

L. L. PETERS.
 AUTOMOBILE HEATER.
 APPLICATION FILED NOV. 15, 1911.

1,050,230.

Patented Jan. 14, 1913.

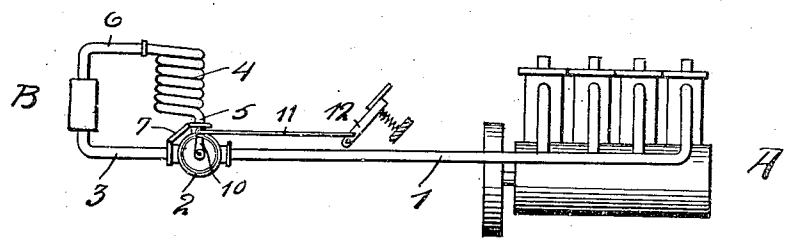


Fig. 1.

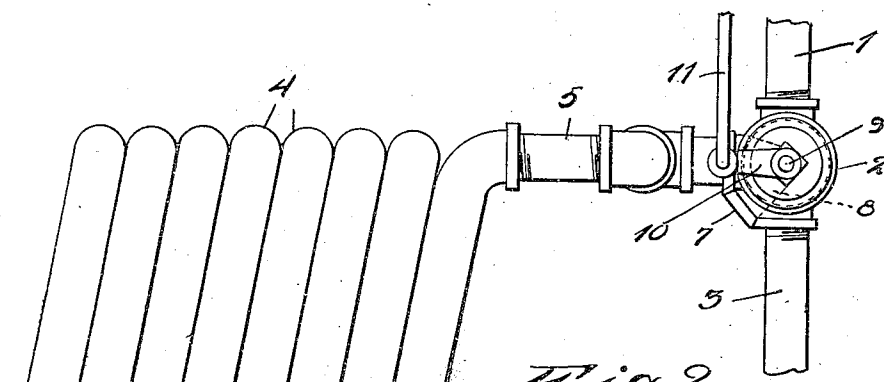


Fig. 2.

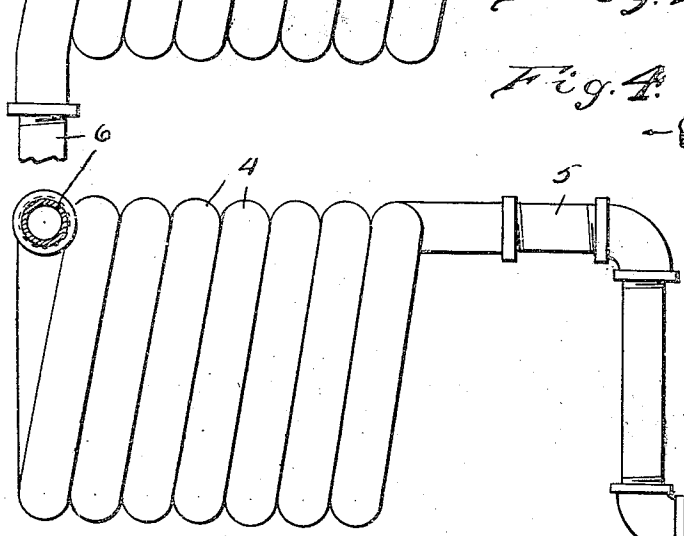


Fig. 3.

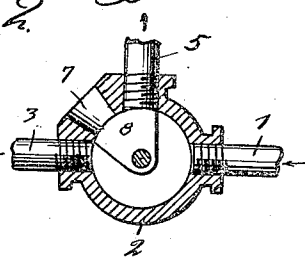


Fig. 4.

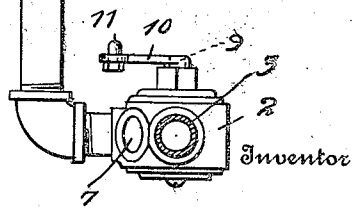


Fig. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

LUNDY L. PETERS, OF TIRO, OHIO, ASSIGNOR TO JOSHUA CROUSE, OF BUCYRUS, OHIO.

AUTOMOBILE-HEATER.

1,050,230.

Specification of Letters Patent.

Patented Jan. 14, 1913.

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To all whom it may concern:

Be it known that I, LUNDY L. PETERS, a citizen of the United States, residing at Tiro, in the county of Crawford and State of Ohio, have invented certain new and useful Improvements in Automobile-Heaters, of which the following is a specification.

My invention relates to the heating of automobiles and other vehicles driven by internal combustion engines, and has for its object the provision of a heater coil adapted to be located in any desired position in the vehicle, but preferably under the rear seat, said coil being connected with a valve-casing to which is also secured a pipe connected with the exhausts of the engine cylinders, and another pipe connected with a suitable muffler, and said casing having an exhaust port in the side thereof communicating with the atmosphere and adapted to be used when the engine is subject to heavy draft.

Mounted in the valve case is a revoluble valve piston that is operable by a suitable lever stationed convenient to the occupants of the vehicle to connect the engine exhausts with the muffler, with the heater coil, or with said exhaust port.

My invention will be described in detail hereinafter and illustrated on the accompanying drawings in which—

Figure 1 is a diagrammatic view of an internal combustion engine exhaust-system showing my improvements in position, Fig. 2, a plan view of the controller valve and its connections including the heater coil, and Fig. 3, an end view of the heater and controller valve showing the exhaust pipe to the muffler in section. Fig. 4 is a longitudinal sectional view through the valve.

In the drawings similar reference characters will be used to designate corresponding parts in the several views.

As shown in Fig. 1 the heater is connected with the exhaust system of an internal combustion engine, and in said view the engine is indicated at A and the muffler at B, these parts being of any conventional form.

1 indicates the exhaust pipe from the engine A, 2 a cylindrical valve casing into which the pipe 1 empties, and 3 a pipe connecting the casing 2 with muffler B.

The heater consists of a coil 4 connected

at one end by means of a pipe 5 with cylindrical valve casing 2 while its other end is connected by means of pipe 6 with muffler B. 7 indicates an exhaust port in the side of the casing.

The interior of the casing 2 is formed cylindrical, as shown, and has a valve piston 8 therein that is revolubly mounted in the casing by means of trunnions 9 journaled in the ends of the casing.

Secured to one of the trunnions 9 is an arm 10, and 11 indicates a rod connecting arm 10 with an operating lever 12 arranged for convenient operation by the occupants of a vehicle in which my improvements may be installed. I have shown the lever 12 as a pedal or foot lever and prefer that it be arranged to be actuated by the driver of the vehicle, but it will be apparent that a hand lever may be substituted if desired, and the operating mechanism arranged for operation by the passengers either by means of a hand or foot lever, or other mechanism, and I do not therefore limit myself to the construction shown and described as it may be altered without affecting the spirit of my invention.

Having thus described my invention what I claim is—

In combination with the exhaust system of an internal combustion engine comprising an exhaust pipe and a muffler, a valve casing provided with a port communicating with the atmosphere, said casing being connected with said exhaust pipe, a heater, a pipe connecting said casing with said heater, a pipe connecting said heater with the muffler; and a rotatable piston within said casing adapted to open and close said atmospheric port, to govern either the port leading to the heater or the port leading to the muffler while maintaining the atmospheric port closed, and also to proportion the flow between the heater and the muffler while maintaining the atmospheric port closed.

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

LUNDY L. PETERS.

Witnesses:

A. Q. DONNORTH,
A. W. KAUFMAN.