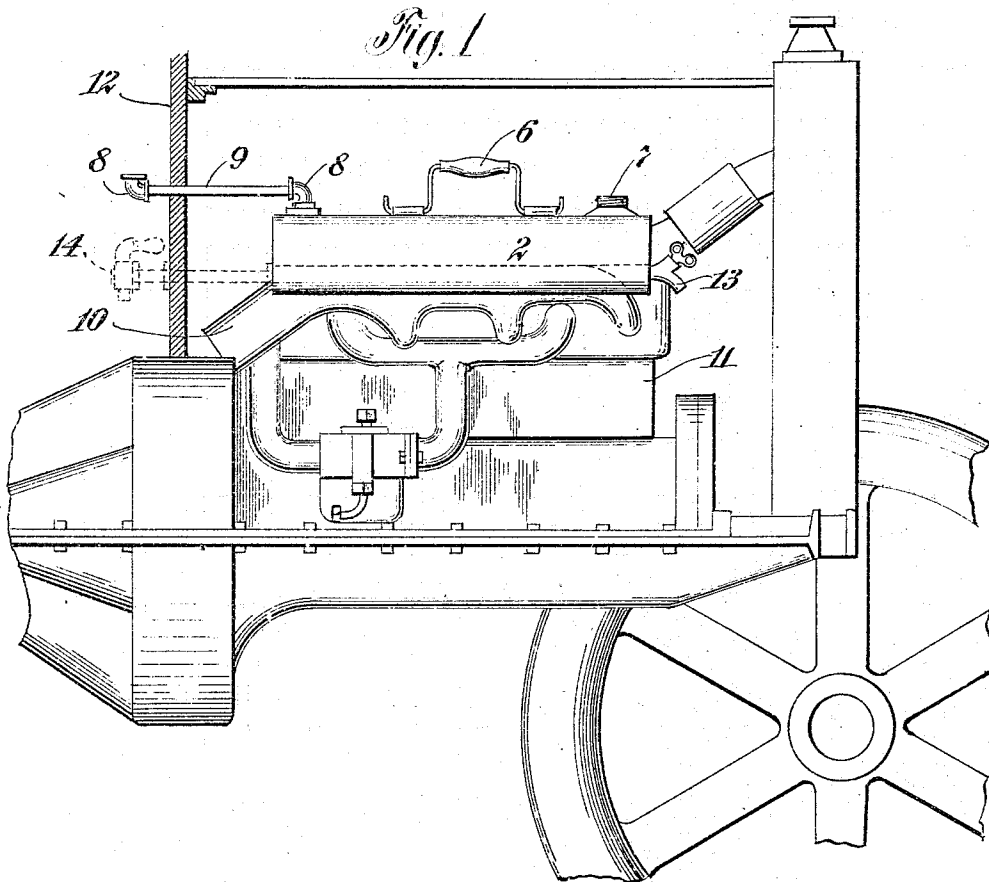
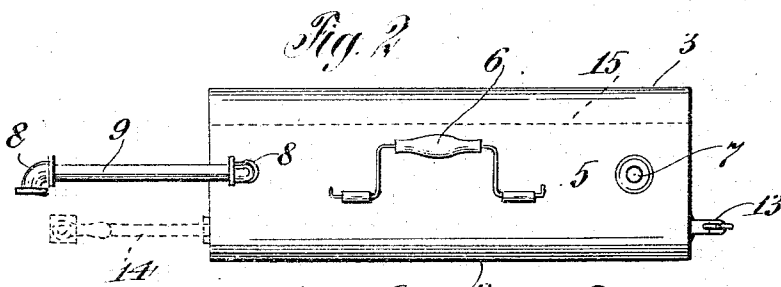
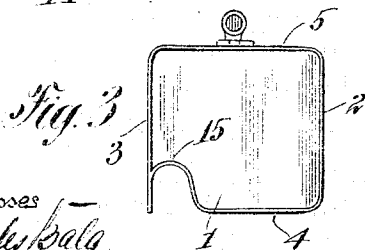
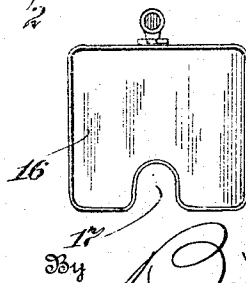


A. J. FISHER.
HEATER.
APPLICATION FILED JULY 21, 1916.

1,244,971.

Patented Oct. 30, 1917.



Witnesses
Charles Balg
Anna M. Dorr

Fig. 4 Inventor

Albert J. Fisher

Barth & Hawley
Attorneys

UNITED STATES PATENT OFFICE.

ALBERT J. FISHER, OF PONTIAC, MICHIGAN.

HEATER.

1,244,971.

Specification of Letters Patent.

Patented Oct. 30, 1917.

Application filed July 21, 1916. Serial No. 110,435.

To all whom it may concern:

Be it known that I, ALBERT J. FISHER, a citizen of the United States of America, residing at Pontiac, in the county of Oakland and State of Michigan, have invented certain new and useful Improvements in Heaters, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to heaters, and my invention aims to provide a simple and durable container or receptacle that may be easily placed upon the exhaust manifold of an internal combustion engine, to utilize the exhaust manifold and the exhaust there-through as a heating medium or agent for the contents of the receptacle or container.

My invention further aims to provide a receptacle or container that may be advantageously used for heating coffee, water or any liquid; the receptacle or container being applicable to the exhaust manifold of various types of automobile explosive engines.

My invention further aims to accomplish the above results by a mechanical construction that will be hereinafter described and claimed and reference will now be had to the drawing, wherein—

Figure 1 is a side elevation of a heater as applied to the exhaust manifold of an automobile engine;

Fig. 2 is a plan of the heater detached;

Fig. 3 is an end view of the same, and

Fig. 4 is a similar view of a modified form of heater.

The heater comprises an oblong receptacle or container having end walls 1, side walls 2 and 3, a bottom wall 4, and a top wall 5, all of these walls being made of light, durable and non-corrodible metal shaped and connected where necessary to provide a non-leakable receptacle.

The top wall 5, intermediate the ends thereof, has a pivoted bail or handle 6 and at one end of said wall there is an opening normally closed by a detachable cap 7, which permits of the receptacle being filled. At the opposite end of the top wall 5 there is a connection including elbows 8 and a pipe or conduit 9, said connection constituting a steam exhaust for the receptacle, and also serving functionally as means for anchoring or retaining the receptacle upon the exhaust

manifold 10 of an automobile or internal explosive engine 11. A conventional form of engine has been illustrated in proximity to the dash board 12 of an automobile and it is through this dash board that the pipe 9 extends to prevent the receptacle from becoming accidentally displaced relative to the exhaust manifold 10. The pipe 9 and its elbows 8 will convey steam to the front side of the dash board 12, thus permitting of the chauffeur or an occupant of the automobile ascertaining when the contents of the receptacle have been sufficiently heated or reached a boiling point.

One of the end walls 1 has a conventional form of faucet or spigot 13 by which the contents of the receptacle may be withdrawn, and in some instances, the opposite end wall of the receptacle may be provided with a connection 14 as a substitute for the pipe 9 and the elbows 8.

The bottom wall 4 of the receptacle, at the side wall 3, has a longitudinal arched portion 15 and the end walls 1 are cut away to provide clearance whereby the arched portion may extend throughout the length of the receptacle and have for one of its walls the side wall 3, as best shown in Fig. 3. With the arched portion 15 contiguous to the wall 3, this form of receptacle can be advantageously used in connection with the exhaust manifold of the well known type of "Ford" engine. Since the manifold of the engine is in proximity to the cylinders the wall 3 of the receptacle may rest against the cylinders and be heated thereby.

In Fig. 4 of the drawings there is shown a receptacle 16 having a central longitudinal arched portion 17 and this type of receptacle may be placed upon the manifold which is located some distance from the engine cylinders. In this connection, it is to be understood that the arched portion of the bottom wall of the receptacle may be located at any desired point which will permit of the receptacle being fitted down over the exhaust manifold and held against lateral displacement.

What I claim is:—

A heater comprising a receptacle having side walls and a bottom wall, said bottom wall provided with a longitudinal arched portion at one of the side walls adapted to

provide clearance for the exhaust manifold of an automobile engine and permit of said heater leaning against the engine with the last mentioned side wall extending downwardly between the engine and the manifold, a connection at one end of said receptacle adapted to extend through the dashboard of an automobile and retain said re-

ceptacle on the exhaust manifold, and a faucet at the opposite end of said receptacle. 10

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

ALBERT J. FISHER.

Witnesses:

OTTO F. BARTHEL,
ANNA M. DORR.