

J. R. LANCASTER.
Fire-Place Heater.

No. 210,862.

Patented Dec. 17, 1878.

Fig 3



Fig 1

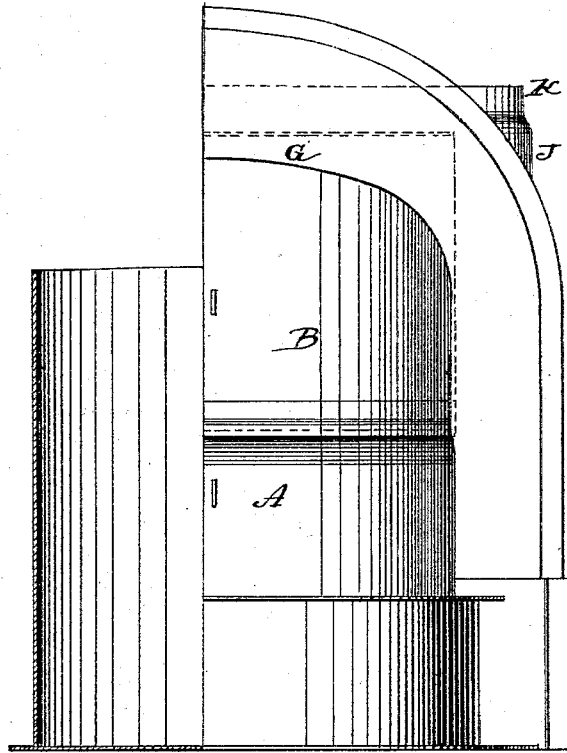
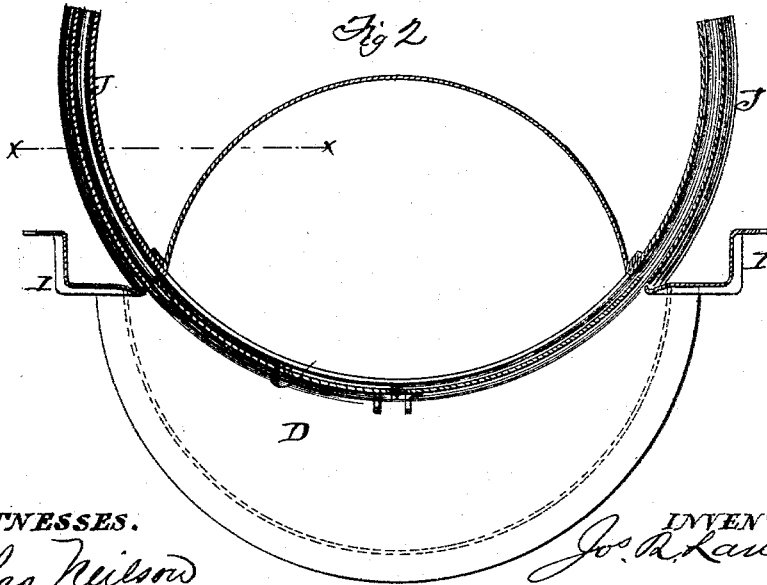


Fig 2



WITNESSES.

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JOSEPH R. LANCASTER, OF NEW YORK, N. Y., ASSIGNOR TO OPEN STOVE VENTILATING COMPANY, OF SAME PLACE.

IMPROVEMENT IN FIRE-PLACE HEATERS.

Specification forming part of Letters Patent No. 210,862, dated December 17, 1878; application filed June 5, 1878.

To all whom it may concern:

Be it known that I, JOSEPH R. LANCASTER, of New York, in the county of New York and State of New York, have invented a new and useful Improvement in Fire-Place Heaters and Stoves, which improvement is fully set forth in the following specification.

My invention relates to stoves and heaters having sliding doors and curved pocket or closet extensions or prolongations of the curved ways of the front into the space behind the front, said pockets being closed gas-tight around the doors to prevent the flow of air or gas through them; and it consists of a contrivance for the suspension of the upper pair of doors from a track-rail above, said doors being provided at their bottom with a guide fitting over the top of the doors below for sliding out and in the pockets, making a simple and convenient arrangement, and enabling either pair of doors to open independently of the others without a fixed bar or rail between them.

Figure 1 is a front view of a fire-place heater, partly in section and partly in elevation, showing the improved arrangement of my invention. Fig. 2 is a horizontal section. Fig. 3 is a vertical section through one of the pockets, taken on line *x x*, Fig. 2.

A represents the lower doors, opening to the grate and the ash-pan; and B, the upper ones, opening to the space above the coals. The lower ones, A, rest in a circular groove, C, in the hearth D, and the upper ones are sus-

pending by T-heads F from the curved railway E, in the space between the front G over the doorway and a back plate attached to the front above said way. The bottom groove, C, for the lower doors and this railway for the upper doors are extended beyond the hearth and the doorway behind the front I, within the pockets or chambers J, which consist of two plates suitably curved to continue the circular course of the track, and made with marginal offsets K, which allow them to be joined and riveted or bolted together gas-tight, while affording the requisite space for the doors.

To make a close joint between the upper and lower doors without a fixed bar between them, the upper one is contrived with a groove in the lower edge by means of the flanges L, cast together with the door, or formed of strips riveted on to guide the upper doors on the upper edges of the lower ones.

The pockets J extend into the hot-air space of the fire-place heater; but in a stove they may be in the shell.

I claim—

The combination of the upper guideways, the upper sliding doors, provided with the supporting-heads at the top and the lower guide-flanges at the bottom, and the lower sliding doors, substantially as described.

JOSEPH R. LANCASTER.

Witnesses:

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