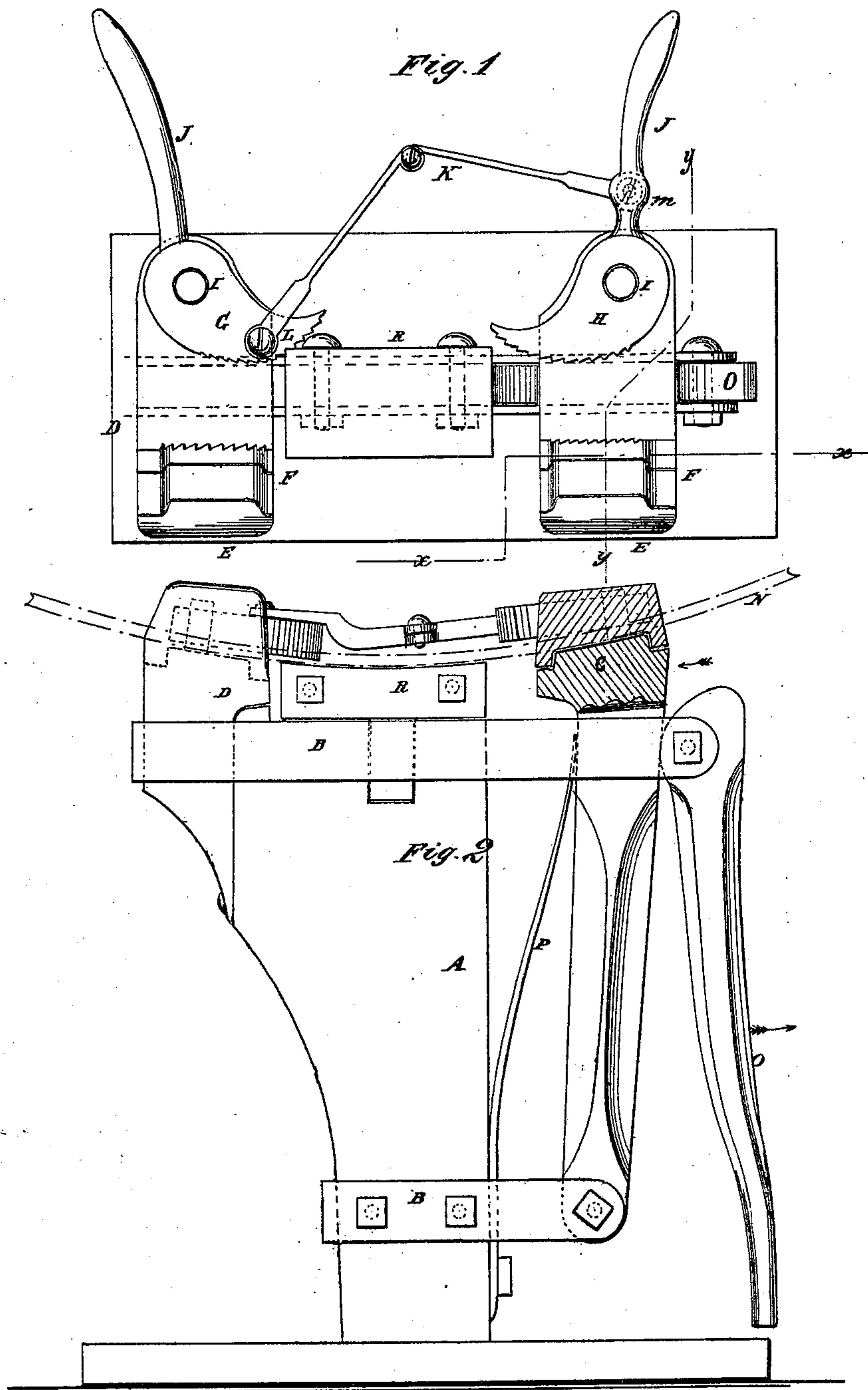


M. SCHON.

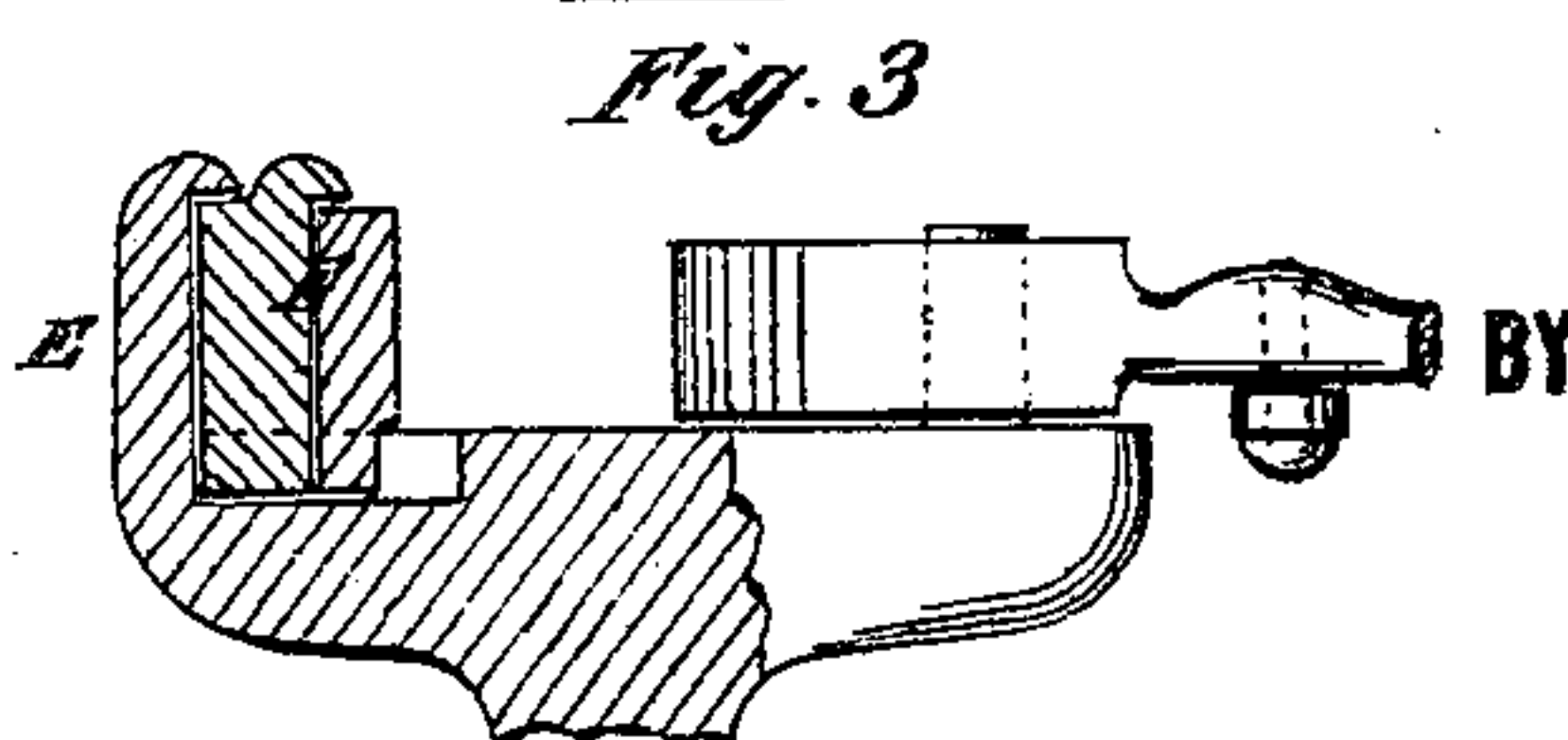
Machines for Upsetting Tires.

No. 148,385.

Patented March 10, 1874.



WITNESSES.
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MATHIAS SCHON, OF ENGLISHTOWN, NEW JERSEY.

IMPROVEMENT IN MACHINES FOR UPSETTING TIRES.

Specification forming part of Letters Patent No. **148,385**, dated March 10, 1874; application filed January 24, 1874.

To all whom it may concern:

Be it known that I, MATHIAS SCHON, of Englishtown, in the county of Monmouth and State of New Jersey, have invented a new and useful Improvement in Machine for Upsetting Wagon-Tire, of which the following is a specification:

Figure 1 is a top or plan view. Fig. 2 is a section of Fig. 1, taken on the line *x x*. Fig. 3 is a vertical section on the line *y y* of Fig. 1.

Similar letters of reference indicate corresponding parts.

The object I have in view is to so construct a machine for upsetting or shortening wagon-tire or iron bars of other description that it may be operated by one man, and so that it will be more durable and more efficient than the machines now in use for the same purpose.

The invention will first be fully described, and then pointed out in the claim.

A is the stand, made of wood or iron, having on each side a bar, B. These bars support the stationary head D, and guide the hinged head C. The stationary head is also attached to the edge of the stand A. These heads are placed crosswise of the bars, each having a flange or lip, E, against which the adjusting-blocks F are placed. G and H are the gripe-jaws, one on each of the heads, attached by strong pivot-pins I I. J J are lever-handles on the jaws. G is the operating-jaw. These jaws are connected by the jointed bar K, attached at one end at the point L on the jaw G, and at the other end at the point *m* of the lever of jaw H, so that, by operating the jaw G, the power is applied to the jaw H. This jaw H first strikes the tire N, when power is applied to the lever of the other jaws, which

gripes the tire. The power being continued, the jaw G is made to gripe the tire, also. The tire is in a heated state, between the two jaws, and is firmly held, so that it can have no longitudinal motion, by the operator, while, with his left hand, he grasps the cam-lever O, and forces the movable jaw H and head toward the other jaw. This movement causes the jointed bar K to turn outward on its hinge and upsets the tire.

The bar K may be made of two springs jointed together, if desired; or any similar device may be employed for connecting the jaws.

The back movement of the movable jaw and head is produced by the spring P. The blocks for adjusting the spaces from the gripe-jaws, according to the width of the tire, are seen in Fig. 3.

R is the anvil, which is fastened between the two bars B. The tire is supposed to rest on the anvil R, and, in case it bends upward, may be forced down with a hammer. As soon as the cam-lever is applied, the lever of the gripe-jaw G may be released, so that the right hand of the operator is at liberty to handle the hammer. The movement of the bar K is slight, and a spring without a joint may, perhaps, be made to answer, instead of a jointed bar.

Having thus described my invention, I claim as new, and desire to secure by Letters Patent—

The combination of the gripe-jaws G H, connection K, heads C and D, bars B, adjusting-blocks F, cam-lever O, stand A, and anvil R, substantially as described.

MATHIAS SCHON.

Witnesses:

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