UNITED STATES PATENT OFFICE.

WILLIAM J. KUNZ, OF MILWAUKEE, WISCONSIN.

FUEL-SUPPORT FOR FURNACES.

1,274,563.


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To all whom it may concern:

Be it known that I, WILLIAM J. KUNZ, a citizen of the United States, residing at the city of Milwaukee, county of Milwaukee and State of Wisconsin, have invented new and useful Improvements in Fuel-Supports for Furnaces, of which the following is a specification.

My invention relates to improvements in forced draft fuel supports for furnaces.

Heretofore it has been common to form the top of the fuel support in this class of devices in one piece with the front and end thereof, whereby it became necessary to remove the entire device as soon as the top surface became burned or unfit for use.

The object of my present invention is, therefore, to so form the device that the top may be removed and replaced without changing or disturbing any of the other parts of the device, whereby this class of fuel supports may be used with much greater economy than those heretofore made.

My invention is further explained by reference to the accompanying drawing, in which—

Figure 1 represents a perspective view thereof.

Fig. 2 is a vertical section, drawn on line 2, 2 of Fig. 4.

Fig. 3 is an end view of a modified form.

Fig. 4 is a vertical section, drawn on line 4, 4 of Fig. 2, and

Fig. 5 is a modified form in which the entire top of the fuel support is formed of one removable piece.

Like parts are identified by the same reference numerals throughout the several views.

1 represents the ends of the device, 2 the front and 3 the top. In the form shown in Figs. 1 and 2 the top is formed of two pieces 3 and 4, both of which are adapted to be removed when the top is burned or when it has become unfit for use. In the form shown in Fig. 3 the front portion 3 is removed only, while the part 5 is formed integral with the ends and front of the device. The top members 3 and 4 are preferably provided with dove tail bearings 6 and 7, which are cast integral therewith and are adapted to engage the ends 1, whereby the tops 3 and 4 are retained in place, 8 is an air chamber into which air is admitted past the link 9, as indicated by the arrow 10 when it passes out through the spaces 11 between the fingers 12, and from thence it passes upon the upper side of the fuel 13, which, as stated, is supported upon the upper surface of the members 3, 4 and 5.

The bottoms 15 of the receiving seats for the dovetailed bearings 6 and 7 are parallel and inclined while a central crossbar 16 is connected between the front and rear walls of the device which limits the sliding movement of the top downwardly of said inclined bottoms 15.

It will be understood that when the upper surface becomes burned or unfit for use it can readily be replaced with new without replacing the ends 1, front 2 or links 9, or any other part of the device. When several devices like that shown in Fig. 1 are used for supporting fuel they are secured together by passing a bolt or rod through the apertures 14 of the links 9, when by turning down a nut on said bolt or rod said parts are securely retained in place.

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

1. A fuel support for furnaces, comprising an open body having solid end and back walls and a perforated front wall, the upper edges of the end walls formed with aligned dovetailed seats having parallel and inclined bottoms, and a closed top having spaced depending dovetailed bearings conforming to the seats of the end walls and secured in position by the inclined bottoms thereof, and a transverse central support for the top consisting of a bar-like member extending from the front to the back wall and disposed in a plane above the end wall seats to limit the sliding movement of the top downwardly of the inclined seat bottoms.

2. A fuel support for furnaces, comprising an open body having solid end and back walls and a perforated front wall, the upper edges of the end walls formed with aligned dovetailed seats having parallel and inclined bottoms, a closed top having spaced depend-
ing dovetailed bearings conforming to the seats of the end walls and secured in position by the inclined bottoms thereof, and a transverse central support for the top consisting of a bar-like member extending from the front to the back wall, and a centrally disposed link depending from the opened bottom wall of the body for receiving a means of connection with the link of an adjacent body.

In testimony whereof I affix my signature in the presence of two witnesses.

WILLIAM J. KUNZ.

Witnesses:
O. C. Weber,
Jas. B. Erwin.