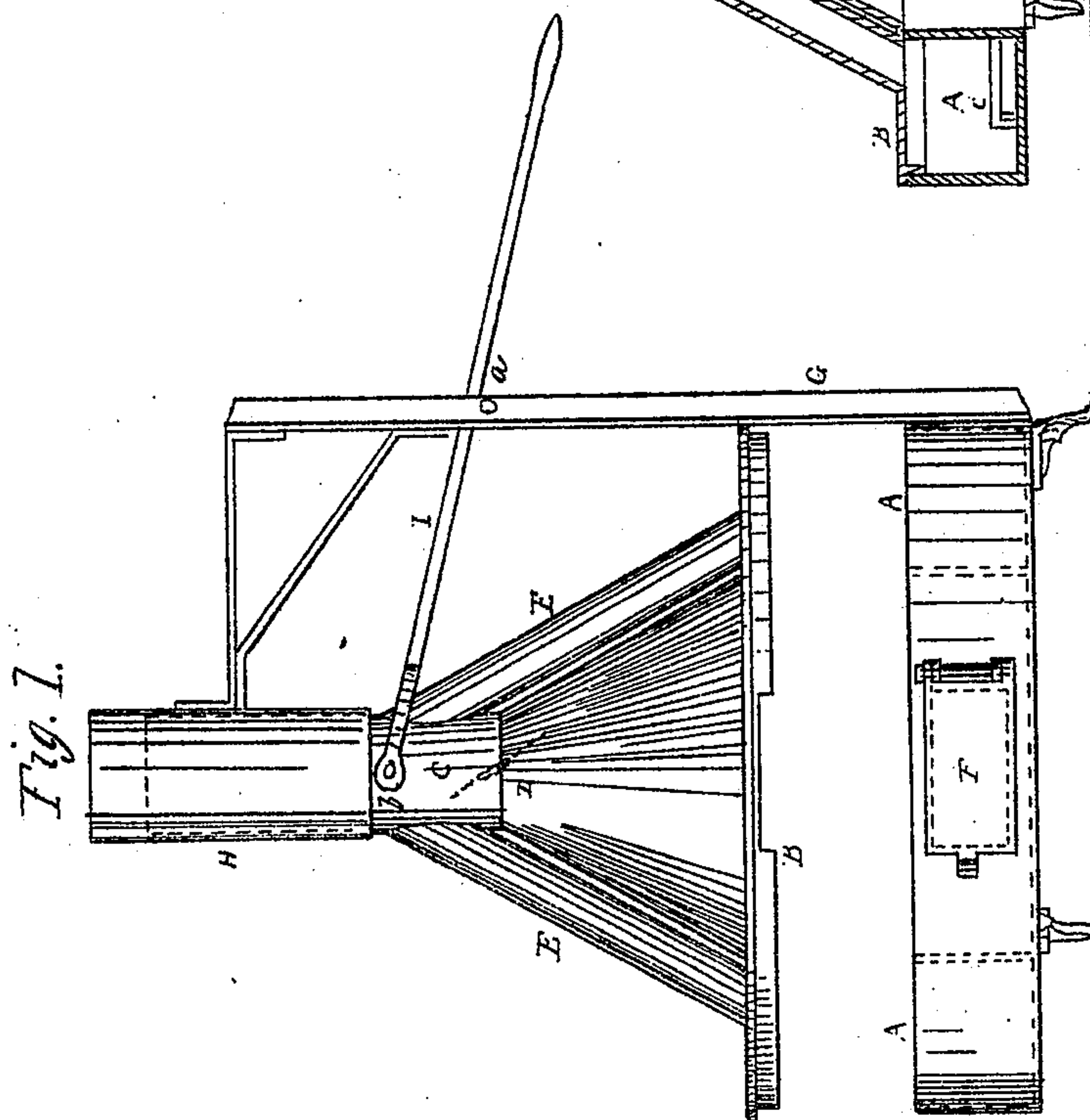
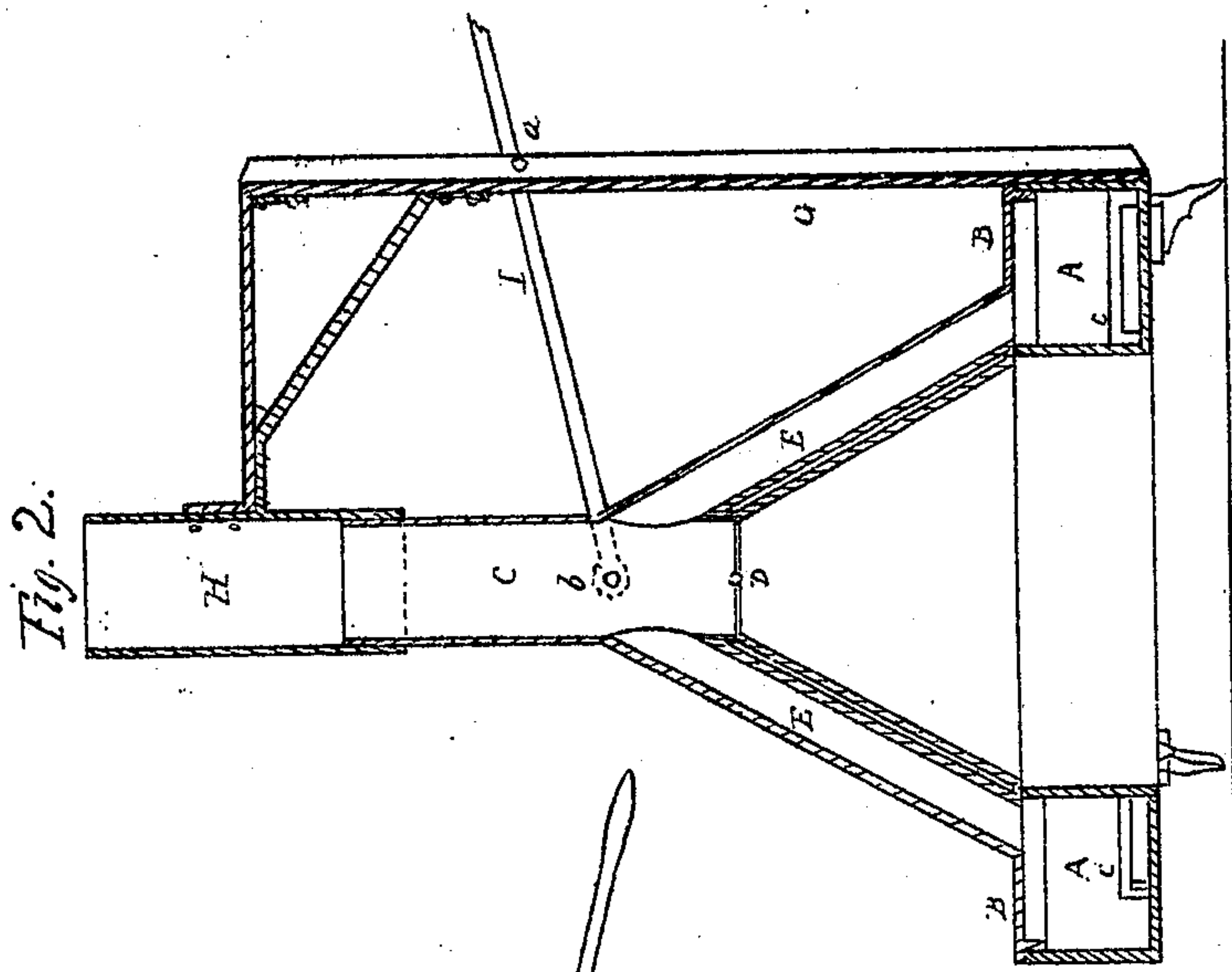


H. Stroud Jr.

Tire-Heater.

N<sup>o</sup> 72337

Patented Dec. 17, 1867



Witnesses:

Guy C. Humphreys  
Charles Herron

Inventor  
H. Stroud Jr.  
by  
D. C. Jones & Co.  
his Attorneys

# United States Patent Office.

HARRY STROUD, JR., OF CLINTON, ILLINOIS, ASSIGNOR TO HIMSELF AND  
R. W. ROBINSON.

*Letters Patent No. 72,337, dated December 17, 1867.*

## IMPROVEMENT IN TIRE-HEATER.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, HARRY STROUD, Jr., of Clinton, in the county of De Witt, and in the State of Illinois, have invented a new and improved Apparatus for Heating Tires; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is an elevation, and

Figure 2 a vertical section of my invention—

The construction and operation of which are such that the workmen are not compelled to be exposed to the weather in heating tires, as is now the case, but may be within doors, and yet not be inconvenienced by the heat of the fire built for the purpose.

In the drawing, A A is a fire-chamber, annular in form, and comprised between two cylinders of different diameters, and closed by a bottom plate, to which are attached common stove-legs to keep the apparatus up off the floor. B is a lid or cover fitting closely but not tightly. From the centre of the lid rises a cone, terminating at the top in pipe or flue C and open at its base, where its diameter is that of the inner cylinder of the chamber A, upon which it will fit draught-tight when the lid is down, as in fig. 2. A valve or damper, D, is placed in the flue C, at or near its junction with the cone. Two or more pipes or flues, E, rise from the lid over the chamber A, and terminate in the flue C above the damper D. The outer cylinder of the chamber A has draught-doors, F, through which air may be supplied to the inside when it is covered by the lid. A standard of angle-iron, G, is attached to the outside of the chamber A, which supports, by an arm and brace, the sleeve H, which forms part of a stationary flue or pipe to convey away the smoke and products of combustion in the chamber A. The flue C is loose in the sleeve H and may be made to slide freely up and down therein, like a telescope, by hand-power applied to the lever I, which has its fulcrum at *a* on the standard G, and is attached by a fork to opposite sides of the flue C, at *b*.

When tires are to be heated, the lid is lifted, as shown in fig. 1, and the tire or tires are laid in the chamber on grates *c*. The fuel is laid around them and kindled. The lid is let down and the damper D is closed, so that there is no passage for any draught through the flue C and sleeve H, except that which comes from the chamber A through the flues E, the draught being supplied through the doors F. When the tires are sufficiently heated, the damper D is opened and the lid is lifted, as in fig. 1. The external air rushing in, will cause the gas, smoke, &c., to rise through the flue C and pass away, when the tires may be removed. The lid B and its flues C E E may be suspended to chains or wire cords which pass over pulleys above, and are attached to counterpoise weights, so that the standard G and lever I may be dispensed with, and the sleeve H be permanently suspended at its connection with the escape-flue or stack.

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

The flues E E and damper D, in combination with the lid B and chamber A, the whole combined and operated substantially as and for the purpose set forth.

In testimony that I claim the above-described improvements in heating tires, I have hereunto signed my name, this 16th day of August, 1867.

HARRY STROUD, JR.

Witnesses:

A. J. BLACKFORD,  
JAMES O'DONALD.