

(No Model.)

J. HARRIS.
APPARATUS FOR HEATING TIRES.

No. 471,704.

Patented Mar. 29, 1892.

Fig.1.

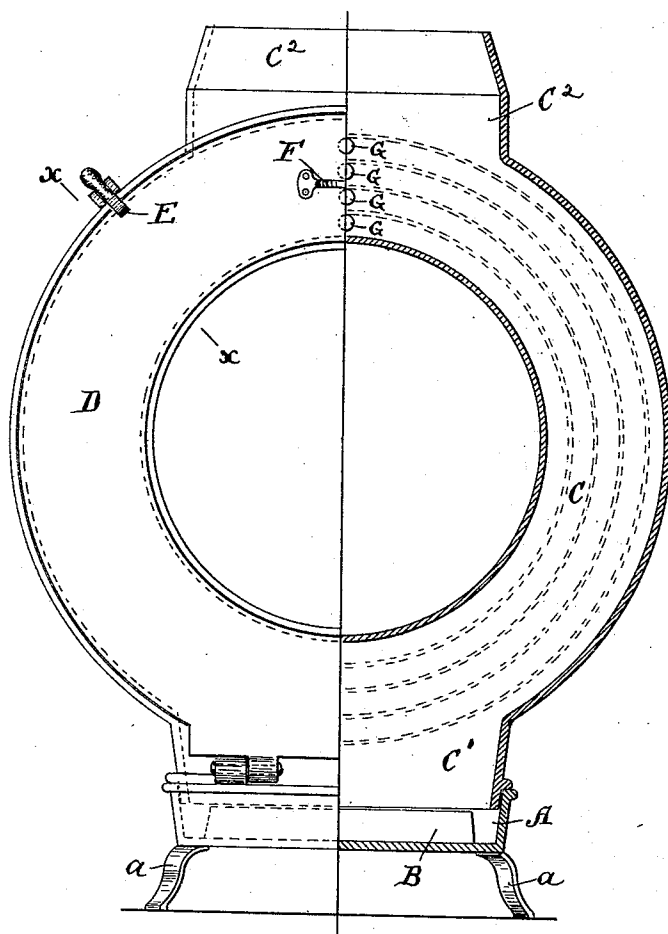


Fig. 2.

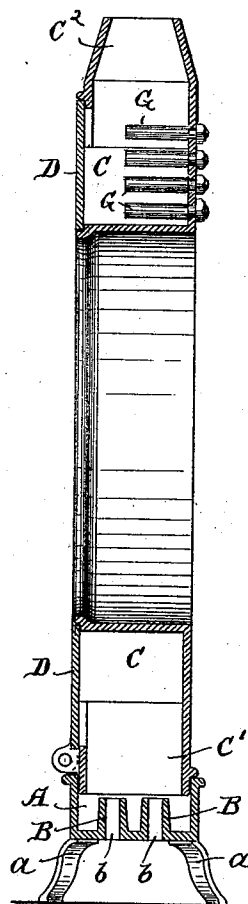


Fig. 3.

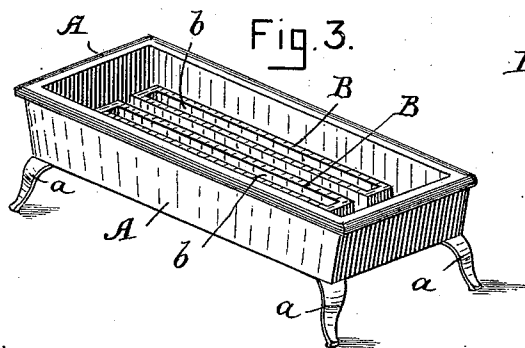
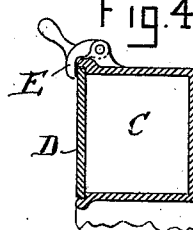


Fig.4.



Witnesses.

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UNITED STATES PATENT OFFICE.

JOSEPH HARRIS, OF BOSTON, MASSACHUSETTS.

APPARATUS FOR HEATING TIRES.

SPECIFICATION forming part of Letters Patent No. 471,704, dated March 29, 1892.

Application filed August 8, 1891. Serial No. 402,086. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH HARRIS, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Apparatus for Heating Tires, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to an improvement in apparatus for heating wheel-tires by petroleum or other hydrocarbon oil, by means of which several tires of different sizes can be heated at the same time, thereby effecting a great saving of labor and fuel; and the invention consists in certain details of construction hereinafter fully described, and set forth in the claims.

Referring to the accompanying drawings, Figure 1 is a view of a heating apparatus embodying my invention, one half showing a front elevation and the other half a vertical section. Fig. 2 is a vertical transverse section of the same. Fig. 3 is a perspective view of the base or oil-receptacle. Fig. 4 is a transverse section taken on line *x x* of Fig. 1.

A represents the base or oil-receptacle, supported on suitable legs *a*. The bottom of the receptacle is provided with two inwardly-projecting pieces B, that extend nearly the whole length of the base. Through each of these pieces B is a hole or slot *b*, so as to admit air to the interior to aid in supporting combustion.

C is a vertical heating-chamber, the body of which is of circular form, and its lower end C' is formed to fit into and rest upon the upper edge of the base or oil-receptacle A and its upper end is formed with a flue or chimney C². The front of this chamber is open to allow for the admission and removal of the tires, and it is closed by a door or cover D, hinged at its lower end, as shown, and when the door is closed it is held by clamps or catches E or other suitable device.

F is a handle by means of which the door is pulled down when it is desired to place tires in or remove them from the heating-chamber. In the upper portion of the heat-

ing-chamber are secured a series of pins G, upon which the tires to be heated are hung.

The operation is as follows: The door or cover D is first lowered and the base A supplied with the requisite quantity of oil, the tires to be heated are then hung upon the pins G, then the oil is ignited, and the door or cover D closed. Air passing through the holes *b* in the projections B, which extend above the surface of the oil, aid combustion. The portion of the projections that extend above the oil become heated and serve to vaporize the oil, thus adding to the heating quality. The products of combustion pass through the vertical heating-chamber C (which acts as a flue) to the flue or chimney C². When the tires are sufficiently heated, the door or cover D is lowered and the tires removed, or, if required, one tire can be removed at a time and the door or cover D again closed to keep the remaining tires hot.

It will be seen that a tire-heater thus constructed occupies very little floor-space, the tires are heated with a small quantity of oil, and there is little waste heat and smoke.

What I claim as my invention is—

1. A tire-heating apparatus consisting of a base or oil-receptacle A, in combination with a circular vertical heating-chamber C, its lower end C' being adapted to fit onto the base and its upper end formed with a flue C², substantially as shown and described.

2. In a tire-heating apparatus, a base A, having inwardly-projecting pieces B, each formed with a hole or slot *b*, cast in one piece, in combination with a circular vertical heating-chamber adapted to fit onto said base, substantially as set forth.

3. In a tire-heating apparatus, a base A, having inwardly-projecting pieces B, each formed with a hole or slot *b*, all cast in one piece, in combination with a circular vertical heating-chamber, adapted at its lower end C' to fit onto said base and its upper end C² formed with a flue, a series of pins for supporting the tires, a door or cover D, and clamps or catches E, substantially as shown and described.

4. A tire-heating apparatus consisting of a

circular vertical heating-chamber that forms a flue and in which the tires are placed and a base for containing oil, having hollow projecting pieces to admit air to support combustion, substantially as set forth.

5 In testimony whereof I have signed my name to this specification, in the presence of two

subscribing witnesses, on this 4th day of August, A. D. 1891.

JOSEPH HARRIS.

Witnesses:

GEORGE DENNISON,
EDWIN PLANTA.