

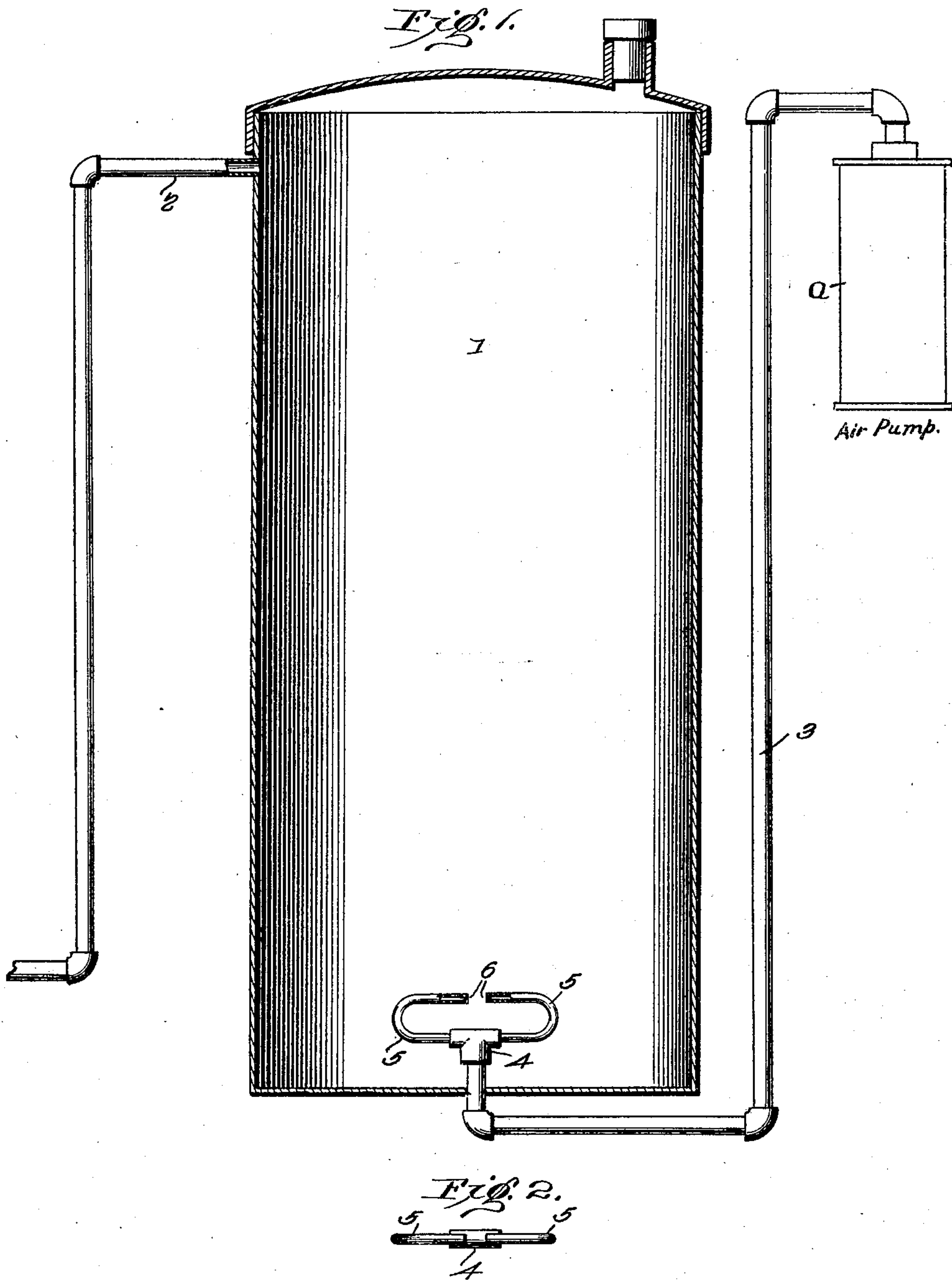
No. 698,953.

Patented Apr. 29, 1902.

G. W. HONTS.
CARBURETER.

(Application filed Sept. 28, 1901.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE W. HONTS, OF BROKEN BOW, NEBRASKA, ASSIGNOR OF ONE-THIRD
TO J. R. DEAN, OF BROKEN BOW, NEBRASKA.

CARBURETER.

SPECIFICATION forming part of Letters Patent No. 698,953, dated April 29, 1902.

Application filed September 28, 1901. Serial No. 76,894. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. HONTS, a citizen of the United States, residing at Broken Bow, in the county of Custer and State of Nebraska, have invented a new and useful Carbureter, of which the following is a specification.

My invention is an improved carbureter for generating illuminating-gas by air-pressure and without heat from gasoline or other liquid hydrocarbon; and it consists in the peculiar construction and combination of devices hereinafter fully set forth and claimed.

The object of my invention is to provide means for discharging jets of compressed air into a body of liquid hydrocarbon confined in a tank and to cause the said compressed-air jets to impinge against each other within the body of the liquid hydrocarbon to effect a thorough commingling of the air and the vapor of the hydrocarbon, promote the evaporation of the latter, and effectually carburete the air.

In the accompanying drawings, Figure 1 is a vertical sectional view of a carbureter constructed in accordance with my invention. Fig. 2 is a detail top plan view showing the oppositely-disposed air-jet tips.

The tank 1, which is adapted to contain a quantity of gasoline or other liquid hydrocarbon, is of suitable capacity and may be of any suitable construction. A service-pipe 2 for the gas or carbureted air leads from the said tank at an elevated point. A pipe 3, which in practice is connected with a suitable air-compressing pump or engine, (indicated diagrammatically at *a*,) discharges into the lower end of the said tank and is here shown as provided with a T-coupling 4. Air-

jet tips 5, which are here shown as U-shaped tubes of reduced capacity, are attached to the said coupling and their tips or nozzles 6 are disposed opposite each other, in line with each other, and at a suitable distance apart, so that the compressed-air jets which are discharged from the said tips will meet and impinge against each other within the body of the liquid hydrocarbon in which the said tips are immersed, by which means corresponding currents which impinge against each other will be set up in the body of the liquid hydrocarbon, the same will be thoroughly agitated, evaporation thereof will be promoted, and so thorough a commingling of the compressed-air jets with the vapors will be effected as to thoroughly carburete the air and produce a gas of high illuminating quality.

Having thus described my invention, I claim—

In a carbureter, a tank for liquid hydrocarbon, a service-pipe leading therefrom at an elevated point, in combination with means to compress air, and a pipe to discharge the compressed air into said tank in the body of the liquid hydrocarbon therein, said pipe having oppositely-disposed jet-tips of reduced capacity to discharge compressed air in jets which impinge against each other and in the liquid hydrocarbon, for the purpose set forth, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

GEORGE W. HONTS.

Witnesses:

JOHN J. MURRAY,
JOHN REESE.