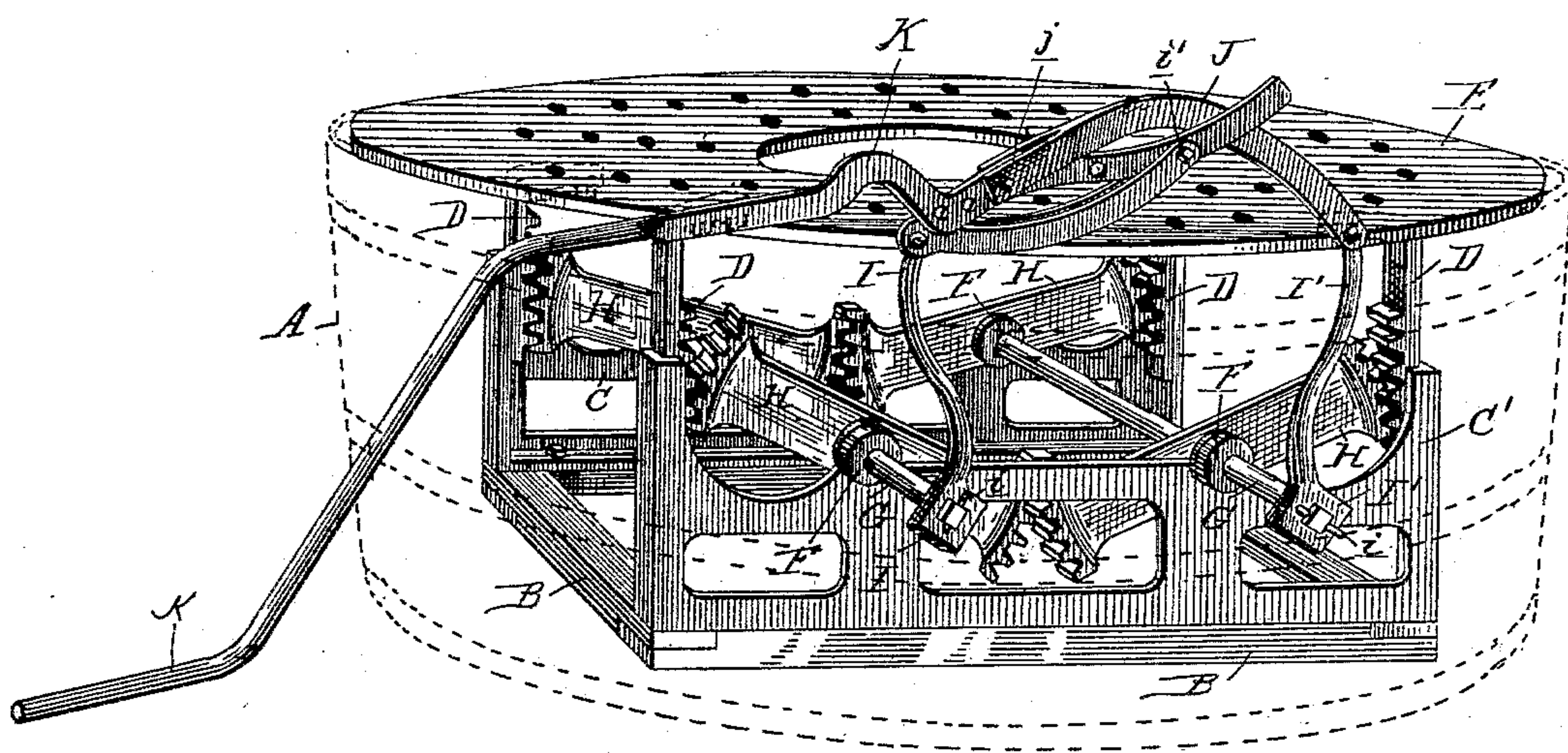


(No Model.)

P. SCHLOSSER.
TIRE APPARATUS.

No. 414,592.

Patented Nov. 5. 1889.



WITNESSES

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UNITED STATES PATENT OFFICE.

PETER SCHLOSSER, OF DEFIANCE, OHIO.

TIRE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 414,592, dated November 5, 1889.

Application filed March 2, 1889. Serial No. 301,783. (No model.)

To all whom it may concern:

Be it known that I, PETER SCHLOSSER, a citizen of the United States, residing at Defiance, in the county of Defiance and State of Ohio, have invented certain new and useful Improvements in Tire Apparatus, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This improvement relates to that class of tire apparatus in which the table is raised and lowered by means of racks attached to the underside of the table; and the invention consists in the peculiar construction, arrangement, and combination of parts hereinafter more fully described, and then definitely pointed out in the claims.

15 The accompanying drawing shows a perspective view of my invention, with the tub in which it is used shown in dotted lines the better to show the construction.

20 In said drawing, A represents the tub, of any suitable material, on the bottom of which sets the base B, from the opposite sides of which rise the side frames C C'. Each end of these side frames is formed L-shaped in horizontal cross-section, so as to form guides for the four racks D D D D, bolted on the under side of the table E, which should be made of suitable size to receive and securely hold the largest-sized wheel of which it is intended to set the tire, and is provided with a central hole to receive the hub of the wheel. Each of the side frames has two bearings F to receive the shafts G G, which run from one frame to the other, and each carries two geared double segments H H. One section of each segment gears with one of the racks D, while the opposite section of said segment gears with the corresponding section of another double segment, whose other section gears in like manner with another rack D, and as all the segments are keyed fast upon the shafts any motion of one segment is communicated to the others, and thus all the racks are acted upon simultaneously and equally. The near ends of the shafts are squared, and on these ends are fitted arms I I', which are fastened by pins i i, driven through holes in the ends of the shafts. To

the arm I' is pivoted a link J, connected at j to a lever K, and to the arm I two links are pivoted, which are connected to the lever K at i', and the parts are so arranged that as the lever is raised the upper ends of the arms 55 are pushed apart, the shafts turned in opposite directions, the outer sections of the geared segments are caused to descend, and the racks and table of course go with them, carrying the wheel whose tire is to be shrunk 60 into the water, where it is rapidly cooled. When it is desired to raise the wheel or to raise the table to receive a wheel, all that is necessary is to press the lever downward in the position shown, when the segments, acting on the racks, raise the table, and the peculiar arrangement of the lever and links forms a lock by which the table is held perfectly steady and firm without any catch or other device to hold the table in place. 70

While it is evident that with my arrangement of geared segments and racks some other form of lock may be used for holding the table steady in its raised position, I prefer that shown, as it is perfectly reliable and requires no attention whatever, and is therefore much superior to any locking device which requires attention to lock or unlock. 75

The height to which the table may be raised and held can be varied by changing the pins connecting the links with the lever from the holes they now occupy to either of the other holes in the lever shown in the drawing. 80

What I claim as new is—

1. The combination, in a tire-setter, of a table, four racks depending therefrom, and four oscillating double segments, each gearing with an opposite segment and with one of the racks, substantially as described. 85

2. The combination, in a tire-setter, of a table, four racks depending therefrom, four segments gearing with said racks, two shafts carrying said segments, an arm on each shaft, a lever, and links connecting the arms to the lever, substantially as described. 90 95

3. The combination, in a tire-setter, of a table, a base, two side frames rising from said base, four racks depending from the table and guided between the opposite ends of the side frames, two shafts mounted in bearings 100

in the side frames, four geared double segments mounted on the shafts, one section of each segment gearing with a rack and its other section gearing with one section of another double segment, an arm on each shaft, a lever, and links connecting the arms to the lever, all substantially as shown and described.

In testimony whereof I affix my signature, in presence of two witnesses, this 23d day of February, 1889.

PETER SCHLOSSER.

Witnesses:

H. G. BAKER,

R. H. GLEASON.