

A. DOLL.
Tire-Heating Furnace.

No. 209,753.

Patented Nov. 12, 1878.

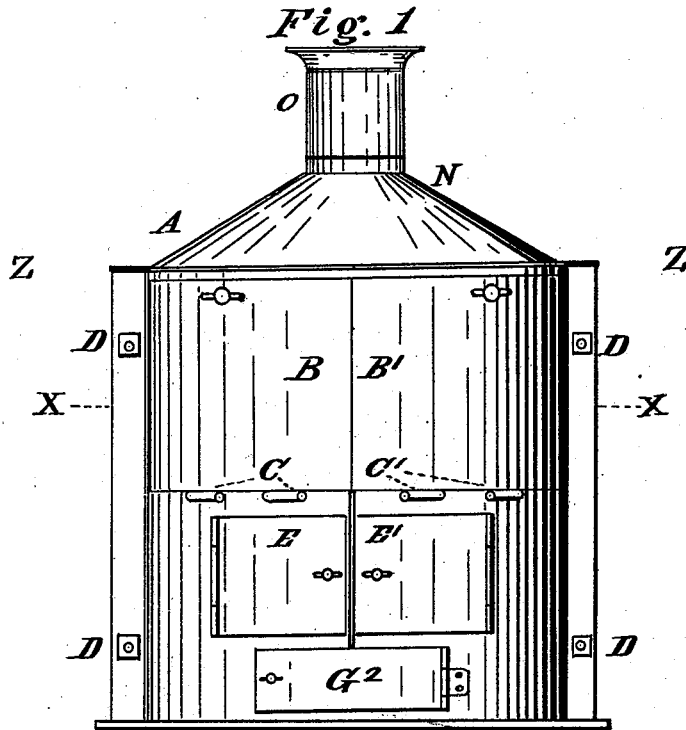


Fig. 2

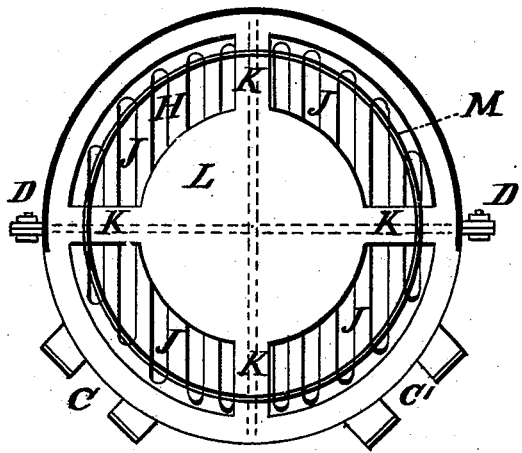
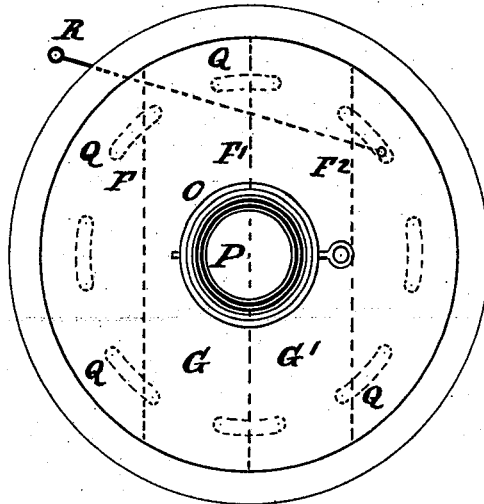


Fig. 3



Witnesses.
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UNITED STATES PATENT OFFICE.

ANTHONY DOLL, OF BUFFALO, NEW YORK.

IMPROVEMENT IN TIRE-HEATING FURNACES.

Specification forming part of Letters Patent No. **209,753**, dated November 12, 1878; application filed August 19, 1878.

To all whom it may concern:

Be it known that I, ANTHONY DOLL, of Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Furnaces for Heating Tire, which improvements are fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a front elevation of the furnace complete. Fig. 2 is a section through line X X, Fig. 1; and Fig. 3 represents a top view.

The object of this invention is to afford the means for evenly heating a wagon or other tire; and it consists of a furnace having an apartment provided with an annular opening to receive the tire, in combination with a fire-box arranged below it, a deflecting-plate, and a damper having a series of openings, which may be opened more or less, arranged above and in a circle corresponding with the annular opening, as will be more clearly understood by reference to the drawings, in which—

A represents the furnace, and B B' the doors for opening or closing the tire-heating chamber. The doors B B' are hinged at C C', and arranged so as to open downward and leave an opening sufficiently large to allow the tire to be easily introduced or withdrawn. The body of the furnace is in two halves, bolted together at D.

E E' are the doors leading to the fire-cham-

ber, which is made in two parts, as shown by dotted lines at F F¹ F² in Fig. 3, G G¹ being the fire-box. G² represents the door leading to the ash-pit, and H in Fig. 2 is the fire-grate.

The letters J show the annular opening through which the heat passes from the fire-box to the tire, which rests upon the connecting-arms K of the spreading-plate L, as shown at M, Fig. 2.

The tire being thus supported, the plate L spreads and concentrates the flame upon the tire, so that the latter is uniformly and quickly heated.

In the upper part of the tire-heating chamber is placed a large damper, Q, fastened so as to turn on a center, and having openings arranged in a circle, as shown by dotted lines in Fig. 3, which are opened or closed by the handle or rod R, said openings being arranged directly over the annular openings J and regulating the heat.

I claim—

The combination, with the casing, doors B B', and grate H, of the spreading-plate L, its arms K, and damper Q above the arms, as set forth.

ANTHONY DOLL.

Witnesses:

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