(No Model.)

W. B. NEVILL.

TIRE HEATER.

No. 433,021. Patented July 29, 1890.

Fig. 1.

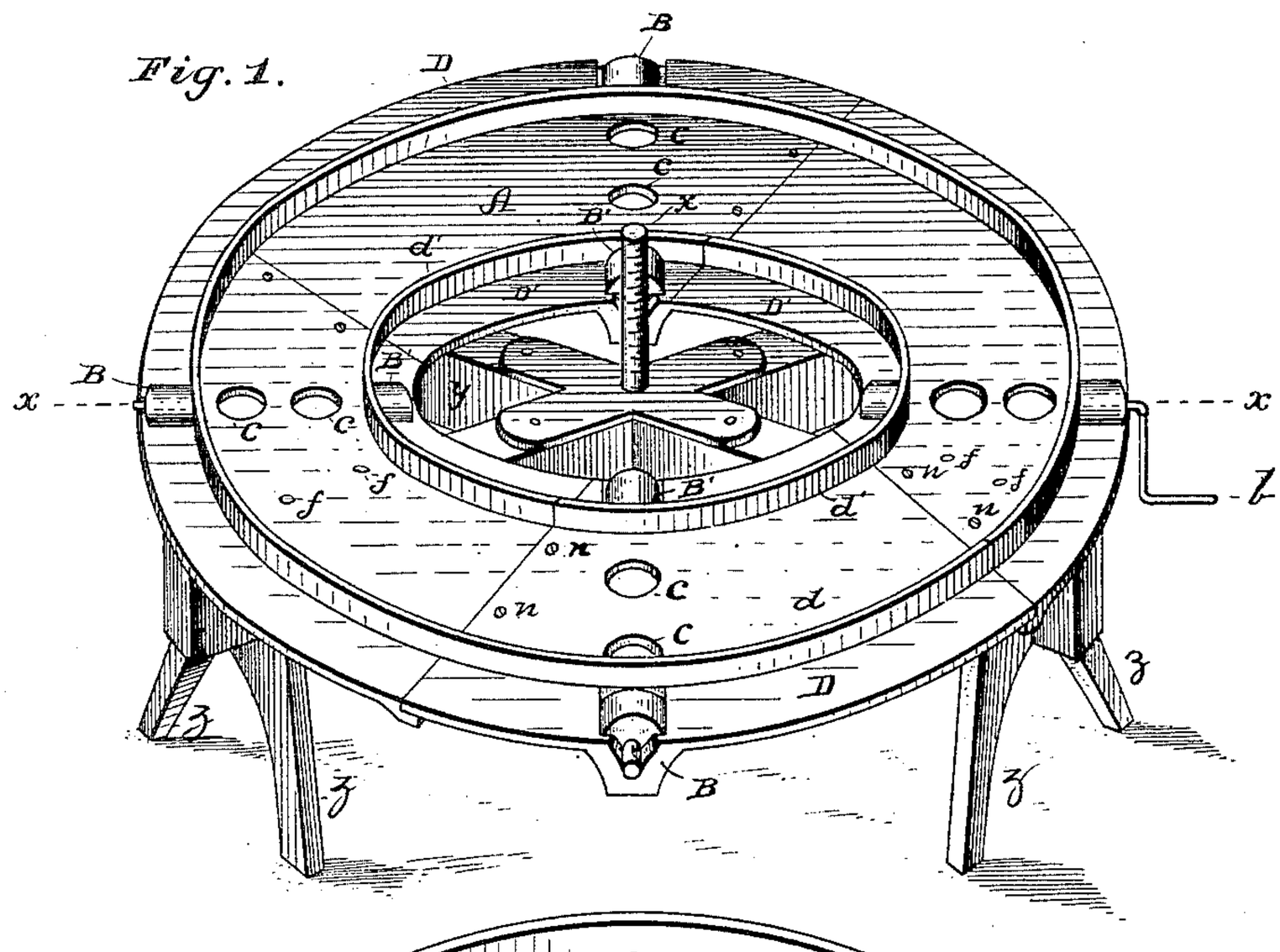


Fig. 2.

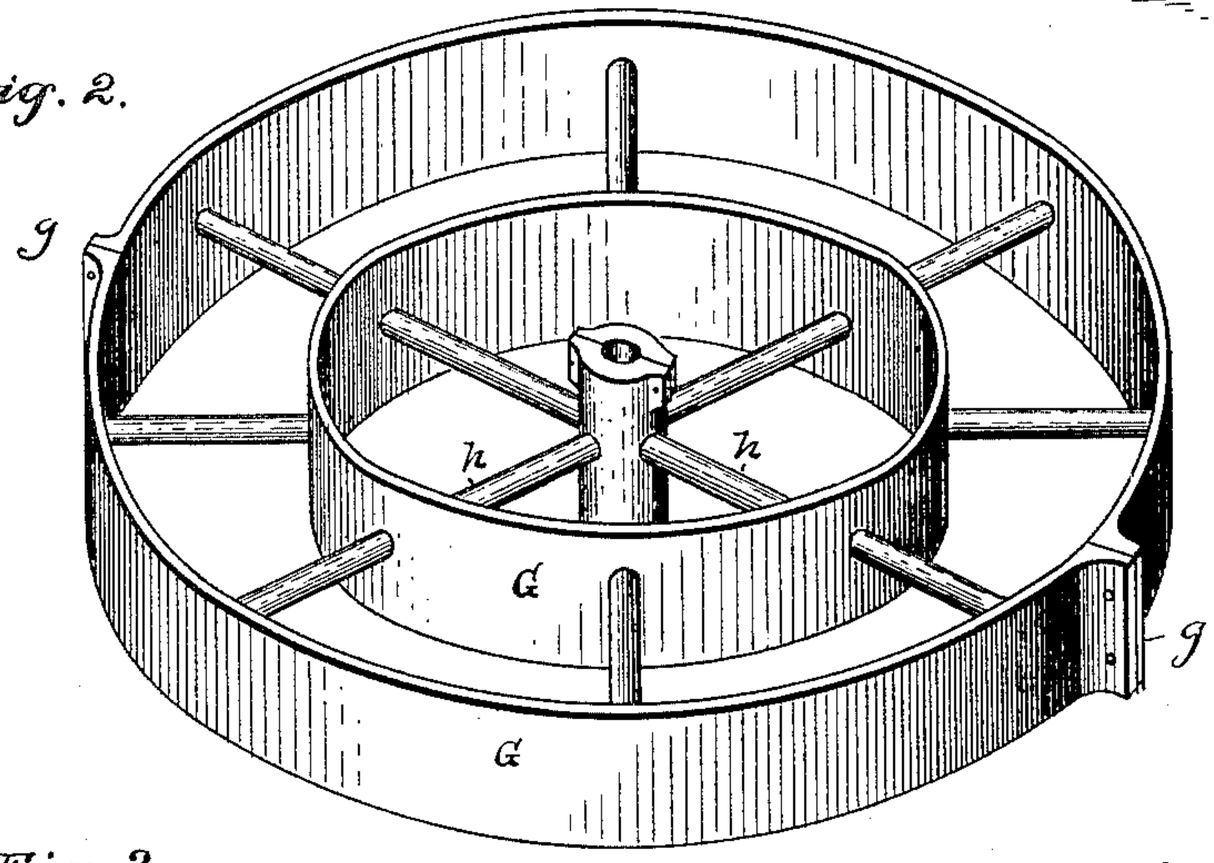
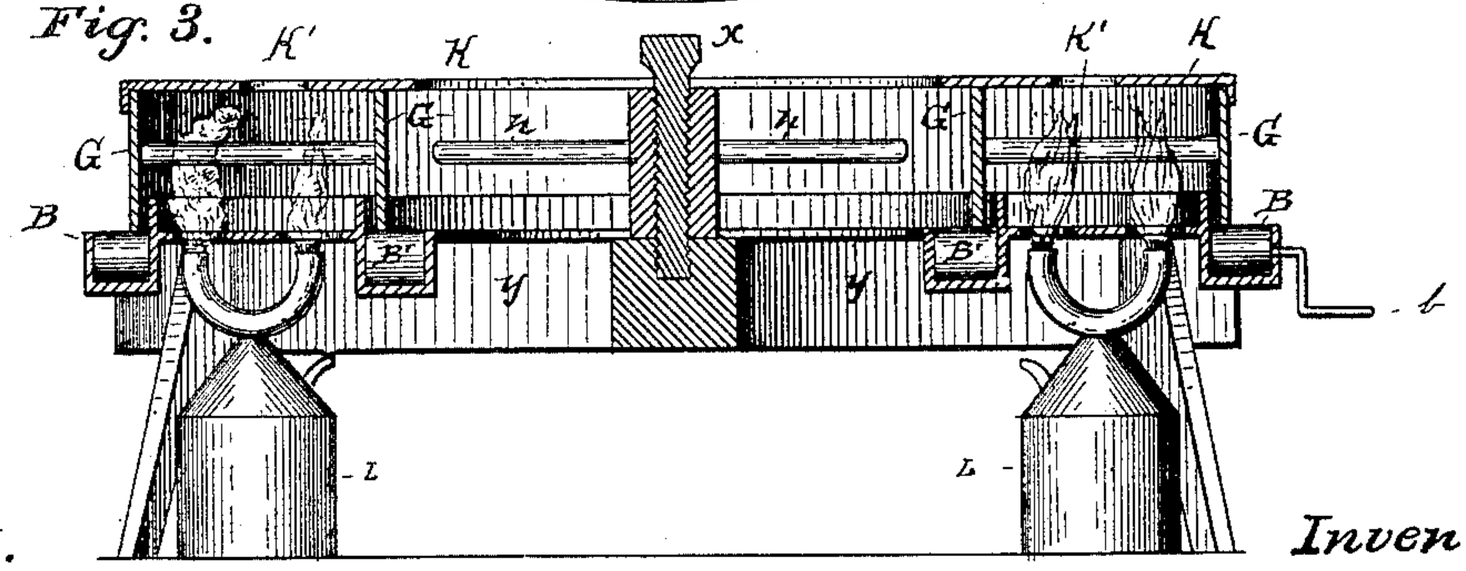


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM BIRT NEVILL, OF SALISBURY, TEXAS.

TIRE-HEATER.

SPECIFICATION forming part of Letters Patent No. 433,021, dated July 29, 1890.

Application filed May 14, 1890. Serial No. 351,793. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BIRT NEVILL, a citizen of the United States, residing at Salisbury, in the county of Hall and State of Texas, have invented certain new and useful Improvements in Tire-Heaters; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to tire heaters or furnaces, more particularly to that class of heaters which use oil, vapor, or gas for fuel. Heretofore furnaces of this description have been made with expensive connections—such as reservoirs or piping, and gas, vapor, or oil burners—attached.

The object of my invention is to provide a tire-heater, which shall be simple and economical of construction, adapted to the use of gas, oil, or vapor fuel, but free of all connections for supplying and burning the same.

My invention consists in providing a rotary circular box revolving in a horizontal plane and carrying a rack, upon which is supported the tire, said box having a stationary bottom provided with openings to admit the flames of oil, gas, or vapor burners to immediate contact with a rotated tire.

My invention further consists in the parts and combination of parts, as hereinafter more fully shown and described.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view of my tire heater or furnace with the tire-rack removed. Fig. 2 is a perspective view of the tire-rack. Fig. 3 is a sectional view taken on the line $x\,x$ of Fig. 1, but with the rack and cover in place.

Reference being had to the drawings, A denotes a circular bottom plate made up of four sections, as shown in Fig. 1, fastened together by screws w.

$y\ y$ denote a cruciform frame mounted upon supports z and bolted to said bottom plate by bolts b.

x denotes an axle mounted upon said frame.

B B denote friction wheels or rollers journaled to a track D, said track being formed on the outer circumference of the bottom plate by a vertical rim or flange d.

C C denote circular openings in the bottom of the bed-plate and serve to admit the flame from an oil, vapor, or gas burner.

B′ denotes friction wheels or rollers journaled in the track D′, said track being formed on the inner circumference of the bottom plate by the vertical rim or flange d'.

H represents the hub of the tire-rack, said hub carrying arms h, to which are secured broad metal bands G G, as shown in Fig. 2. Said hub and rack are composed of two sections bolted together through the flanges g. This rack is designed to revolve over the bottom plate, and is journaled to the axle x by the hub H, the bands G G riding upon the rollers or friction-wheels B B B′ B′, fixed in the tracks or ways D D′.

K represents a detachable cover provided with ventilating-holes K′, four in number.

L L denote lamps.

The sections A, composing the bottom plate, are preferably made of sheet-iron, and joined together as shown in Fig. 1, their edges overlapping. The flanges $d\,d$ are preferably made of quarter-inch iron and are elevated about half an inch above the bed-plate. The tracks D D′ are about an inch wide. The rollers B B B′ B′ are about one and three-quarter inch in diameter and journaled to the tracks, so as to project about a quarter of an inch above their surface. One of the axles of said rollers B B is lengthened to carry a crank b. The openings C C should be about two inches in diameter. The bands G G of the tire-rack are preferably made of quarter-inch iron and are about ten inches high. The arms h are about an inch in diameter, and are secured to said bands about three inches above their bearing-edges. The cover K is made of sheet-iron with a rim or flange turned down. The ventilating-holes K′ are about two inches in diameter.

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

1. In a revolving tire heater or furnace, a stationary bottom plate having circular tracks or ways and friction wheels or rollers, and provided with openings to admit the flames from independent burners to contact with a rotated tire supported upon a suitable rack.

2. In a tire-heater, the tire-rack, means for rotating the same in a horizontal plane, a bot-

tom having perforations C C, and independent burners beneath said perforations, substantially as shown and described.

3. In a tire heater or furnace, a tire-rack consisting of the hub H, arms *h*, and bands G G, and means for rotating the same in a horizontal plane, substantially as shown and described.

4. A tire-heater having a bottom plate A, provided with perforations C, trackways D D′, flanges *d d′*, and rollers B B B′ B′, mounted upon a suitable frame *z*, an axle *x*, mounted upon said frame, and a tire-rack journaled to said axle, said rack consisting of arms *h*, and bands G G′ and hub H, and provided with a cover K, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM BIRT NEVILL.

Witnesses:

H. B. HALBERT,

H. C. THOMPSON.