(No Model.)

G. MEYERS.

APPARATUS FOR HEATING TIRES.

No. 342,530. Patented May 25, 1886.

Fig. 1.

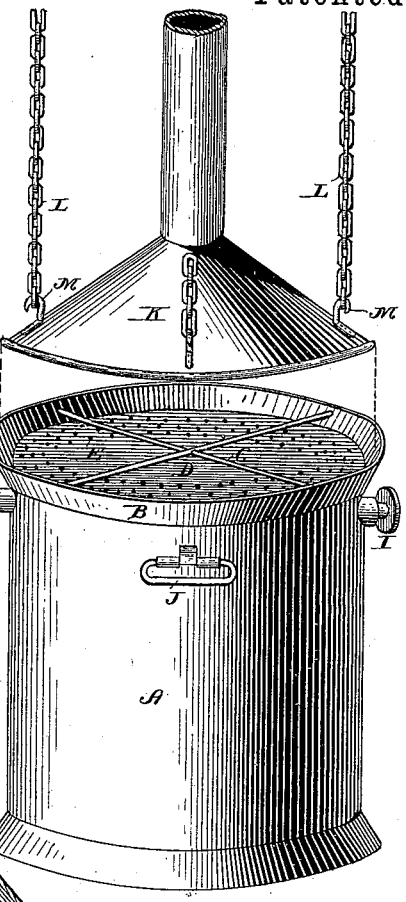


Fig. 2.

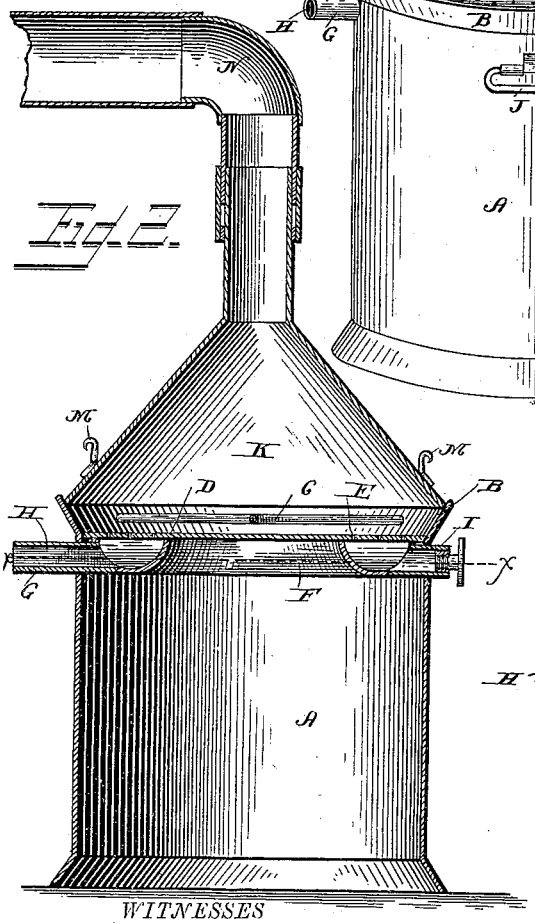
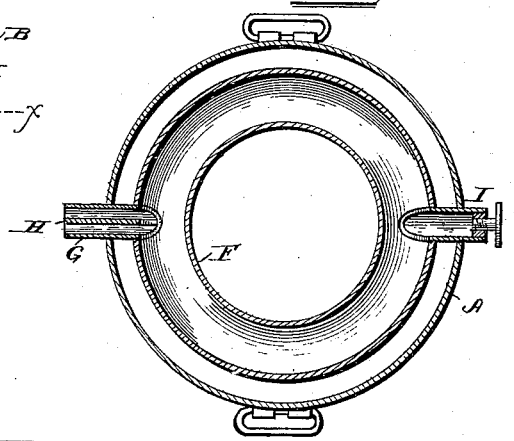


Fig. 3.



WITNESSES

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APPARATUS FOR HEATING TIRES.

SPECIFICATION forming part of Letters Patent No. 342,530, dated May 25, 1886.

Application filed March 26, 1886. Serial No. 196,610. (No model.)

To all whom it may concern:

Be it known that I, GEORGE MEYERS, a citizen of the United States, and a resident of Cameron, in the county of Cameron and State of Pennsylvania, have invented certain new and useful Improvements in Apparatus for Heating Tires; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved apparatus for heating tires. Fig. 2 is a vertical sectional view of the same; and Fig. 3 is a horizontal section on line *x x*, Fig. 2.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to apparatus for heating tires for vehicle-wheels; and it consists in the improved construction and combination of parts of the same, as hereinafter more fully described and claimed.

In the accompanying drawings, the letter A indicates a cylindrical support or casing, the upper end of which is provided with a flaring rim or flange, B, which is formed with cross-bars C C, crossing each other, and forming a support for the tire when placed upon the same. The upper end of the casing is provided with a top, D, at the lower edge of the flaring rim, which top is provided with an annularly-arranged number of perforations, E, near its edge. An annular channel, F, is formed under the perforations, the perforated portion of the top forming the upper side of the channel, and this channel is provided with a tube, G, projecting through the side of the casing, and provided with a partition, H, running longitudinally through the tube into the channel, so that the blast of air which is introduced into the tube from a suitable blower may be divided so as to pass in opposite directions into said channel, from which, during the heating operation, it escapes through the perforations E.

The channel is provided at the diametrically-opposite side with a screw-plug, I, which may be removed, so as to allow the blast to carry off any soot or dirt which may drop through the perforations in the top into the channel.

The casing or base is provided with hinged bails or handles J J at the sides, by means of which the casing may be moved.

A funnel-shaped cowl, K, is suitably supported by chains L, attached to hooks M upon the cowl, and passing over suitable pulleys, so that the cowl may be raised or lowered, as desired, and the cowl is provided with an elbow, N, which may carry off smoke, and which may be turned so as to carry it off in any direction.

It will be seen that when the tire is placed upon the cross-pieces, and the cowl is let down upon the flaring rim after the top has been covered with fuel, and the fuel has been lit, the blast coming into the channel will pass up through the perforations, causing the fire to burn up and the tire to be heated, and after the tire is heated the cowl may again be raised and the tire removed.

If the apparatus is used in the open air the cowl will not be necessary, although it may be used, so as to prevent the wind from interfering with the burning of the fire.

It will be seen that the perforations being annularly arranged, the blast will only strike the portion of the ignited fuel which is placed over them, heating the tire without wasting blast or heat upon the center of the fire-place, where nothing is to be heated, and where no fire will be, and the apparatus will heat the tire more evenly and in less time and with less waste of fuel than where the tire is heated in the generally-used method by placing it upon an annularly-built fire in the open air.

Having fully described my invention, I claim and desire to secure by Letters Patent of the United States—

1. An apparatus for heating tires, consisting of a circular fire-place having an annularly-arranged number of perforations at the edge of its bottom and having an annular blast-pipe under the said perforated portion, having the perforated portion forming its upper wall, as and for the purpose shown and set forth.

2. An apparatus for heating vehicle-tires, consisting of a circular fire-place having an annular channel under its outer portion formed

with perforations through the bottom and having a blast-tube at one side provided with a longitudinal partition extending into the channel, as and the purpose shown and set forth.

3. An apparatus for heating vehicle-tires, consisting of a casing or base having a flaring flange at its upper end and provided with a top having a number of annularly-arranged perforations near its edge, cross-pieces extending across from the flaring rim above the top, and an annular channel having its upper side formed by the perforated portion of the top and having a longitudinally-divided blast-pipe and a removable screw-plug at the diametrically-opposite side, and a removable cowl provided with a suitable chimney, as and for the purpose shown and set forth.

4. In an apparatus for heating vehicle-tires, the combination of a casing or base having a flaring flange or rim at its upper end provided with cross-pieces and having handles or bails at its sides, and provided with a top formed with an annularly-arranged number of perforations, a channel having the perforated portion of the top forming its upper side and having a longitudinally-divided blast-pipe entering it at one side and having a removable screw-plug at the other side, and a funnel-shaped cowl having an elbow-pipe turning in its top and having hooks for the attachment of hoisting-chains for raising or lowering the cowl, as and for the purpose shown and set forth.

5. In an apparatus for heating vehicle-tires, the combination of a fire-place having an annular perforated blast-pipe, with a cowl fitting over the fire-place and having means for raising or lowering it, as and for the purpose shown and set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

GEORGE MEYERS.

Witnesses:

GEORGE BURRITT,

BURTON BARRETT.