

(No Model.)

W. LEWIS.
MANGLE.

No. 247,202.

Patented Sept. 20, 1881.

Fig. 1.

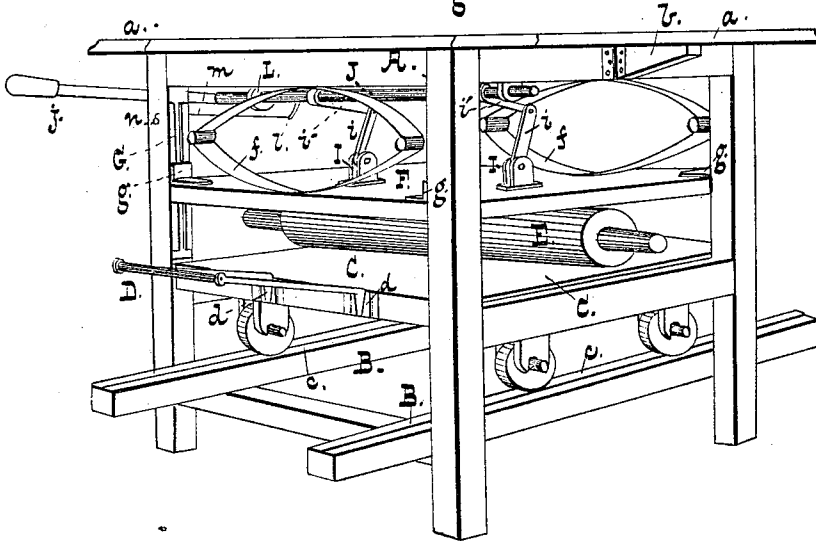
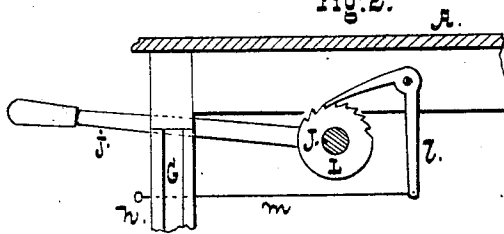


Fig. 2.



WITNESSES

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WILLIAM LEWIS, OF BALTIMORE, MARYLAND, ASSIGNOR OF TWO-THIRDS TO
ANDREW J. UTZ AND WILLIAM M. WARFIELD, BOTH OF SAME PLACE.

MANGLE.

SPECIFICATION forming part of Letters Patent No. 247,202, dated September 20 1881.

Application filed May 17, 1881. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM LEWIS, of Baltimore city, State of Maryland, have invented certain new and useful Improvements in Mangles; and I hereby declare the same to be fully, clearly, and exactly described as follows, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of the device, and Fig. 2 is a sectional view of a part of the same.

My invention relates to mangles, and has for its object to provide a device of that class so constructed as to be attachable to or form a part of the ordinary kitchen-table, lying snugly under the same when not in use, and possessing certain features of construction whereby increased facility is afforded for introducing and removing the clothes, and they are, in mangling, subjected to a rolling pressure, pure and simple, the possibility of any lateral motion of one of the pressure-surfaces with reference to the other being obviated.

In the drawings, A is an ordinary table, having hinged end leaves, *a*, supported by bars *b* in the usual way. Inside the legs are secured transverse bars B B, having strips of rubber *c c* secured near their edges. These bars and strips constitute the railway on which the carriage C runs.

D is a handle, having its ends stepped in sockets *d*, secured to the front of the carriage C, whereby it may be removed when not in use.

E is the roller, which rests on the carriage C, being pressed down thereon by the platform F. This latter is provided at its corners with lugs *g*, which slide in guides G, that are secured on the inside of the table-legs, and is normally pressed down on the roller by means of springs *f f* at either side.

J is a shaft, mounted in lugs that are secured to the side ledges of the table, and to it are keyed arms *i*, which are pivoted to bars *i*. These latter are pivoted to lugs I, which are bolted to the upper side of the platform F. A lever, *j*, is keyed on one end of the shaft J. It will be understood that as the lever *j* is depressed the arms *i* are lifted, raising the table F against the resistance of the springs *f* and freeing the roller E.

In order to retain the platform in its raised position, I secure on the shaft J a disk, L, having ratchet-teeth, with which a gravity-

pawl, *l*, engages. A cord or wire, *m*, having a ring, *n*, on its end, passes through the table-leg near the lever, as shown. As the disk is turned the pawl engages with its teeth and holds the shaft. On retracting the ring or handle *n* the pawl is tilted out of engagement with the disk, and the rotation of the shaft is permitted, allowing the platform to descend.

The clothes are placed on the carriage C, which is moved to and fro by means of the handle D, causing the roller E to turn and mangle the clothes. It is not essential that the roller be at right angles to the line of motion of the carriage. If inclined thereto, it simply rolls, without any lateral pull, and there is no tendency to tear or wrench the clothes.

The rubber rails *c* subserve an important end in that they enable the car to yield independently, and they make the machine almost noiseless in operation.

The pressure of the platform may be easily increased by placing weights—such as flat-irons—thereon, or the tension of the springs may be regulated by set-screws or in any convenient way.

When the device is out of use the handle D is removed and placed on the carriage, which is run back on the railway, so as to be out of the way, when the table may be used as an ordinary kitchen-table, for ironing or other purposes.

What I claim is—

1. In combination with the legs having guides G, the railway and carriage, and the platform F, having springs *f*, mechanism for lifting the platform, and the roller E, as set forth.

2. In combination with the platform and mechanism for lifting the same, the loose roller E, carriage C, and the railway B, on which the carriage rolls, as set forth.

3. In combination with the railway having rubber or elastic rails *c*, the carriage C, roller E, platform F, springs *f*, and mechanism for raising and sustaining the platform, as set forth.

4. In combination with the railway, carriage, roller, and platform, the transverse shaft J, arms *i i*, ratchet-disk L, and pawl *l*, as set forth.

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Witnesses:

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