

No. 778,824.

PATENTED DEC. 27, 1904.

D. D. FRISBEE.
 APPARATUS FOR OILING FELLIES.
 APPLICATION FILED NOV. 15, 1904.

Fig. 1.

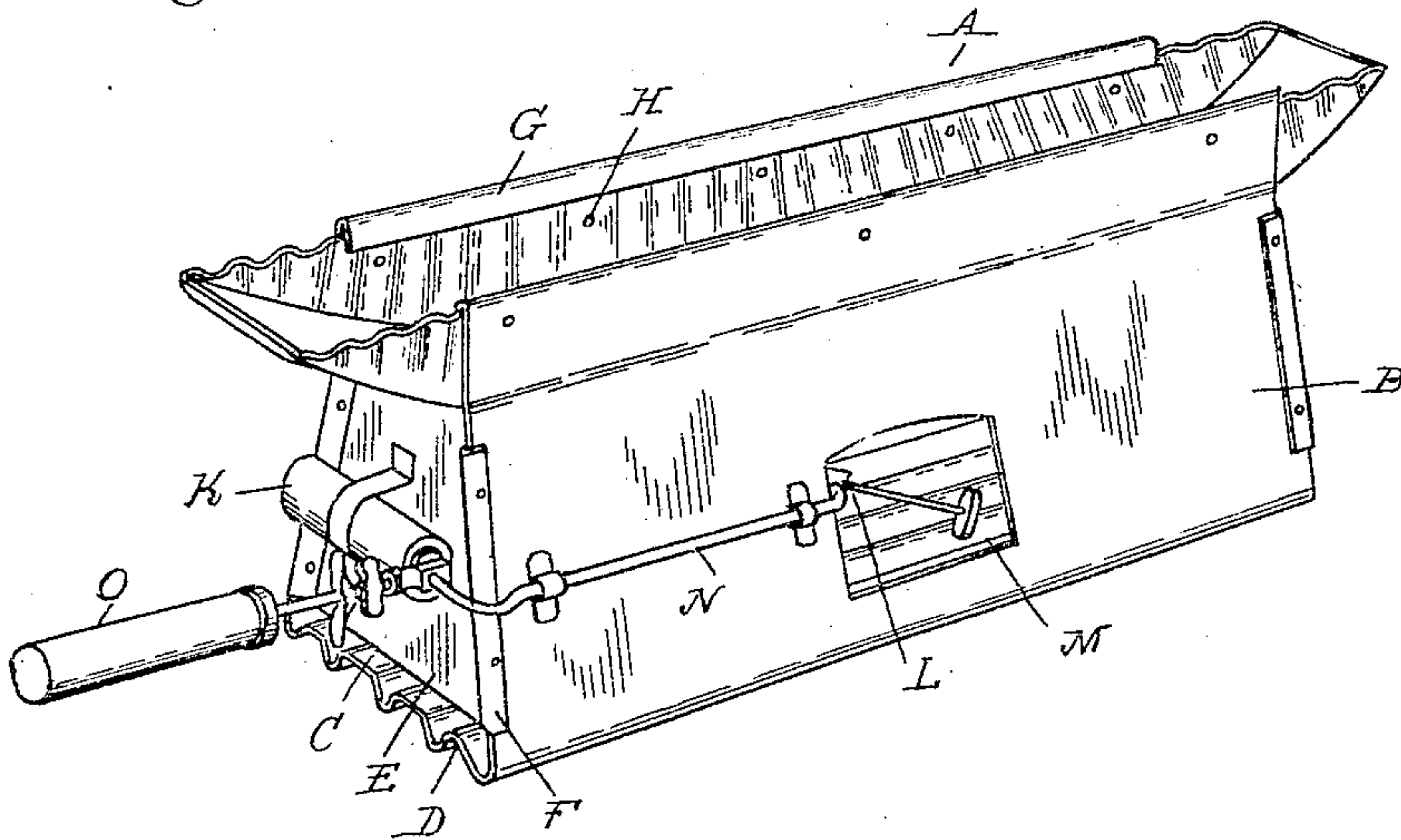


Fig. 2.

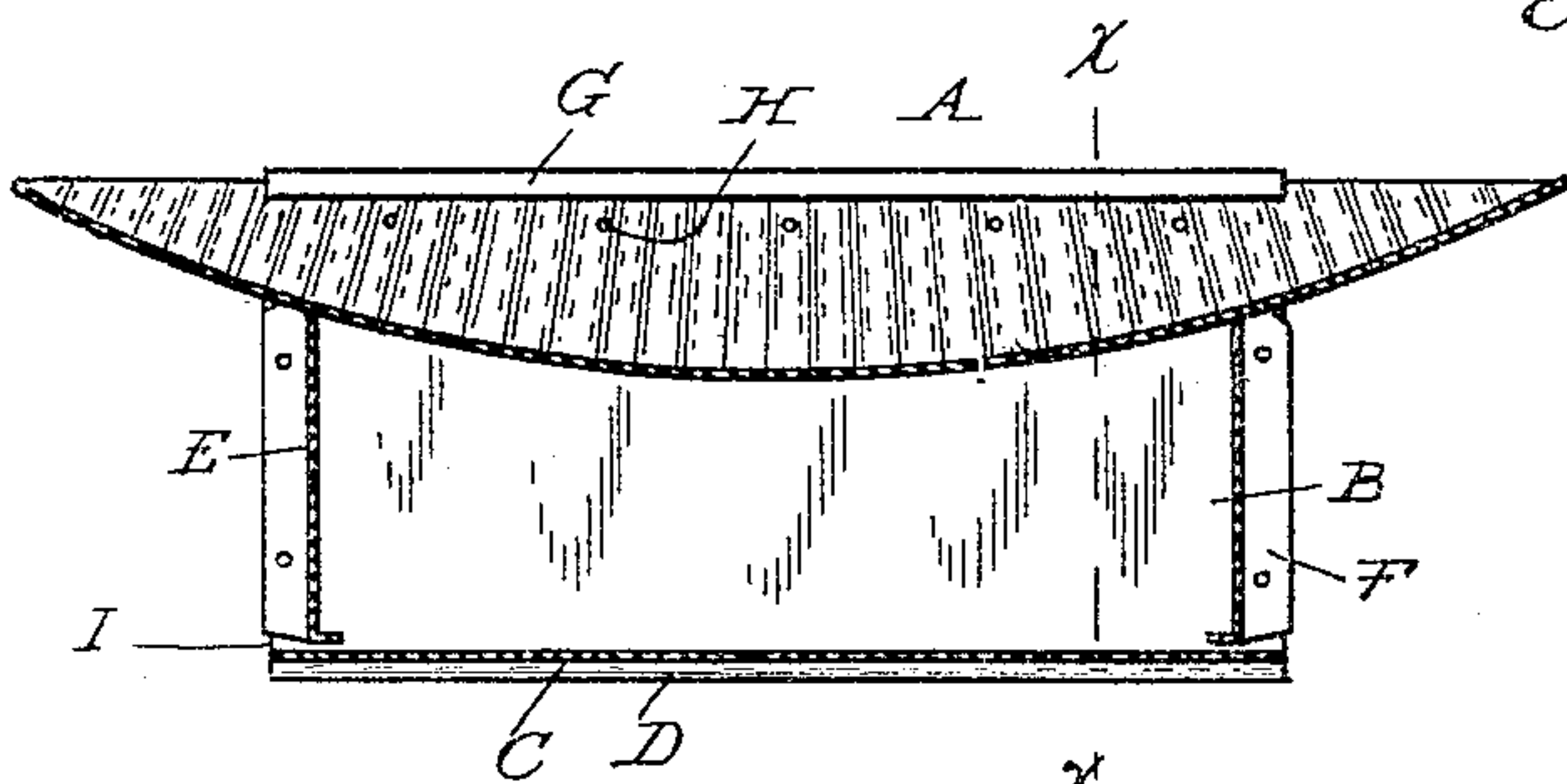
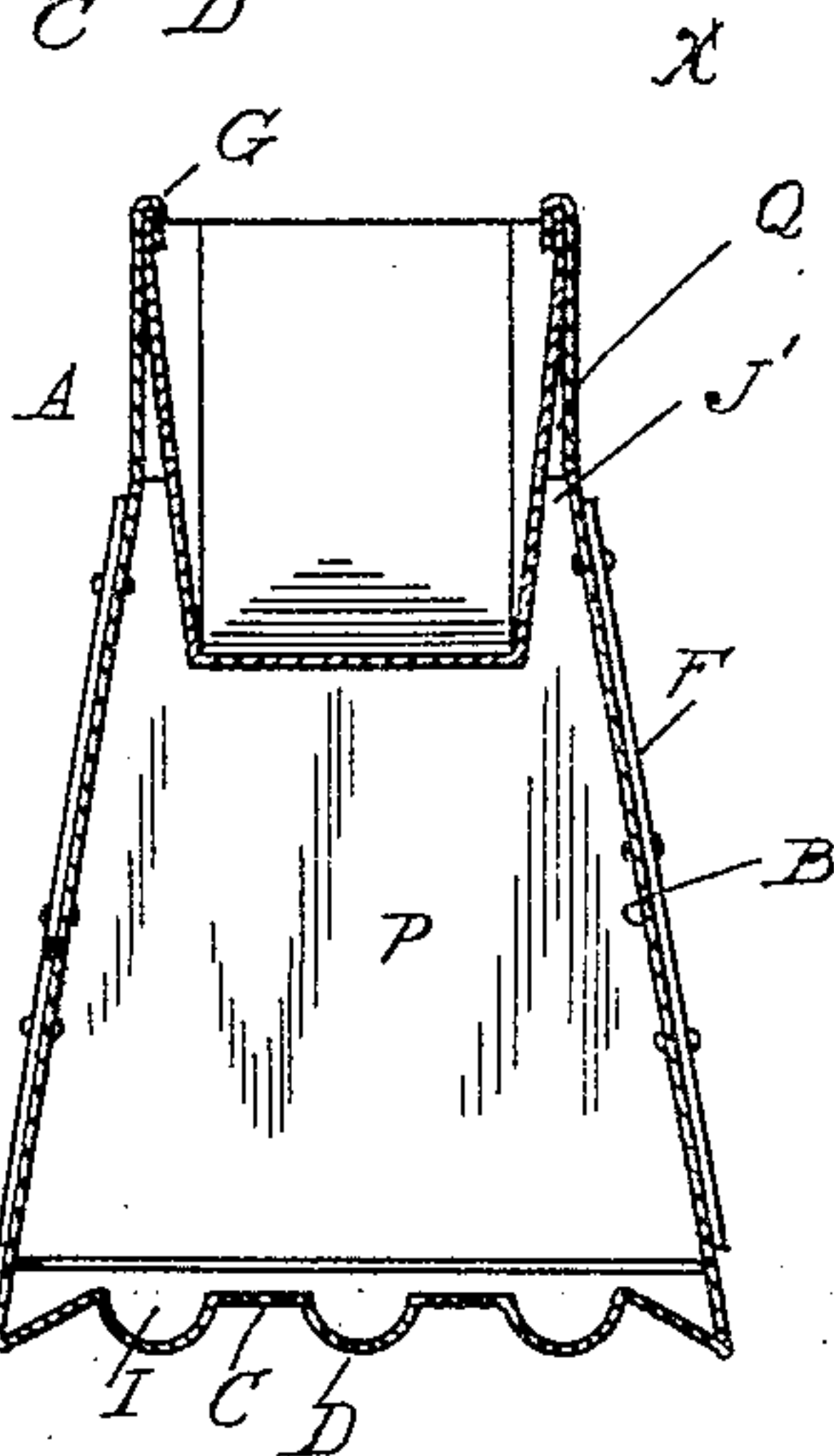


Fig. 3.



WITNESSES

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APPARATUS FOR OILING FELLIES.

SPECIFICATION forming part of Letters Patent No. 778,824, dated December 27, 1904.

Application filed November 15, 1904. Serial No. 232,906.

To all whom it may concern:

Be it known that I, DANIEL D. FRISBEE, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Apparatus for Oiling Fellies, of which the following is a specification, reference being had therein to the accompanying drawings.

10 The invention consists in a device for saturating the felly of a vehicle-wheel with oil, thereby preventing the subsequent drying and shrinking of said felly for the purpose of preventing the tire from becoming loose.

15 The invention further consists in the construction of a heating-chamber and a tank, and, further, in the construction, arrangement, and combination of the various parts, as more fully hereinafter described, and particularly pointed out in the claims.

20 In the drawings, Figure 1 is a perspective view of my improved device. Fig. 2 is a vertical longitudinal section therethrough, the oil-supply and burner being omitted; and Fig. 3 is a sectional view on line *xx* of Fig. 2.

25 A is a segmental tank adapted to contain the oil ordinarily employed (linseed-oil) for the purpose of oiling the fellies. This tank is supported at the top of a casing which forms a combined support for the tank and heating-chamber within.

30 The casing construction which I have herein shown is made of sheet metal, and the two sides and the bottom are made from a single piece. This piece is bent and is substantially U-shaped, having the upright and slightly inwardly inclined sides B and a bottom C, provided with corrugations D, extending longitudinally.

40 E represents the end portions, which fit into the space between the sides B and are secured thereto in any suitable manner, preferably by the hooked flanges F, by suitable rivets. The end portions of the tank rest on these end pieces E and are held firmly in position by having the sides B extend up to the upper edge of the tank and provided with the downturned hooks G, which engage over the edges of the tank. I may and preferably do
50 also secure the sides of the tank to the sides

B by suitable rivets, such as H. The lower part of the end pieces E are either slightly above the bottom C or in line with the upper portion thereof, so as to leave the air-inlet passages I below the lower edges of the ends through the corrugations D. 55

The inclined sides B, extending up beside the tank, form the inverted-V-shaped hot-air spaces J' on each side of the tank extending to at or near the top portion thereof. 60

K is a tank for supplying gasolene to the burner L, which is within an opening M in one of the sides B, the tank being connected to the burner by a suitable supply-pipe N. I have shown a pump O attached to the tank K for the purpose of forcing air therein under pressure to force the oil from the tank K to the burner. This is no part of my present invention, which relates solely to the construction of a tank and its support and heating-chamber. 65 70

The burner being lighted in the usual manner, the flame will be projected into the heating-chamber P beneath the tank, and preferably is projected against the bottom of the tank, although that is a matter of choice with the manufacturer. The hot air and the products of combustion in the heating-chamber P will not only impinge against the bottom of the tank A, but will be forced into close contact therewith by rising up into the narrow V-shaped heating-chambers J' at each side thereof, and the circulation of hot air will be caused to flow through these narrow chambers by the fact that at each end there will be between the side of the tank and the sides B narrow exit-openings Q, causing the hot air to flow out laterally at these points. This will cause the heated air to flow laterally over the whole length of the tank before finding an exit. 75 80 85 90

Difficulty has been found with devices of this kind because of the intense heat on the bottom, which is apt to char or burn the floor upon which they are set. By forming the bottom C with the corrugations D, having the air-inlet passages I at both ends, cold air will be continued to be supplied in the bottom of the chamber P throughout the entire extent thereof, and the bottom itself will con- 95 100

tact with the floor only for a comparatively small period. I thus am enabled to produce a heating-chamber which is particularly even in heating the contents of the tank, and at the
5 same time the bottom will be protected by the stratum of cold air, and thus be prevented from overheating.

What I claim as my invention is—

1. The combination of a segmental tank, of
10 a casing for supporting the same and forming a heating-chamber beneath, comprising the inclined sides B, the corrugated bottom C, the ends P, the ends and the bottom being so combined as to leave the cold-air-inlet openings I,
15 substantially as described.

2. In a device of the kind described, the combination of a segmental tank, a casing for supporting the same and forming a heating-chamber beneath, consisting of a single piece
20 of sheet metal bent to form the inclined sides B, the bottom C having the corrugations D and end pieces of the tank and the sides being so combined as to form the inverted-V-shaped

chambers J at each side of the tank having the end outlet-openings Q for the purpose 25 described.

3. In a device of the kind described, the combination of a segmental tank, a casing for supporting the tank and forming a heating-chamber beneath, comprising the inclined 30 sides B, the bottom C, the corrugations D therein, the ends E secured in relation to the bottom, so as to leave the air-inlet ports I, the hooks G at the top of the sides engaging the upper edges of the tank and the sides of the 35 tank being so combined as to form the inverted-V-shaped chambers at each side of the tank, having the end outlet-openings Q, substantially as described.

In testimony whereof I affix my signature in 40 presence of two witnesses.

DANIEL D. FRISBEE.

Witnesses:

H. C. SMITH,
JAS. P. BARRY.