

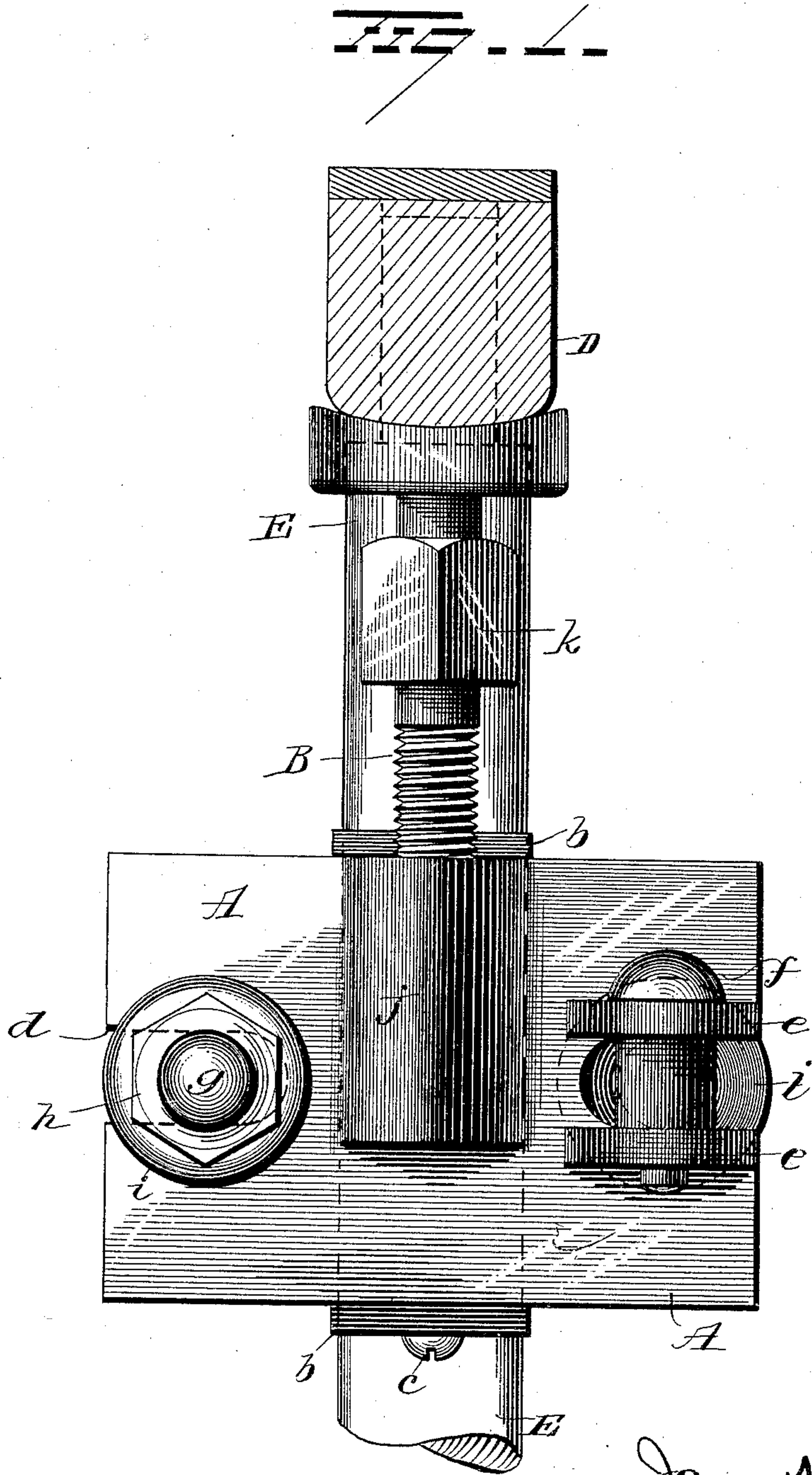
(No Model.)

2 Sheets—Sheet 1.

J. N. PARKER.
TIRE TIGHTENER.

No. 434,947.

Patented Aug. 26, 1890.



Witnesses
E. Nottingham
S. G. Nottingham

Inventor
James N. Parker.

By his Attorney
H. A. Simpson.

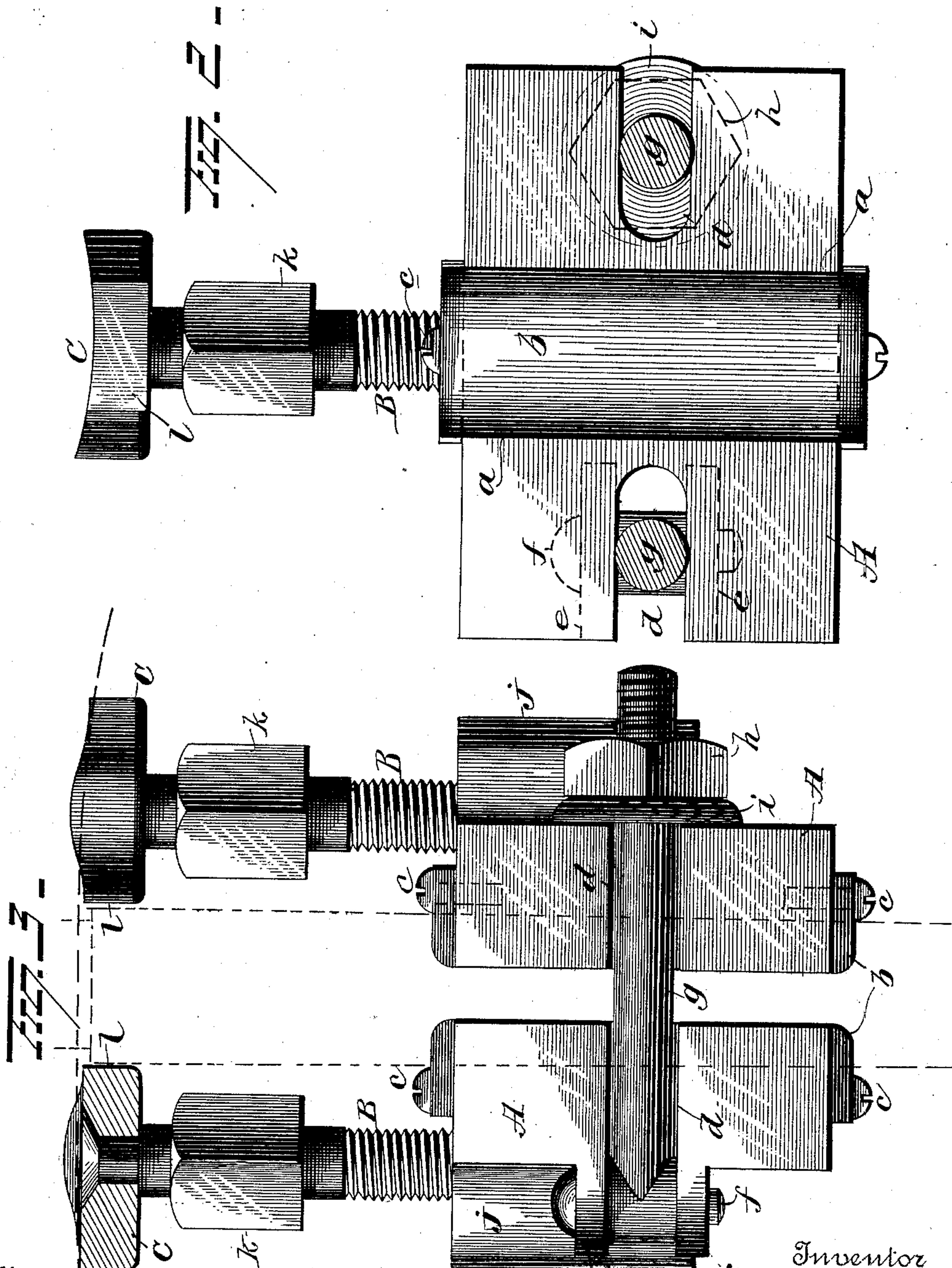
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Inventor
James N. Parker.
By his Attorney
H. A. Symon.

UNITED STATES PATENT OFFICE.

JAMES N. PARKER, OF ELKHART, INDIANA.

TIRE-TIGHTENER.

SPECIFICATION forming part of Letters Patent No. 434,947, dated August 26, 1890

Application filed March 12, 1890. Serial No. 343,590. (No model.)

To all whom it may concern:

Be it known that I, JAMES N. PARKER, of Elkhart, in the State of Indiana, have invented certain new and useful Improvements in Tire-Tighteners; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in devices for tightening tires, the object being to produce a device of this character which may be readily and quickly applied to a wheel without the necessity of removing the tire from the wheel or the wheel from the vehicle, and which shall be of simple, compact construction and easy to manipulate.

With this object in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view of my improved tire-tightener, showing the manner in which the same is applied to a wheel. Fig. 2 is an inner face view of one-half of the device. Fig. 3 is a sectional view.

A A represent two clamping-blocks adapted to be clamped to a spoke of a wheel, as hereinafter explained. Each block A is provided on its inner face with a recess *a*, adapted to conform to the contour of a spoke, and in each recess *a* a washer *b*, of leather or other suitable material, is inserted to prevent the spoke from becoming marred by the metallic blocks. The washers *a* are extended beyond the top and bottom of the blocks, and, being bent over the top and bottom of the blocks, are provided with perforations for the reception of screws *c*, which screws enter screw-threaded perforations in the blocks, and thus secure the washers in place in the curved recesses *a*.

In each end of each block A is an elongated recess *d*, and at opposite sides of one of the slots *d* of each block A an ear *e* is made.

Pivotally connected between each pair of ears *e* by means of pins *f* is a bolt *g*. These bolts are adapted to be swung into the slots *e* when the blocks are placed in position on a spoke, and are screw-threaded at their outer ends for the reception of nuts *h*, by means of

which said blocks may be tightly clamped to a spoke, washers *i* preferably being inserted between the nuts *h* and the blocks A. 55

Projecting centrally from the outer face of each block A is a boss *j*, the upper ends of which bosses are preferably flush with the upper edges of the blocks. In each boss *j* a screw-threaded perforation is made for the reception of a screw B, each having a square portion *k* for the reception of a wrench, by means of which to operate said screws. 60

To the upper or outer end of each screw B a head C is swiveled. The upper or outer face of the heads C are made concave to conform to the contour of the felly of a wheel, and a portion of the periphery of each head C is made with a flat face *l*, to permit the free passage between them of a spoke. 70

The device being constructed as above set forth, it is clamped to a spoke in the manner before stated, and the heads C are made to bear against the felly D at opposite sides of a spoke E. 75

The outward pressure exerted by the device upon the felly can readily be regulated by manipulating the screws C. When the felly is thus forced outwardly, a washer of leather or other suitable material will be inserted between the felly and shoulder of the adjacent spoke. This operation may be repeated at different points (preferably four) throughout the periphery of the wheel until the tire becomes sufficiently tightened. 85

A tire-tightener thus constructed is very compact, as well as easy and effective in operation.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is— 90

1. In a tire-tightener, the combination, with a pair of clamping-blocks adapted to fit the spoke of a wheel, said blocks having recesses in their sides, and a bolt pivoted to each block and adapted to enter the recessed sides of the blocks and secure the two blocks together, of screws in the blocks having swiveled concaved heads thereon to receive the felly of the wheel, substantially as set forth. 95

2. In a tire-tightener, the combination, with a pair of clamping-blocks having their adjacent faces recessed vertically and faced with washers, and having bolt-recesses in their 100

sides, and bolts pivoted to each block in position to swing into the recesses and be held therein, of screws in the blocks, said screws having angular portions on them and swiveled heads on their free ends, said heads being concaved on the top and flattened on one side, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JAMES N. PARKER.

Witnesses:

F. W. WILCOX,
JOSEPH HENRY.