

No. 626,505.

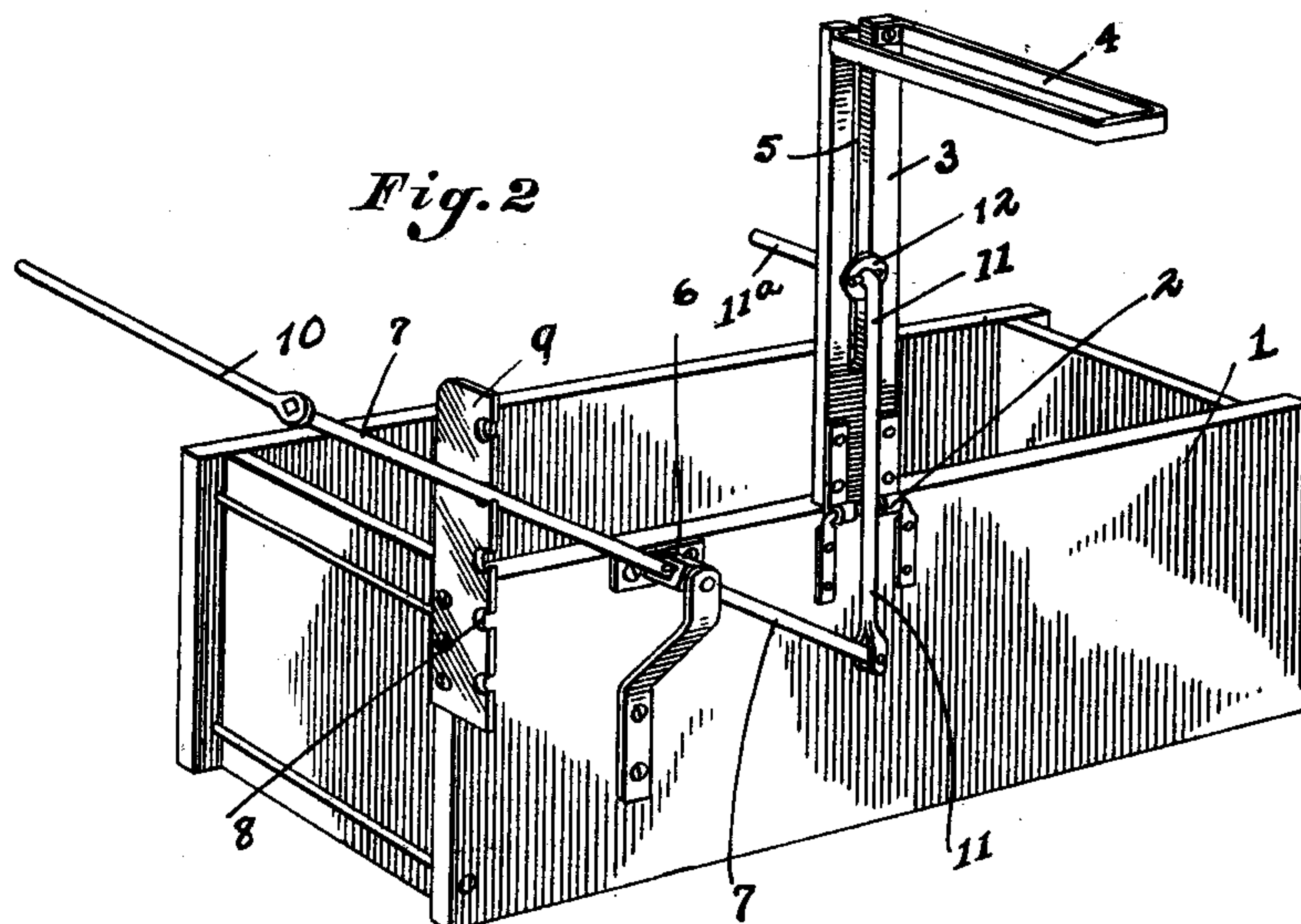
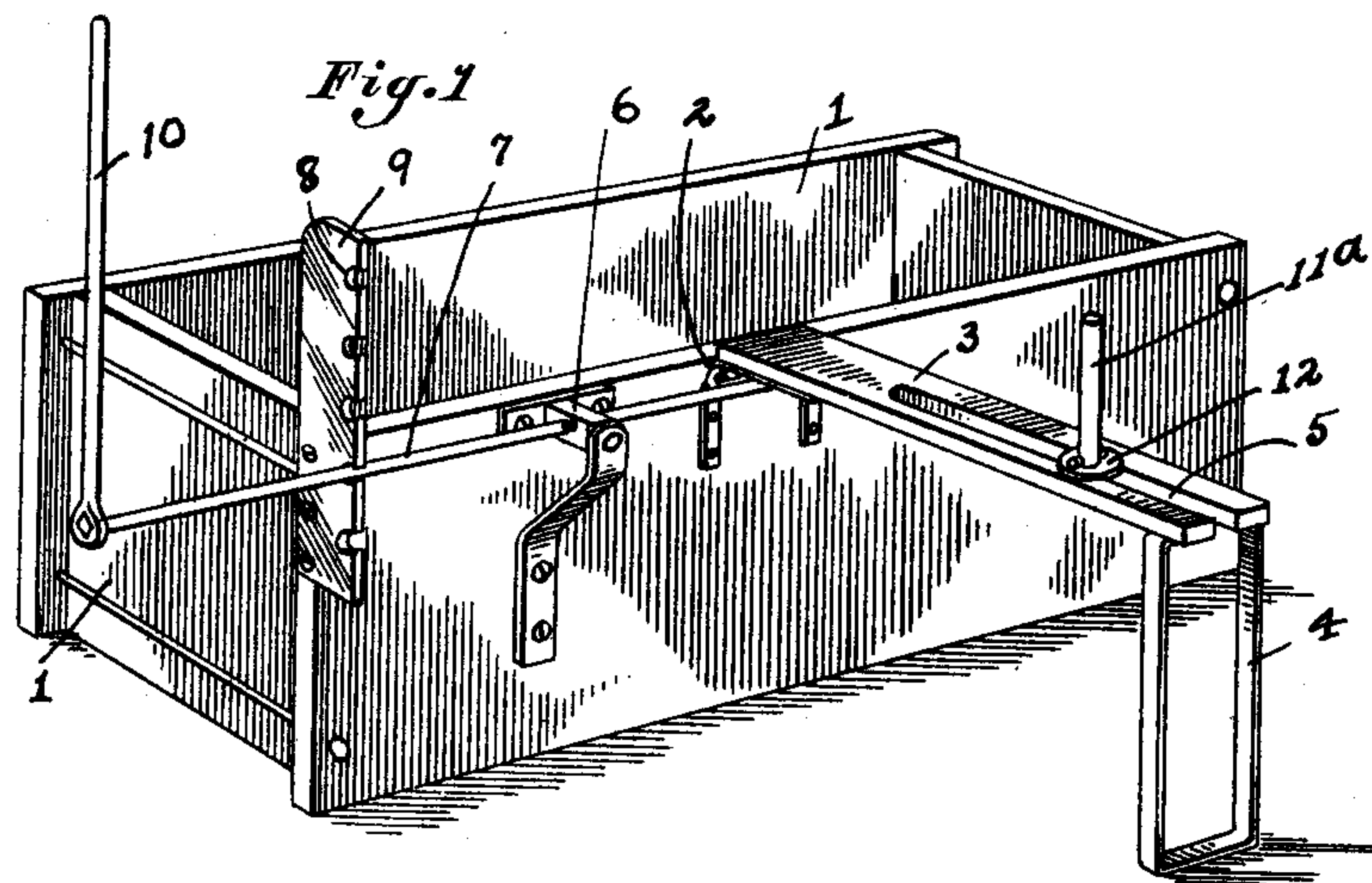
Patented June 6, 1899.

A. C. SCHODORF.

TIRE COOLER.

(Application filed Feb. 1, 1899.)

(No Model.)



WITNESSES:

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# UNITED STATES PATENT OFFICE.

ANDREW C. SCHODORF, OF GALLOWAY, OHIO.

## TIRE-COOLER.

SPECIFICATION forming part of Letters Patent No. 626,505, dated June 6, 1899.

Application filed February 1, 1899. Serial No. 704,090. (No model.)

*To all whom it may concern:*

Be it known that I, ANDREW C. SCHODORF, a citizen of the United States, residing at Galloway, in the county of Franklin and State of Ohio, have invented a certain new and useful Improvement in Tire-Coolers, of which the following is a specification.

My invention relates to the improvement of wheel-tire coolers; and the objects of my invention are to provide an improved construction of wheel-tire cooler whereby the wheel may be supported in a convenient position for setting the tire and whereby said wheel may be raised and inserted in a body of water in a simple and convenient manner and with the expenditure of a comparatively small amount of power, to provide means for adjusting the height of the wheel in the water-tank, and to produce other improvements in details of construction, which will be more fully pointed out hereinafter. These objects I accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a view in perspective of my device in position for pivoting the wheel after setting the tire, the usual supporting-trestles being omitted for the sake of clearness in illustration; and Fig. 2 is a similar view showing the position of the parts when the wheel is supported in the cooling-tank.

Similar numerals refer to similar parts throughout both views.

In carrying out my invention I employ a suitable form of water tank or box 1, adjacent to the top of one of the longer sides of which I hinge, as indicated at 2, a bar 3, which is adapted to be supported in a horizontal position from the tank-body by a suitable standard or leg 4, which is secured to the outer end portion of said bar 3 and the lower side of which is adapted to bear upon a floor or ground surface. As indicated at 5, the greater portion of the bar 3 is provided with a central longitudinal slot which is open at its outer end. At a point between the bar 3 and one end of the tank I journal an outwardly-projecting bearing-block 6, in which is centrally journaled a horizontal rod 7, which runs in the direction of the length of the tank, the outer portion of said rod 7 being adapted to engage the desired one of a number of notches 8, formed one above the other in the outer edge

of a vertical catch-plate 9, which is secured to said tank-body and projects outwardly therefrom. The outer extremity of the rod 7 is also provided with a suitable lever or handle 10, which may be of any desired length. The inner end of the rod 7 is, as indicated more clearly in Fig. 2 of the drawings, jointly connected with one end of a wheel-retaining rod 11, the latter extending at right angles with the rod 7 and having its outer portion upturned, as indicated at 11<sup>a</sup>, said upturned portion projecting loosely through the slotted opening 5 of the bar 3 and carrying on opposite sides of said slotted opening disks or washers 12.

During the usual operation of setting a tire on a wheel the bar 3 is supported in the position indicated in Fig. 1 of the drawings, the wheel being pivoted on the vertical portion 11<sup>a</sup> of the rod 11, the rim of said wheel being preferably supported in the usual manner upon trestles, which stand on opposite sides of the bar 3 and which are not herein shown. When the bar 3 is thus supported in the horizontal position, the rod 7 is also retained in a horizontal position, being engaged with one of the lower notches 8 of the standard 7. When it is desired to cool the tire, a downward pressure on the lever 10 results in the bar 3 being raised to a vertical position, such as is indicated in Fig. 2, and in the wheel which is thus suspended from the arm 11<sup>a</sup> being supported over and partially within the water-tank. In order, however, to lower said wheel to the desired depth in the water, the rod 7 is moved out of the first-engaged lower notch 8 and then lifted upward and engaged with one of the upper notches. It is obvious that by this operation and as shown in Fig. 2 the rod 11 will be lowered in proportion to the degree of upward movement of the rod 7 and that the wheel may thus be moved downward into the body of water contained in the tank to the desired depth, where it may be rotated to cool the tire in the usual manner.

It will be understood that the outward and inward movement of the rod 7, which is necessary to engage and disengage the same from the different notches of the standard 9, is due to the loose bearing of said rod 7 in the block 6 and to the looseness of the jointed rod 7 with the rod 11.



From the construction and operation herein described it will readily be seen that not only are simple, reliable, and convenient means provided for lifting a wheel into a water-tank, but that means are combined therewith for adjusting the height of said wheel within said tank. It will also be observed that the means which I have described for operating my device are such as to admit of the operation with a comparatively slight expenditure of labor.

Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

15 In a tire-cooler, the combination with the

tank and a bar 3 having a hinged connection therewith, said bar having a longitudinally-slotted opening and means for supporting said slotted bar in a horizontal position, of a rod 11 having its outer end portion extending 20 loosely through said bar-slot, a rod 7 having a rotary and fulcrumed support, one end of said rod having a jointed connection with said rod 11 and means connected with the tank for retaining said rod 7 at different inclinations, 25 substantially as specified.

ANDREW C. SCHODORF.

In presence of—

C. C. SHEPHERD,

EDWARD M. TAYLOR.