

(No Model.)

F. RINGSTMEYER.

TIRE HEATER.

No. 558,743.

Patented Apr. 21, 1896.

Fig. 1.

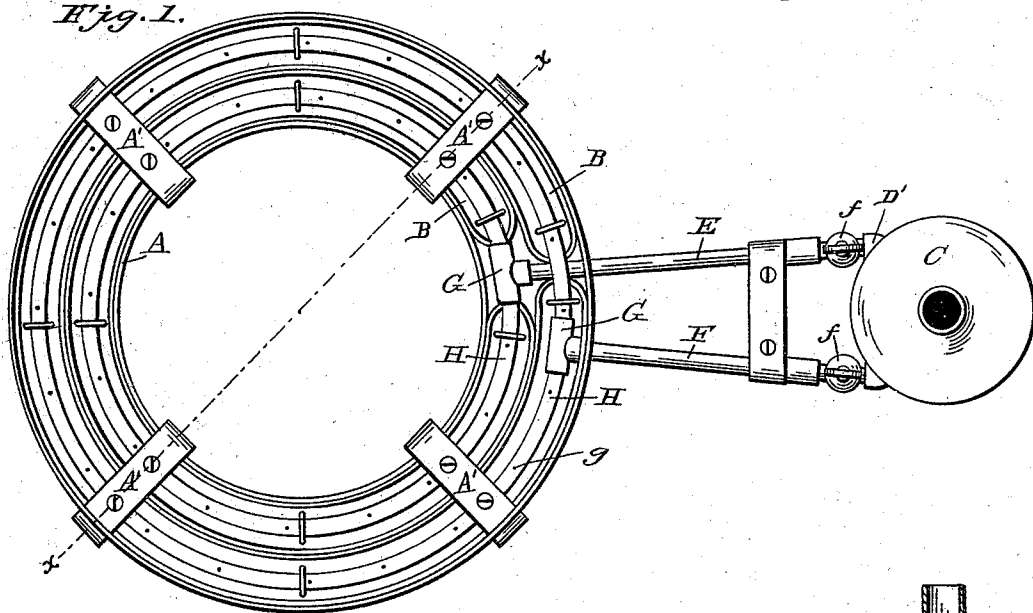


Fig. 3.

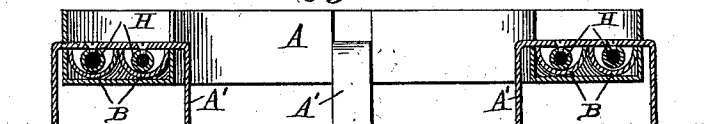
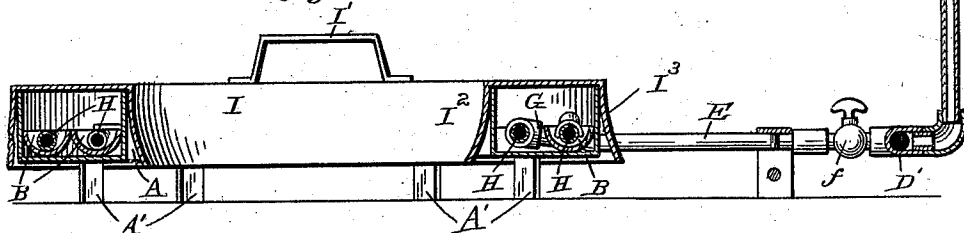


Fig. 2.



Witnesses
Louis G. Randall.
K. A. Nau.

Inventor
Fred Ringstmeyer,
By John Hedderburn,
Attorney

UNITED STATES PATENT OFFICE.

FRED RINGSTMAYER, OF MALCOLM, NEBRASKA.

TIRE-HEATER.

SPECIFICATION forming part of Letters Patent No. 558,743, dated April 21, 1896.

Application filed November 13, 1895. Serial No. 568,827. (No model.)

To all whom it may concern:

Be it known that I, FRED RINGSTMAYER, a citizen of the United States, residing at Malcolm, in the county of Lancaster and State of Nebraska, have invented certain new and useful Improvements in Tire-Heaters; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to certain new and useful improvements in tire-heaters; and it has for its objects, among others, to provide a simple, cheap, and efficient portable tire-heater adapted for use with kerosene, gasoline, or the like, and by which intense heat may be produced in a short time.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be particularly pointed out in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a plan view of my improved tire-heater with the cover removed. Fig. 2 is a substantially central vertical section through the same with the cover in place. Fig. 3 is a section on the line *xx* of Fig. 1.

Like letters of reference indicate like parts throughout the several views.

Referring now to the details of the drawings by letter, A designates a circular or ring-shaped receptacle, of any suitable material, adapted to be supported in any suitable manner. In this instance it is shown as adapted for support upon suitable legs A', which serve also the further function of holding in position the perforated circular pipes, which will be hereinafter described. Within this ring are arranged a plurality of troughs B, in this instance shown as two in number, and these are held therein in any suitable manner—as, for instance, by the cross portions of the legs A', as shown. Other means, however, may be employed for holding these troughs in position.

C is a tank or reservoir adapted to contain the kerosene, gasoline, or other material employed, and from this leads a discharge-pipe

communicating with the coupling or branch D', from opposite ends of which extend the pipes E and F, each of which is provided with a suitable valve or stop-cock *f* to control the flow of the gasoline from the tank, and each of these pipes communicates with a T G, in which are supported and from which extend annular pipes H, which are located in the trough, as shown, and are perforated upon their upper sides, as seen at *g*. The cover I is provided with suitable handles I' and is formed with the inner and outer depending flanges I² I³, adapted to fit over the inner and outer upwardly-extending flanges of the ring A.

In practice, the tank being filled with oil, the valves are opened until the troughs are about one-half full of the oil and then the valves are closed. The oil is then ignited and the pipes will soon be heated. The valves are again opened and oil allowed to flow into the circular pipes, and as soon as the latter are hot enough the oil will form gas and will heat the tires in a very short time. But a small amount of kerosene or gasoline will be required to heat a set of tires, and the device may be carried from place to place and the tires set in the field, if necessary.

What I claim as new is—

1. A tire-heater, comprising an annular receptacle, troughs therein, pipes located in said troughs and perforated upon their upper faces, a tank, pipes affording communication between the same and the pipes of the troughs, legs supporting said receptacle and holding the troughs and pipes and valves controlling the passage of the oil through such pipes, said legs being directly connected to said pipes substantially as and for the purposes specified.

2. A tire-heater, comprising an annular receptacle, troughs therein and pipes in said troughs, communicating with the source of supply and legs for supporting said receptacle, serving also to retain the pipes in the troughs, said legs being directly connected to said pipes substantially as and for the purposes specified.

3. A tire-heater, comprising an annular receptacle, troughs therein and pipes in said troughs communicating with the source of

supply and legs for supporting said receptacle, serving also to retain the pipes in the troughs, and a cover, having an inner and outer annular depending flange, said legs being directly connected to said pipes substantially as and for the purposes specified.

In testimony whereof I have signed this

specification in the presence of two subscribing witnesses.

FRED RINGSTMEYER.

Witnesses:

A. T. SULLIVAN,

J. E. DAVEY.