

(No Model.)

S. M. JENKS.
GASOLINE TIRE HEATER.

No. 470,679.

Patented Mar. 15, 1892.

Fig. 1.

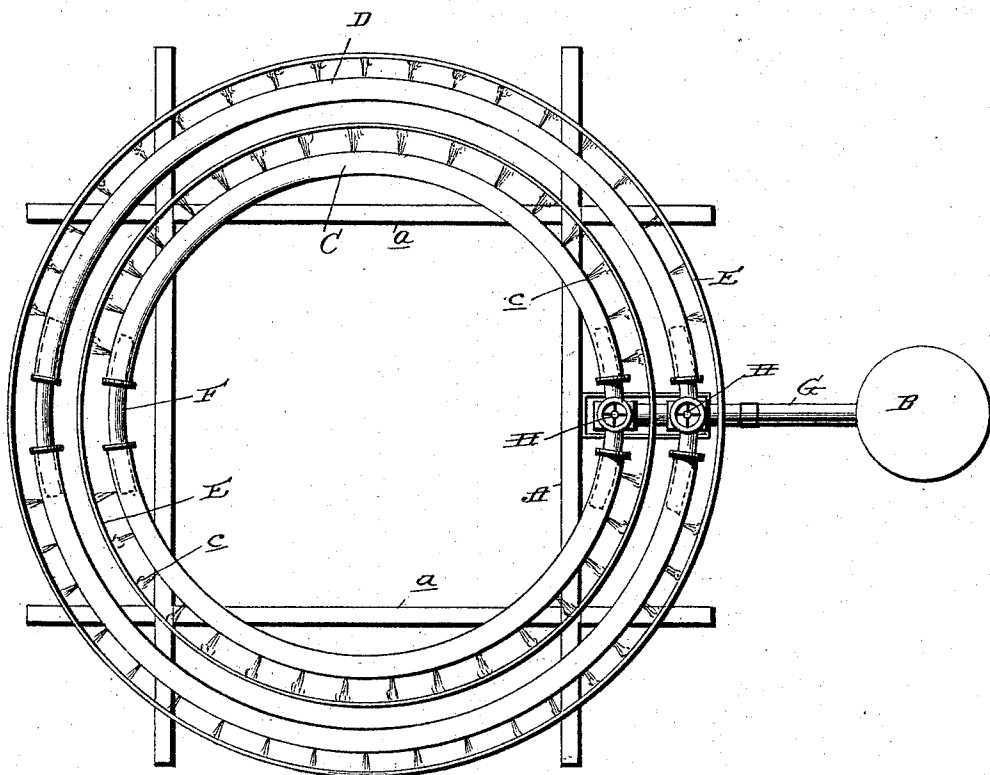
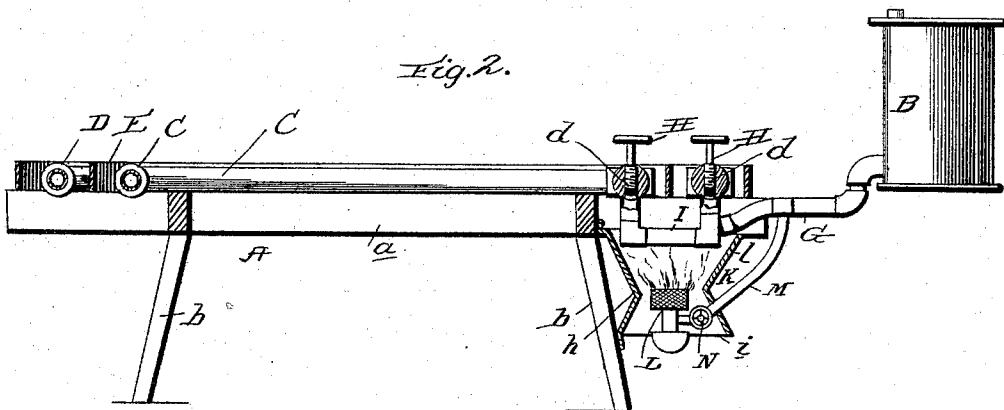


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

SAMUEL M. JENKS, OF MADISON, SOUTH DAKOTA.

GASOLINE TIRE-HEATER.

SPECIFICATION forming part of Letters Patent No. 470,679, dated March 15, 1892.

Application filed January 5, 1892. Serial No. 417,116. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL M. JENKS, a citizen of the United States, residing at Madison, in the county of Lake and State of South Dakota, have invented certain new and useful Improvements in Gasoline Tire-Heaters for Setting Tires; and I do 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 has relation to an apparatus for heating tires of carriage and wagon wheels for the purpose of setting or resetting the same, and the novelty will be fully understood from the following description and claims, when taken in connection with the annexed drawings, in which—

Figure 1 is a plan view of the complete apparatus, showing two tires in position being treated; and Fig. 2 is a vertical diametrical sectional view of the same, showing the fuel or gasoline tank or reservoir in elevation.

Referring by letter to said drawings, A indicates a horizontal frame, which should of course be of metal or similar material, and is shown as composed of rectangularly-arranged cross-bars *a* and supporting-legs *b*, although it is obvious that other forms of frame might be employed.

B indicates the liquid-fuel tank or reservoir, gasoline or natural gases being the preferred heating-power which I employ. This tank, which is vertically disposed, is arranged at a suitable elevation with respect to the frame, so that the gasoline may be fed automatically to the burners, as will presently appear.

C and D indicate the burners. These burners are composed of gas-pipes or other tubing having apertures in their outer or inner sides, as shown at *c*, so as to direct the jet against the tires. (Indicated at E.) I do not wish to confine myself to any number of burners, as more or less may be used, the two hereshown being designed to illustrate that the large and small wheel-tires of a vehicle may be treated at the same time. The burners are composed of two or more sections, as shown, and connected at their ends by a union or coupling F, so that said sections may be adjustably

connected, so as to form burners of a larger or smaller circular area, as the case may require. These couplings F, which enter the adjacent ends of the sections of the burners, may be provided at one end with a right-hand thread and at the opposite end with a left-hand thread and take into similar threads in the ends of said burners, so that by manipulating the couplings the burner-sections may be spread or drawn inwardly, as desired. The couplings of the burners are connected to a pipe I, which depends from said coupling, as better shown in Fig. 2 of the drawings.

K indicates a generating-chamber. This chamber, which is suitably sustained in position by the main frame, is preferably contracted at about its horizontal center, as shown at *h*, and flares downwardly from such point, as shown at *i*, and thence upwardly from the contracted portion, as shown at *l*, the whole inclosing the pipe I, which depends from the couplings of the burner-sections.

L indicates a burner. This burner is arranged within the generating-chamber and in the base thereof and is connected with the supply-pipe G by means of a small branch-pipe M, and carries a suitable regulating-cock N, whereby the supply of gasoline or vapor fluid will be shut off or regulated in its passage to the burner. The pipe G, which leads from the supply-tank, is connected with the pipe I, which latter is in turn connected with the burners, as shown at *d*, and the couplings for said burners at the point where the supply-pipe taps are provided with regulating-cocks H, so as to regulate the supply of fuel at that point.

Having described my invention, what I claim is—

1. A tire-heating apparatus comprising a supporting-frame and one or more circumferentially-adjustable burners having jet-apertures, a pipe leading from said burner or burners and connected with a tank or reservoir for feeding gasoline or vapor, and cocks for regulating the supply to the burners, substantially as specified.

2. In a tire-heating apparatus, the combination, with a horizontal frame, of burners composed of gas-pipes formed in two or more curvilinear or semicircular sections, unions

for adjustably connecting the ends of said sections, a pipe adapted to connect with a suitable source of vapor-supply, and the burners having jet-apertures on their sides, substantially as specified.

3. As an organized element in apparatus of the character described, a burner formed from gas-pipe in two or more curved sections and provided on their outer or inner sides with jet-apertures and having couplings whereby said burners are made circumferentially or laterally adjustable, substantially as specified.

4. The combination, with a horizontal frame, of the two ring-burners placed thereon and each composed of two curved sections, which together form rings, the couplings at the ends for adjustably connecting the same, the supply-tank, the pipe leading therefrom and tapping one set of couplings, and the cocks arranged in said couplings for controlling the

supply of vapor to the burners, substantially as specified.

5. A tire-heating apparatus comprising a main frame, horizontally-disposed burners arranged thereon formed in sections and coupled together, a pipe connecting said burners, a supply-pipe leading from said connecting-pipe to a supply-tank, a generating-chamber arranged around said connecting-pipe and below the same, a burner arranged in the generator, and a small pipe connecting the supply-pipe with the burner, all adapted to operate substantially as specified.

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

SAMUEL M. JENKS.

Witnesses:

J. H. WILLIAMSON,

J. W. GOFF.