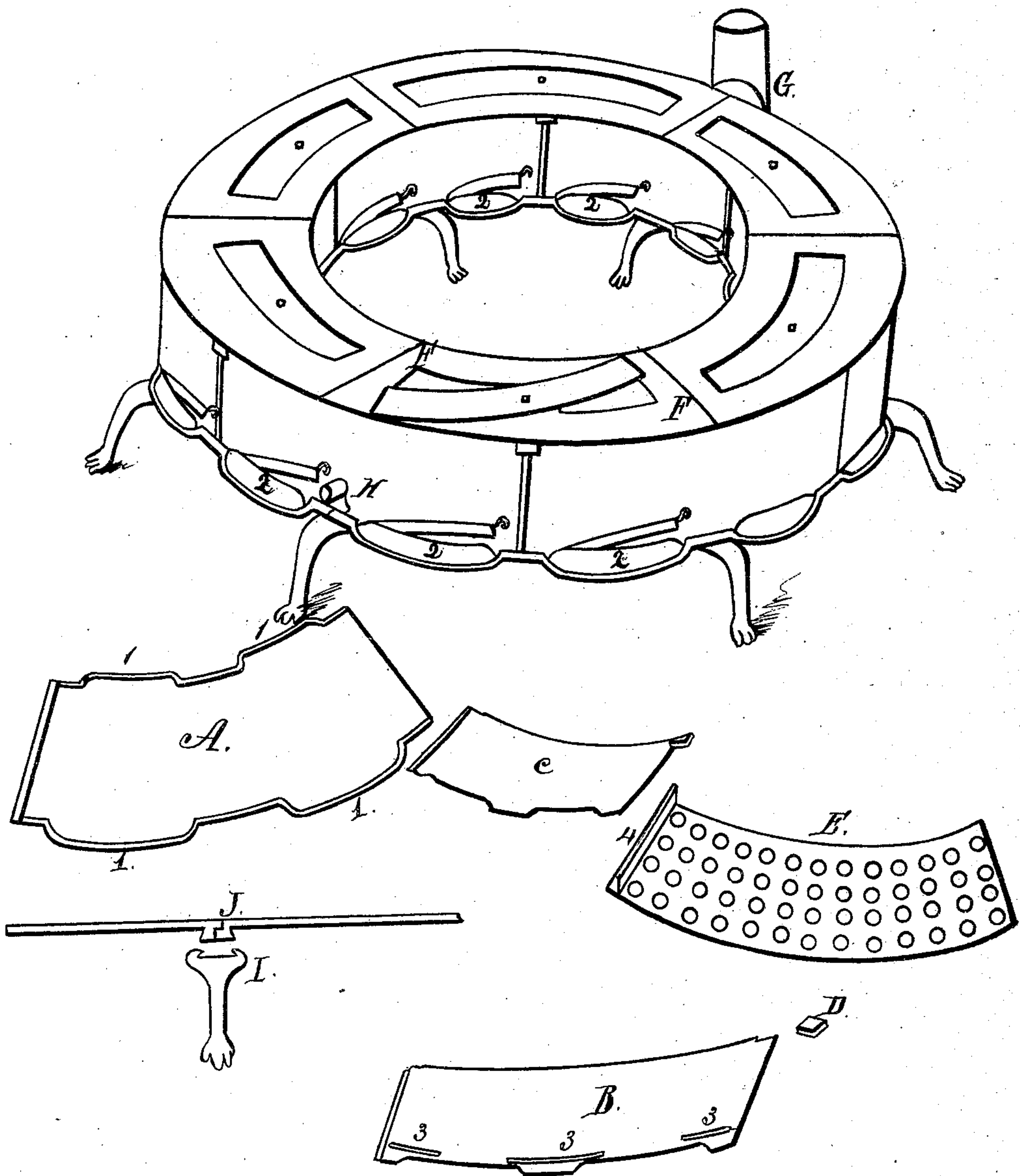


*A. Gregory.*

*Furnace for Heating Wheel Tires.*

*N<sup>o</sup> 5,259.*

*Patented Aug. 28, 1847.*



# UNITED STATES PATENT OFFICE.

ALVA GREGORY, OF PIKE, NEW YORK.

## MODE OF HEATING WHEEL-TIRES.

Specification of Letters Patent No. 5,259, dated August 28, 1847.

*To all whom it may concern:*

Be it known that I, ALVA GREGORY, of Pike, in the county of Wyoming and State of New York, have invented a new and useful Circular Tire-Furnace for Heating Carriage-Tires preparatory to Setting the Same; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the said furnace, reference being had to the accompanying drawings, making part of this specification.

The main drawing is intended to represent a perspective view of said furnace; which is constructed of two circular sides of cast or sheet iron plates of different circumferences, and standing on a circular bottom, and thus forming a circular space between the two sides, sufficiently large to admit the reception of tire of different sizes, together with fuel or coal necessary to heat the same; said furnace is covered over with a circular cast or sheet iron top, in which is a number of holes to admit a draft of air, which may be closed by slides at pleasure to confine the heat in the furnace.

A represents a section of the bottom of the furnace with small hearths 1, 1, 1, 1, projecting on both sides before the draft holes 2, 2, 2, 2 which are formed when the sides are properly placed on the bottom.

B represents a section of the outer circular side with notches in the under edge, for draft holes when placed on the bottom and with flanges at 3, 3 on the inside for the grate to rest on. C . . . a segment of the inner circular side with notches and flanges the same as the outside. D . . . clasps to be placed over the joints of the side segments on the upper edge thereof to keep them in place, when not made whole.

E represents a segment of the grate with an elevated piece as *u*, across one end for the tire to lie on; and openings in the grate to admit a draft of air.

F represents a section of the cover or top to the furnace, with openings which may be closed by slides when the fuel becomes ignited, so as to confine the heat when necessary.

G . . is a piece of pipe put into one of the outside section near the top; other pipe may be attached if necessary.

H is a few iron in one of the side pieces to receive a bellows nose when necessary to produce a more rapid combustion of coal or fuel.

I, is one of the legs, one end dove tailed to correspond to projections on the under-side ends of the bottom piece at J and when slid on keeps them in place.

The advantages to be derived from the use of this furnace are that by confining the heat a great saving of coal or other fuel used in heating the tire is effected, and the tire is heated in less time and more uniform than by the old method. Another advantage is that sea or charcoal may be used, which is a very important item where wood is scarce.

This furnace may be used in inclosed wooden buildings with as much safety as a common stove and when constructed in sections it may be taken down and laid aside when not wanted for present use.

What I claim as original and desire to secure by Letters Patent, is—

The invention of a circular furnace for heating carriage tire, by confining the heat as above described and in carrying out that principle.

I do not intend to limit myself to any particular materials or dimensions in constructing the furnace; while I obtain the same and by substantially the same means.

ALVA GREGORY.

Witnesses:

M. TRALL,  
ABM. P. SHERRILL,