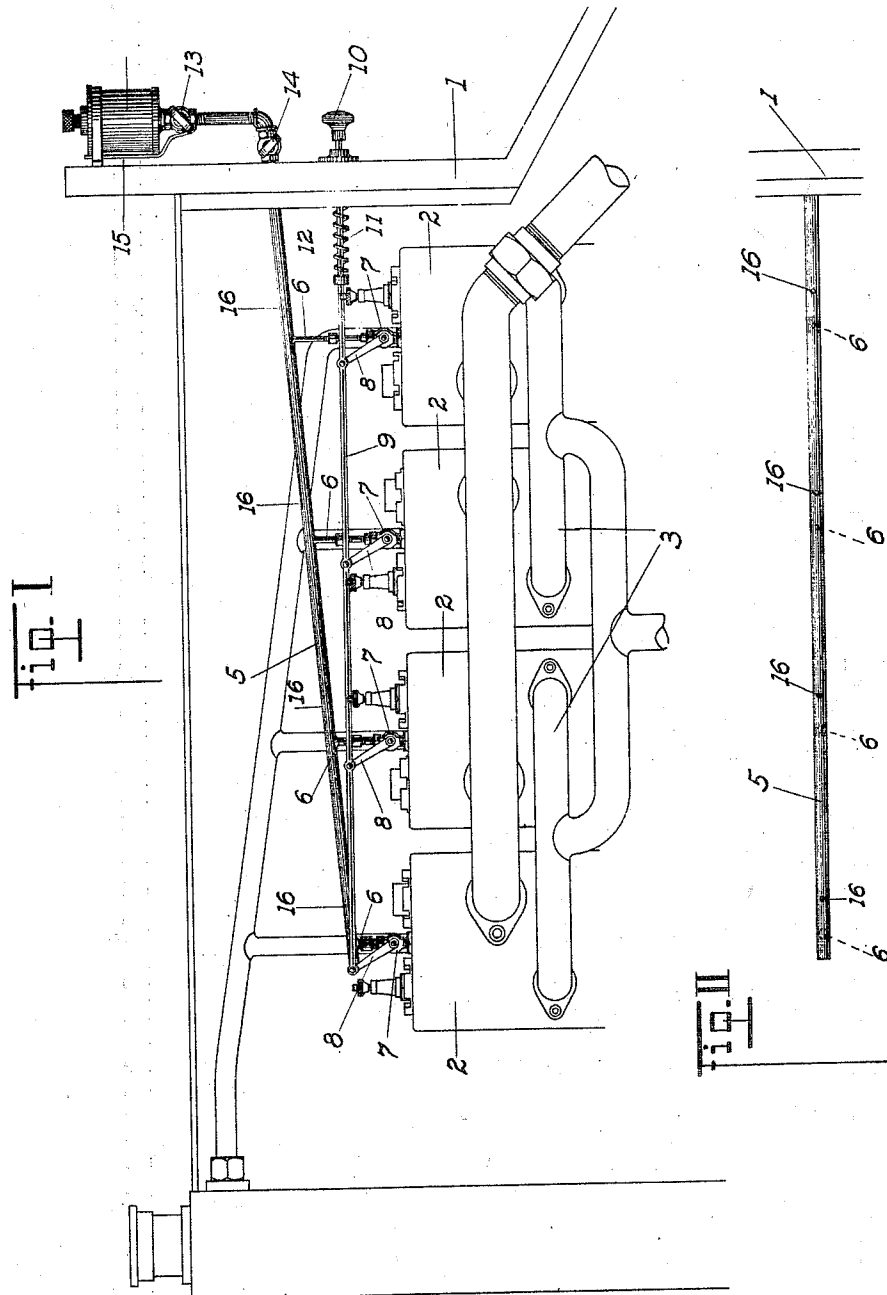


E. B. STOWE.  
PRIMING ATTACHMENT FOR GASOLINE MOTORS.  
APPLICATION FILED FEB. 21, 1910.

995,201.

Patented June 13, 1911.



Witnesses

*Frank H. Carter*  
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# UNITED STATES PATENT OFFICE.

ELIHU B. STOWE, OF STOCKTON, CALIFORNIA.

PRIMING ATTACHMENT FOR GASOLENE-MOTORS.

995,201.

Specification of Letters Patent. Patented June 13, 1911.

Application filed February 21, 1910. Serial No. 544,979.

*To all whom it may concern:*

Be it known that I, ELIHU B. STOWE, a citizen of the United States, residing at Stockton, in the county of San Joaquin, State of California, have invented certain new and useful Improvements in Priming Attachments for Gasolene-Motors; and I do declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the characters of reference marked thereon, which form a part of this application.

This invention relates to improvements in explosive engines and particularly to that type using gasolene or distillate as fuel, the object of the invention being to produce a means for priming the cylinders of the engine with a small advance charge of gasolene just prior to cranking the engine for starting purposes whereby the engine will start on the first turn of the crank which causes the ignition to operate instead of having to be cranked continuously for several moments before a sufficient charge of gas is drawn into the engine through the carbureter which is a tedious and hard task when the engine is cold and as more especially occurs in cold weather or after the engine has been unused for several hours.

A further object of the invention is to produce a simple and inexpensive device and yet one which is very effective for the purposes for which it is designed.

These objects, I accomplish by means of such structure and relative arrangement of parts as will fully appear by a perusal of the following specification and claims.

In the drawings similar characters of reference indicate corresponding parts in the several views.

Referring now more particularly to the characters of reference on the drawings the accompanying illustration shows the engine as installed on a motor vehicle hence 1 designates the dash board of the vehicle and 2 the cylinders of the engine which may be of any number desired, and provided with the usual fuel supply pipes 3.

In constructing my improved priming attachment, I first provide a fuel supply cup 4 located on the dash board 1 or other suitable place. Leading from the cup 4 is a fuel supply pipe 5 leading out over the cylinders

2 preferably in an inclined manner as shown and having a lateral supply pipe 6 leading therefrom to the head of each of the cylinders 2, the diameter of the said pipes 6 increasing proportionately with the incline of the pipe 5 whereby each pipe 6 will hold but the same amount of fuel. In each of the pipes 6 is a valve 7 having a handle 8 all of said handles 8 being flexibly connected with a rod 9 projecting through the dash board 1 and having a handle 10 there being a spring 11 interposed between a collar 12 on said rod 9 and said dash board 1 to maintain all the handles 8 in such position as to hold the valves 7 normally closed.

In the pipe 5 to the front of the dash board 1 are two valves 13 and 14 spaced apart the space between said valves being sufficient to just hold enough fuel to fill all the pipes 6 and hence to utilize the device, the operator closes the valve 14 and opens the valve 13 allowing the space between the valves to fill with fuel, then the valve 13 is closed and the valve 14 opened which action allows the fuel to pass to and fill the pipes 6 and then the handle 10 is operated to cause the rod 9 to move the handles 8 to open the valves 7 thus allowing the priming charge to enter each cylinder ready to ignite on the first operation of the ignition mechanism, the spring 11 then returning the valves 7 to their normal closed position as desired. To prevent a tendency to vacuum I provide an air pipe 15 from the pipe 5 just below the valve 13 which runs up to the top of the supply cup 4 and also a small air hole 16 in the pipe 5 just above each of the pipes 6.

While I have herein described the device as being used on a motor vehicle, still it can be used on any motor using a liquid fuel.

From the foregoing description it will be readily seen that I have produced such a device as substantially fulfils the objects of the invention as set forth herein.

While this specification sets forth in detail the present construction of the device, still in practice such deviations from such detail may be resorted to as do not form a departure from the spirit of the invention.

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

1. In a device of the character described the combination with an engine of an independent oil supply tank, a pipe leading from said tank over the cylinders of said engine

in an inclined manner, an intake pipe connecting each cylinder with said inclined pipe, such intake pipes increasing proportionately in diameter with the downward inclination of said inclined pipe whereby each of said intake pipes will have the same holding capacity and a valve in each intake pipe.

2. A device of the character described comprising the combination with an engine of an independent fuel tank, a supply pipe leading from said fuel tank and communicating with said engine, two valves in said pipe spaced apart, and an air pipe opening from the atmosphere into said supply pipe just below the first one of said valves as described.

3. A device of the character described comprising the combination with an engine of a fuel supply tank, a supply pipe leading from said fuel supply tank, an independent intake pipe communicating from said supply pipe into each of the cylinders of said engine, said supply pipe having an air hole disposed therein above each of said intake pipes as described.

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

ELIHU B. STOWE.

Witnesses:

JOSHUA B. WEBSTER,  
PERCY S. WEBSTER.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."

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