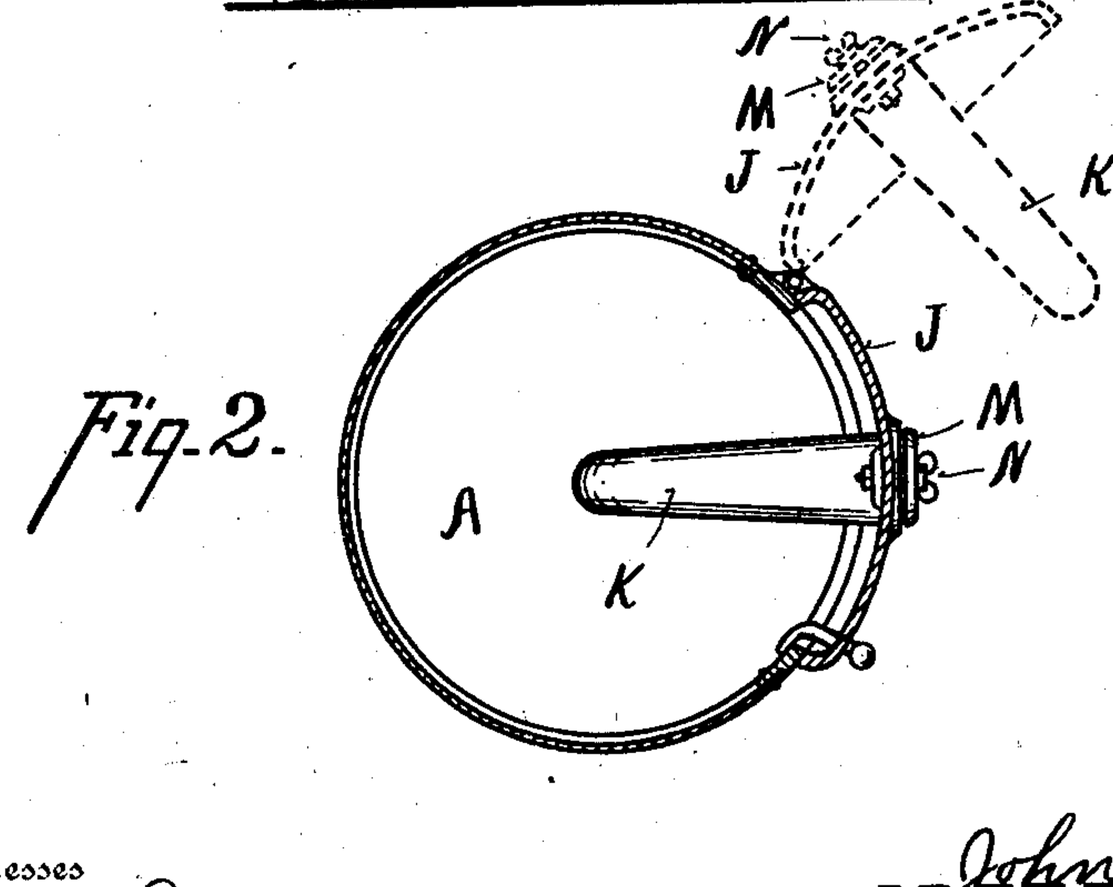


Fig. 3.

Fig. 2.



Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

JOHN A. SCHULTE, OF CINCINNATI, OHIO.

STOVE.

SPECIFICATION forming part of Letters Patent No. 720,626, dated February 17, 1903.

Application filed June 14, 1901. Serial No. 64,507. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. SCHULTE, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Stoves; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in stoves. One of its objects is to provide a stove in which the air supplied above and below the fuel can be accurately regulated to insure a slow combustion.

Another object is to provide means for supplying heated air centrally to the top of the fuel, so that soft coal may be slowly and completely consumed, and in such a manner that the apparatus for supplying the heated air will not interfere with the introduction of fresh fuel and in means for accurately and conveniently regulating the hot-air supply.

It also consists in certain details of form, combination, and arrangement, all of which will be more fully set forth in the description of the accompanying drawings, in which—

Figure 1 is a central vertical section through a stove with my improvements applied thereto. Fig. 2 is a section through the same on line *z z* of Fig. 1. Fig. 3 is a front elevation of the stove.

A represents the combustion-chamber; B, the offtake-flue; C, the fire-pot; D, the grate; E, the ash-pan, and F the door through which the ash-pan is introduced. Draft-openings G are provided through the door F and are covered by a cap H, which is held in place by a screw I, so that the cap may be adjusted out away from the door to admit air below the grate or may be screwed up tight against the door to entirely cut off the air-supply below the grate. This screw also permits an accurate adjustment to regulate the quantity of air supplied.

J represents the fuel-supply door.

K represents a tube, preferably slightly curved downward and of sufficient length to reach the central portion of the combustion-chamber at a point directly above the fuel-bed.

Draft-openings L are provided in the door opposite the outer end of the tube K, which are closed by means of a cap M, operated, by means of a screw N, to open, close, and regulate the air-supply through the draft-openings L.

Considerable difficulty has been experienced heretofore in providing a hot-air supply above the fuel on account of the apparatus employed being in the way in introducing fresh fuel or attending to the fuel already in. By providing an air-supply tube projecting from the inside of the door I am enabled to supply the air centrally over the fuel-bed, where it is most needed, and upon opening the door, as indicated in dotted lines, Fig. 2, the tube is withdrawn and free access is given to attend to the fuel or introduce fresh fuel, as desired. The air-supply tube being projected horizontally over the fuel-bed insures the thorough heating of the air before it comes in contact with the gases above the fuel and without having any injurious effect upon the draft of the stove tending to reduce the same, thereby insuring complete combustion and a thorough utilization of the fuel. By closing the cap H and properly regulating the cap M slow and regular combustion can be maintained for a long time and without the necessity of shaking out or getting rid of the accumulated ashes.

Having described my invention, what I claim is—

The combination with a stove having the usual fire-box, of a hinged fuel-supply door, an air-feeding tube connected to and movable with the door aforesaid, so as to be withdrawn from the stove when the door is opened, said tube being in communication with the outer air at its outer end and extending inwardly above the fuel in a substantially horizontal position and terminating at its inner end in a downturned delivery-mouth located immediately above and adjacent the center of the fuel, whereby the air is fed directly down on the center of the bed of fuel and an adjustable damper controlling the indraft of air through the tube.

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

JOHN A. SCHULTE.

Witnesses:

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