

E. STODTMEISTER.

Tire Cooler.

No. 98,204.

Patented Dec. 21, 1869.

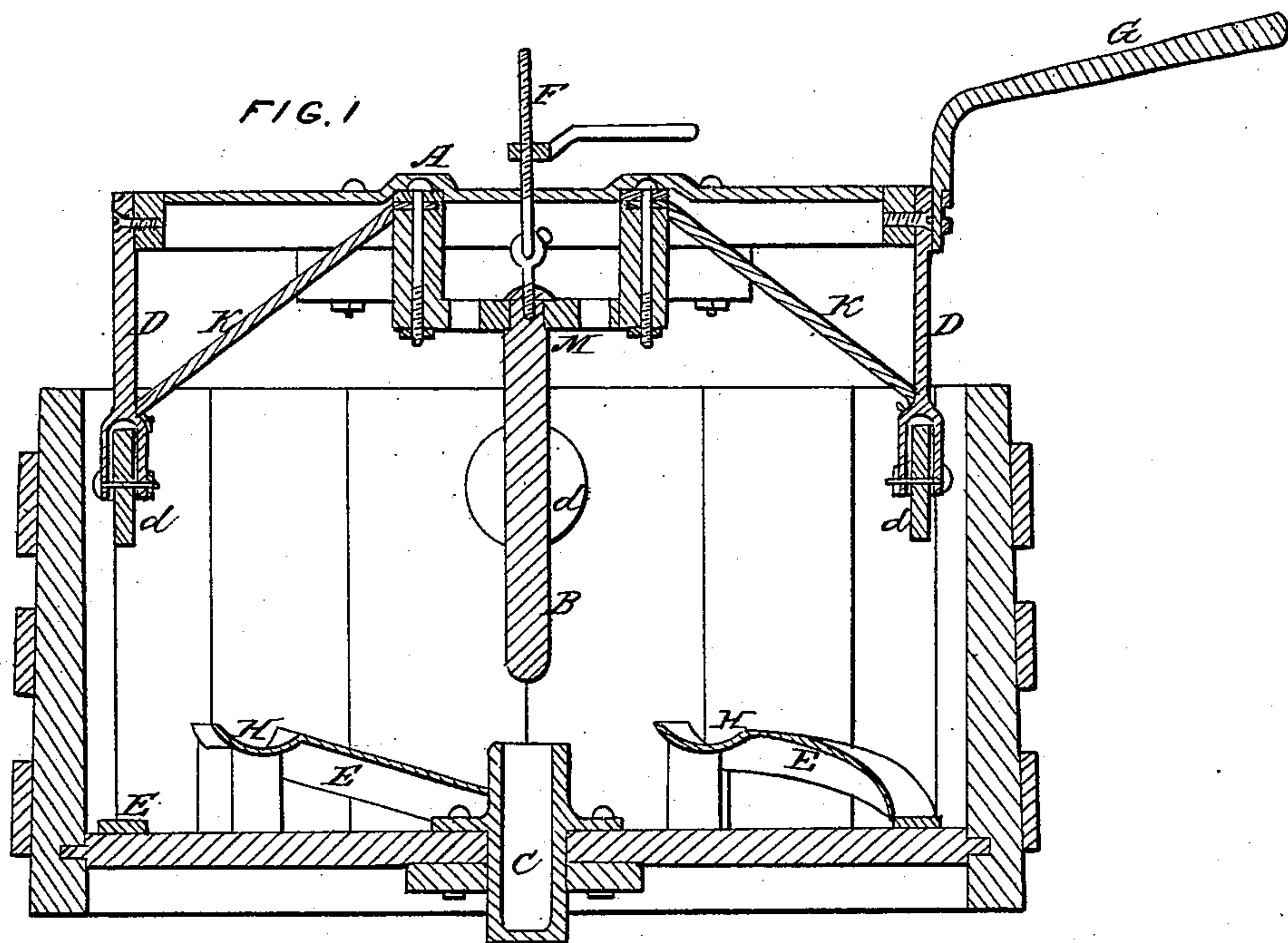


FIG. 2

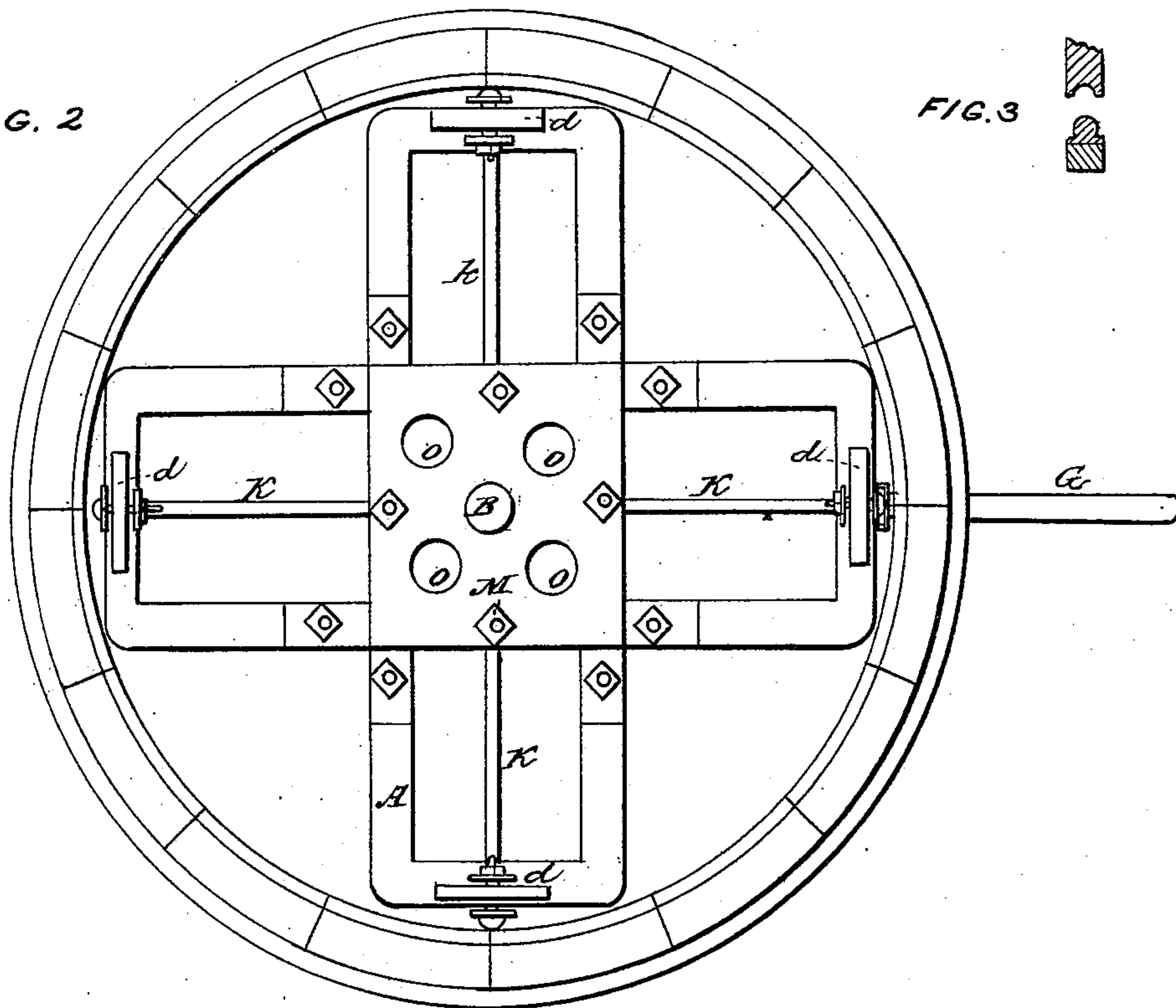


FIG. 3



WITNESSES:

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Letters Patent No. 98,204, dated December 21, 1869.

IMPROVEMENT IN TIRE-COOLERS.

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, EDWARD STODTMEISTER, of the city and county of Cape Girardeau, and State of Missouri, have invented a new and improved Tire-Cooler; and I do hereby declare that the following is a full and exact description of my invention, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My improvement appertains to that class of tire-coolers where a table or frame, resting on standards, and provided with wheels, is situated in a tub with water, and is raised or immersed by means of a track, consisting of a series of inclined planes, and is held in position by a vertical pin or stud, sliding in a corresponding box; but my invention materially differs from all others in the wider limits of its play or motion, and in the peculiar arrangement of the wheels or rollers, and furthermore, in the size of the frame timber.

The devices already known and used have some deficiencies, to wit, first, a too limited play, in consequence of which three or four-inch tires cannot be cooled; second, too high frame timber, which, acting like shovels, to throw the water out of the tube when the frame is quickly turned; third, too much buoyancy; fourth, too weak standards, and too loose a connection of the wheels with the frame, rendering the whole apparatus rickety after the first few hammer-blows, when the tire is put on the wheel.

In my device, the iron tube or box C is inserted in the centre of the tub-bottom, and extending at least five inches into the interior. It also protrudes five inches below the outer surface of the bottom, thereby allowing an eight-inch play, and yet leaving five inches of contact-surface between stud and tube. The height of the tube above the bottom of the tub also prevents the mud from gathering in the tube.

The stud is made of iron, about one and three-quarters inch diameter, and is firmly secured to the centre of the frame, and bears on its top the usual eye-bolt F.

The frame is made of three-inch square timber, crosswise connected in the usual manner, but its top

is heavily lined with iron, to increase its strength, and also the weight, thereby counteracting the buoyancy.

To the same effect several holes O O in the bottom of the frame-box M admit the water into the box.

The diminished vertical dimension of the frame timber diminishes the resistance, and therefore prevents the spilling of the water.

The four standards D are attached to the extremity of the frame, and their vertical position is secured by the braces or supporters K, all made of iron.

The lower ends of the standards are forked, receiving between their legs the rollers or wheels d. This arrangement gives sufficient strength to the frame.

The top part, or culminating part of the inclines E, which are also iron-lined, H, is circular-shaped, to correspond with the periphery of the rollers, and presents a point of rest, preventing the slipping back of the frame into the water while the wheel and tire are put on.

Instead of a flat iron lining, round rails can be placed upon the track, in which instance the rollers have a corresponding groove, as indicated in fig. 3.

The lever G is attached to the frame as a means of moving the same.

Having thus fully described my invention, I do not claim the arrangement of a rotary frame upon wheels, in connection with inclined tracks and an enclosing tub or vessel; but

What I do claim, is—

1. The frame A, supported by standards D upon rollers d, and secured by braces K, when combined with the spindle B, step-tube C, the inclined rails E, and their rest-concavities H, and arranged within the tub partially filled with water, substantially as set forth.

2. The step-tube C, arranged with its upper edge to project above the tub-bottom, and its lower end extending below said bottom, substantially as set forth.

EDWARD STODTMEISTER.

Witnesses:

G. H. CRAMER,
WM. HAUPT.