

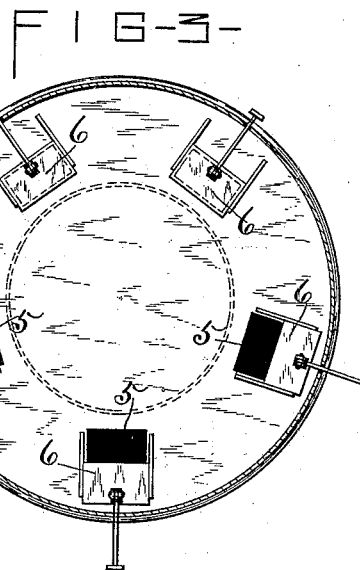
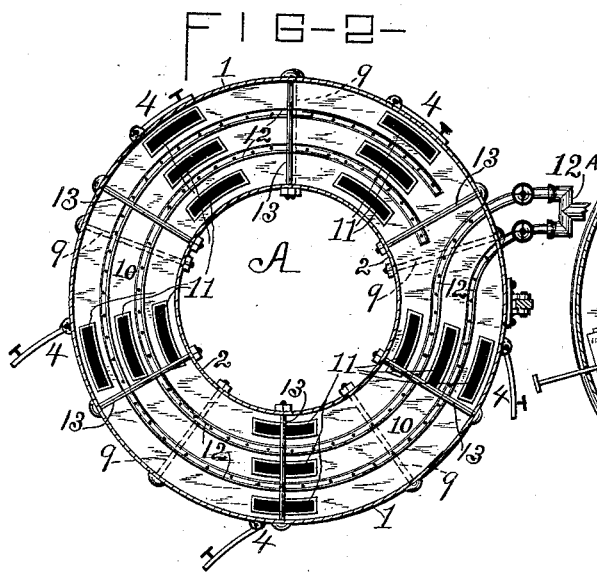
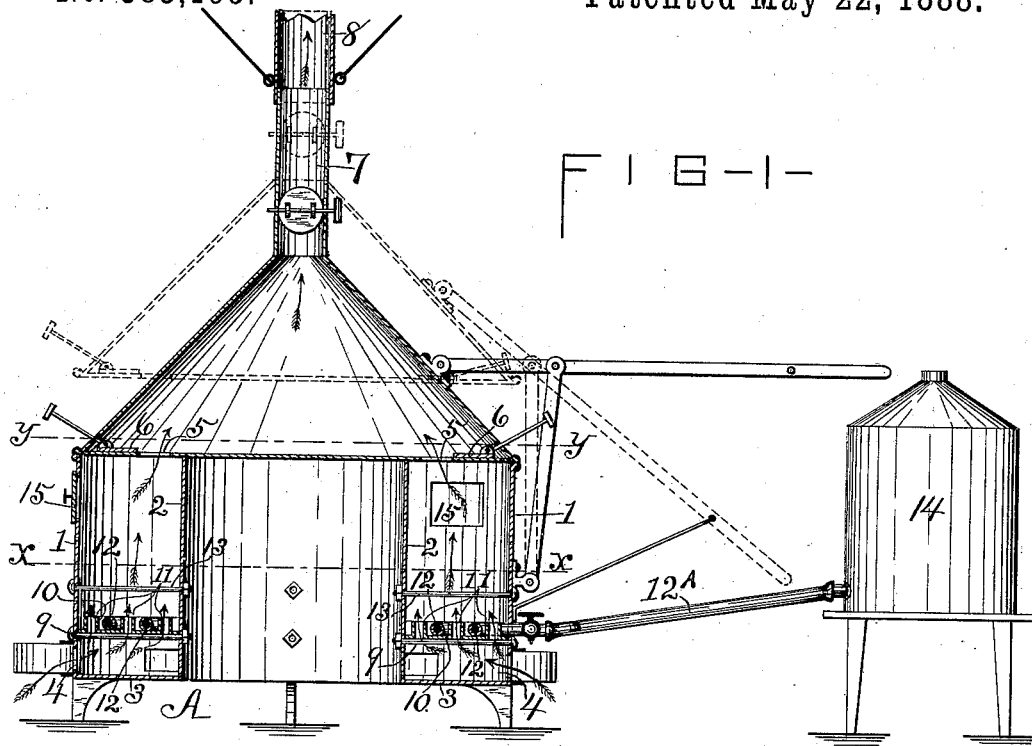
(No Model.)

J. O. SPERBECK.

TIRE HEATER.

No. 383,195.

Patented May 22, 1888.



Witnesses—

Parker & Wicks
Geo. W. Bentley

Inventor—

James O. Sperbeck
By his Attorney
Wm. C. Raymond

UNITED STATES PATENT OFFICE.

JAMES O. SPERBECK, OF OSWEGO FALLS, NEW YORK, ASSIGNOR OF ONE-HALF TO EDWARD H. CRANDALL, OF SAME PLACE.

TIRE-HEATER.

SPECIFICATION forming part of Letters Patent No. 383,195, dated May 22, 1888.

Application filed October 12, 1887. Serial No. 252,123. (No model.)

To all whom it may concern:

Be it known that I, JAMES O. SPERBECK, of Oswego Falls, county of Oswego, in the State of New York, a citizen of the United States, have invented certain new and useful Improvements in Tire-Heaters, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a vertical section of my device; Fig. 2, a horizontal section taken on line *x x*, Fig. 1; and Fig. 3 is a horizontal section taken on line *y y*, Fig. 1.

Similar letters and figures of reference indicate corresponding parts throughout the several views.

My invention relates to furnaces for heating vehicle-tires; and my object is to adapt it to use fuel economically and heat the tire quickly to a uniform temperature.

It consists in a new and improved tire-heating furnace, the novel features of which are hereinafter set forth and claimed.

It is constructed as follows:

A is the furnace having an outer wall, 1, an inner wall, 2, a tight bottom, 3, the outer wall being provided with draft-doors 4, a cowl closing tightly the space between the walls at the top thereof, except the damper-openings 5, which are provided with slide-dampers 6, the cowl being provided with a smoke-pipe, 7, telescoping within a pipe-extension, 8, and also having a lever connected to it and adapted to raise and support it, as shown by the dotted lines in Fig. 1 of the drawings. Through these walls I insert the rods 9 to support the grate 10, which is provided with draft-openings 11, walled around, substantially as shown, to prevent solid fuel from dropping down, and 12 represents one or more perforated pipes adapted to be used with liquid or gaseous fuel.

Above the grate I insert the bars or rods 13, to support the tires while being heated, and when I remove said rods I can lift out or put in the grate.

A feed-pipe, 12^a, connects the pipes 12 to the storage-tank, reservoir, or generator 14, and the pipes 12 are provided with regulating-valves, as shown, whereby I can utilize one or both of the aforementioned fuel-pipes, as desired, for large or small tires, or both.

I can, as will be observed, also burn coal or

sawdust upon the grate between the walled openings.

At 15 I show doors in the outer wall of my furnace, through which I observe the condition of the tires without lifting the cowl.

It will be observed that my furnace operates by natural draft with no blast, which draft can be regulated at the inlet-doors, that the consumption of fuel can be regulated and controlled, that the escape of hot air, &c., from the combustion-chamber can be also regulated, and that I can vary the heat at any point by opening or closing the slide-dampers in the cowl.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A tire-heater consisting of a circular fire-place, a grate having walled perforations, and perforated fuel-pipes upon the grate, substantially as described.

2. A tire-heater consisting of a circular fire-place, a grate perforated with walled openings, perforated fuel-pipes upon the grate, and draft-doors, substantially as described.

3. A tire-heater consisting of a circular fire-place, a grate having walled perforations, perforated fuel-pipes, draft-doors, and heat-regulating dampers in the cowl, substantially as described.

4. In a tire-heater, the combination of a cowl provided with heat-dampers with the fire-place, substantially as described.

5. In a tire-heater, the combination, with the outer wall, of observation-doors therein above the fire, substantially as described.

6. The combination, with the furnace and cowl, of the lifting-lever, substantially as described.

7. A tire-heater provided with two or more perforated fuel-pipes arranged in circular form and having regulating-valves and connecting with a single feed-pipe, substantially as shown and described.

In witness whereof I have hereunto set my hand this 7th day of September, 1887.

JAMES O. SPERBECK. [L. s.]

In presence of—

EDWD. H. CRANDALL,
WM. C. RAYMOND.