(No Model.)

G. MEYERS.

TIRE SETTER.

No. 353,153. Patented Nov. 23, 1886.

Fig. 1.

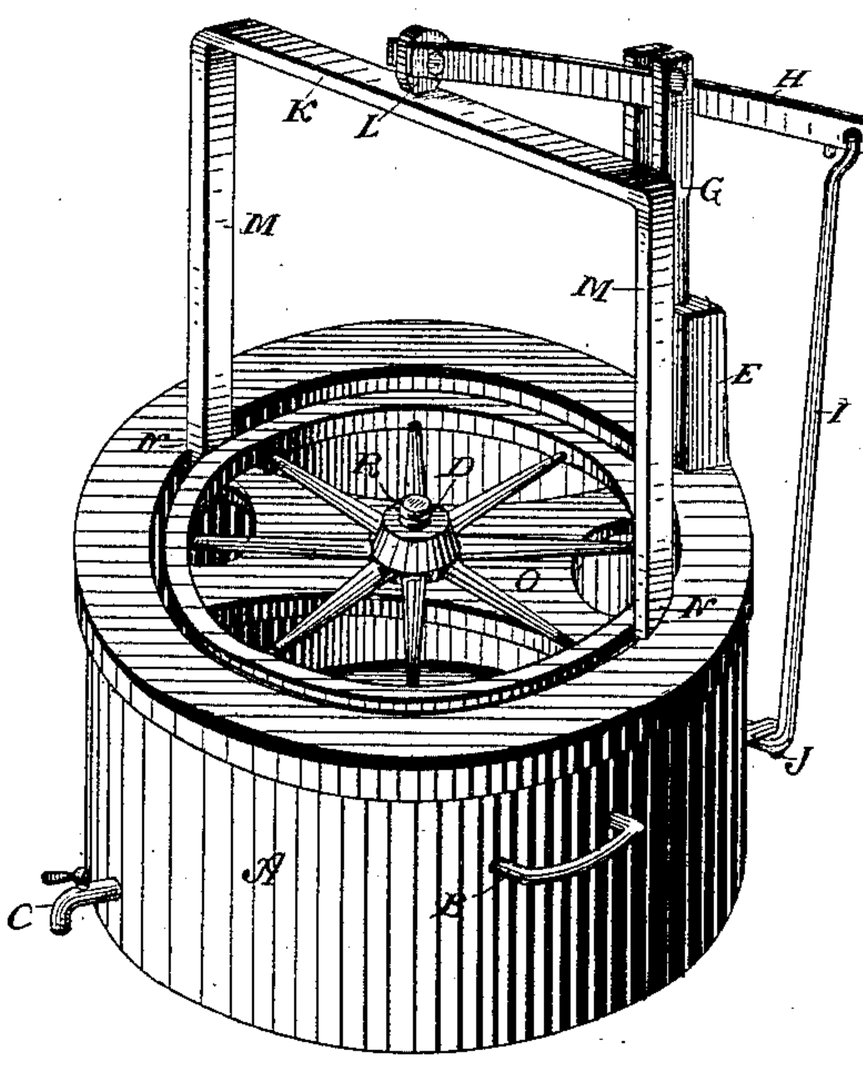


Fig. 2.

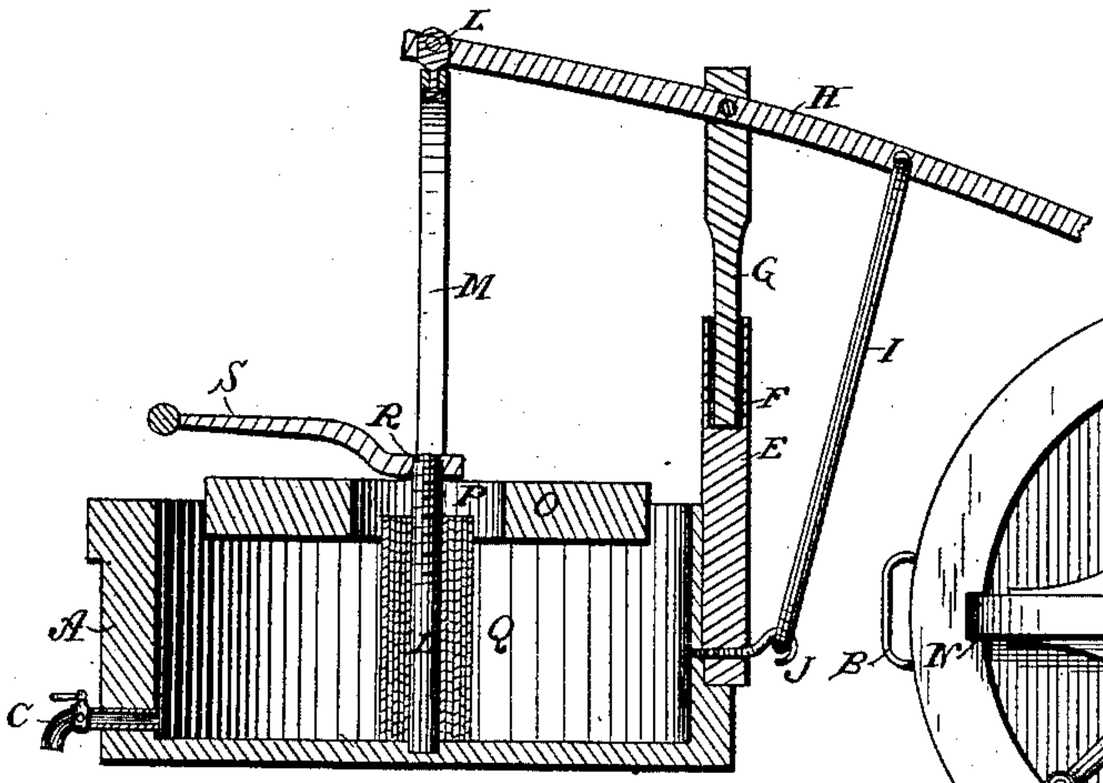
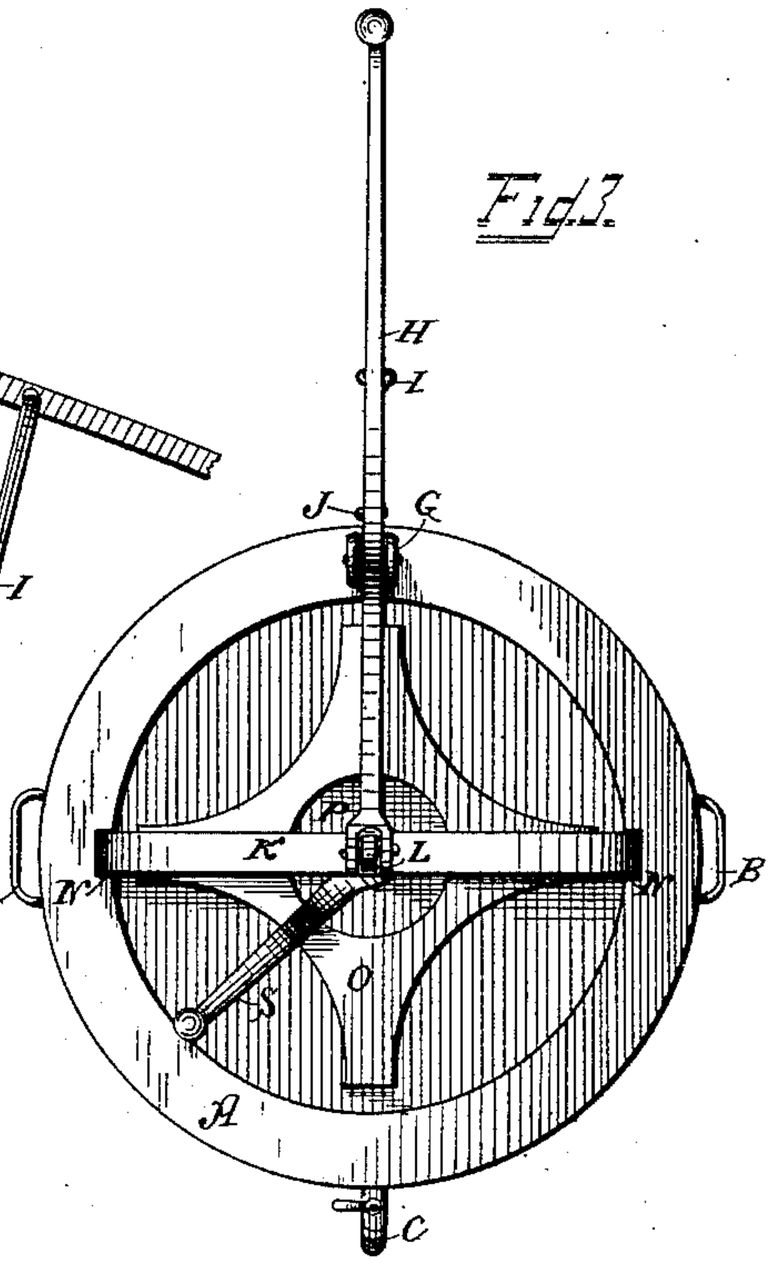


Fig. 3.



WITNESSES

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GEORGE MEYERS, OF CAMERON, PENNSYLVANIA.

TIRE-SETTER.

SPECIFICATION forming part of Letters Patent No. 353,153, dated November 23, 1886.

Application filed March 26, 1886. Serial No. 196,609. (No model.)

To all whom it may concern:

Be it known that I, GEORGE MEYERS, a citizen of the United States, and a resident of Cameron, in the county of Cameron and State of Pennsylvania, have invented certain new and useful Improvements in Machines for Cooling Tires on Wheels; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved machine for cooling tires on vehicle-wheels, showing the frame supporting the wheel raised and ready to immerse the wheel. Fig. 2 is a vertical sectional view of the same, and Fig. 3 is a top view.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to machines for cooling the tires upon vehicle-wheels after they have been put on the wheels; and it consists in the improved construction and combination of parts of a machine in which the wheel may be placed upon a frame suspended from a lever, which is pivoted at the top of a turning upright, so that the lever and frame may be turned, so as to bring the frame with the wheel from the side of a cylindrical vessel filled with water into the vessel, cooling the tire in the water, as hereinafter more fully described and claimed.

In the accompanying drawings, the letter A indicates a cylindrical vessel having handles or bails B B at its sides, and having a faucet, C, at its bottom for drawing off its contents. The center of the vessel is provided with a vertical upright, D, and one side of the vessel has an upright, E, having a socket, F, in its upper end. The lower end of a bifurcated rod, G, turns in this socket, and a lever, H, is pivoted between the bifurcated ends, having an outwardly-projecting handle provided with a hook suspended from it, which hook I may engage a hook, J, upon the side of the vessel, keeping the outer arm of the lever tilted down. A frame, K, is pivoted at the middle of its top piece to the inner end of the lever, having a swiveled bolt, L, pivoted to the end of the lever and swiveled in the top piece of the frame, and the side pieces, M M, of this frame fit and slide in vertical grooves N N in the diametrically-opposite sides of the vessel. The lower ends of the side pieces are connected by means of a horizontal cross-shaped frame, O, having a central aperture, P, and the ends of this cross shaped frame extend to near the sides of the vessel. A number of sleeves, Q, fit one outside of the other upon the central upright in the vessel, and may be placed upon the same or removed, as desired, and the upper end of the upright is screw-threaded, as shown at R, and a hand-nut, S, may fit upon this screw-threaded end.

When the machine is to be used, the wheel, having had the hot tire placed upon it, may be placed upon the horizontal cross-shaped frame, whereupon the lever and frame may be swung around, so as to bring the frame above the vessel. The hook of the lever may engage the hook of the vessel while the frame is held raised, and the wheel and frame are so centered that the side pieces of the frame will register with the grooves in the vessel and the bore of the hub will register with the central upright, upon which a sufficient number of sleeves have been fastened to make the upright and sleeves fit in the bore of the hub. The frame may now be immersed into the vessel, which is filled with water, and the tire will be cooled and shrink in a moment of time, the hub being held centered by the upright, so that all uneven shrinking of the wheel may be avoided.

When dished wheels are placed upon the frame, the hand-nut is placed upon the upright as soon as the frame and wheel have been immersed, causing it to bear against the hub of the wheel and to prevent the said hub from being crowded out too far by the shrinking of the wheel, so as to cause the wheel to have too great a dish.

After the tire has been cooled the frame with the wheel may again be raised, when it may be swung to one side and the wheel removed, and the machine will be ready for another wheel.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a machine for cooling tires upon vehi-

cle-wheels, the combination of a cylindrical vessel, an upright at the side of said vessel having a socket in its upper end, a rod in said socket, a lever pivoted to the upper end of said rod, and a wheel-supporting frame suspended from the inner end of said lever.

2. In a machine for cooling tires upon vehicle-wheels, the combination of a cylindrical vessel having vertical grooves at diametrically-opposite points of its inner sides, a screw-threaded upright at the central portion of its bottom, a supporting-upright at the side of said vessel, a lever pivoted to the upper end of said supporting-upright, a frame suspended from the inner end of said lever, consisting of a top piece and two side pieces, said side pieces adapted to fit and slide in said vertical grooves, a cross-shaped frame having a central aperture secured at the ends of two of its arms to the lower ends of said side pieces, and means for securing the wheel upon said cross-shaped frame.

3. In a machine for cooling tires upon vehicle-wheels, the combination of a cylindrical vessel having a screw-threaded upright at the central portion of its bottom, a supporting-upright at its side having a socket at its upper end, a rod turning with its lower end in said socket and having its upper end bifurcated, a lever pivoted between said bifurcated ends, a hook upon the outer end of said lever engaging with a hook upon the side of the vessel, a swiveled bolt upon its inner end, a wheel-supporting frame suspended upon said bolt, and a hand-nut for securing the wheel upon said frame.

4. In a machine for cooling the tires of vehicle-wheels, the combination of a cylindrical vessel having a screw-threaded upright in its bottom, sleeves fitting detachably upon said upright and upon each other, a hand-nut upon said upright above said sleeves, and a wheel-supporting frame pivotally secured to the side of said cylindrical vessel, as and for the purpose set forth.

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

GEORGE MEYERS.

Witnesses:

GEORGE BARRETT,

BURTON BARRETT.