

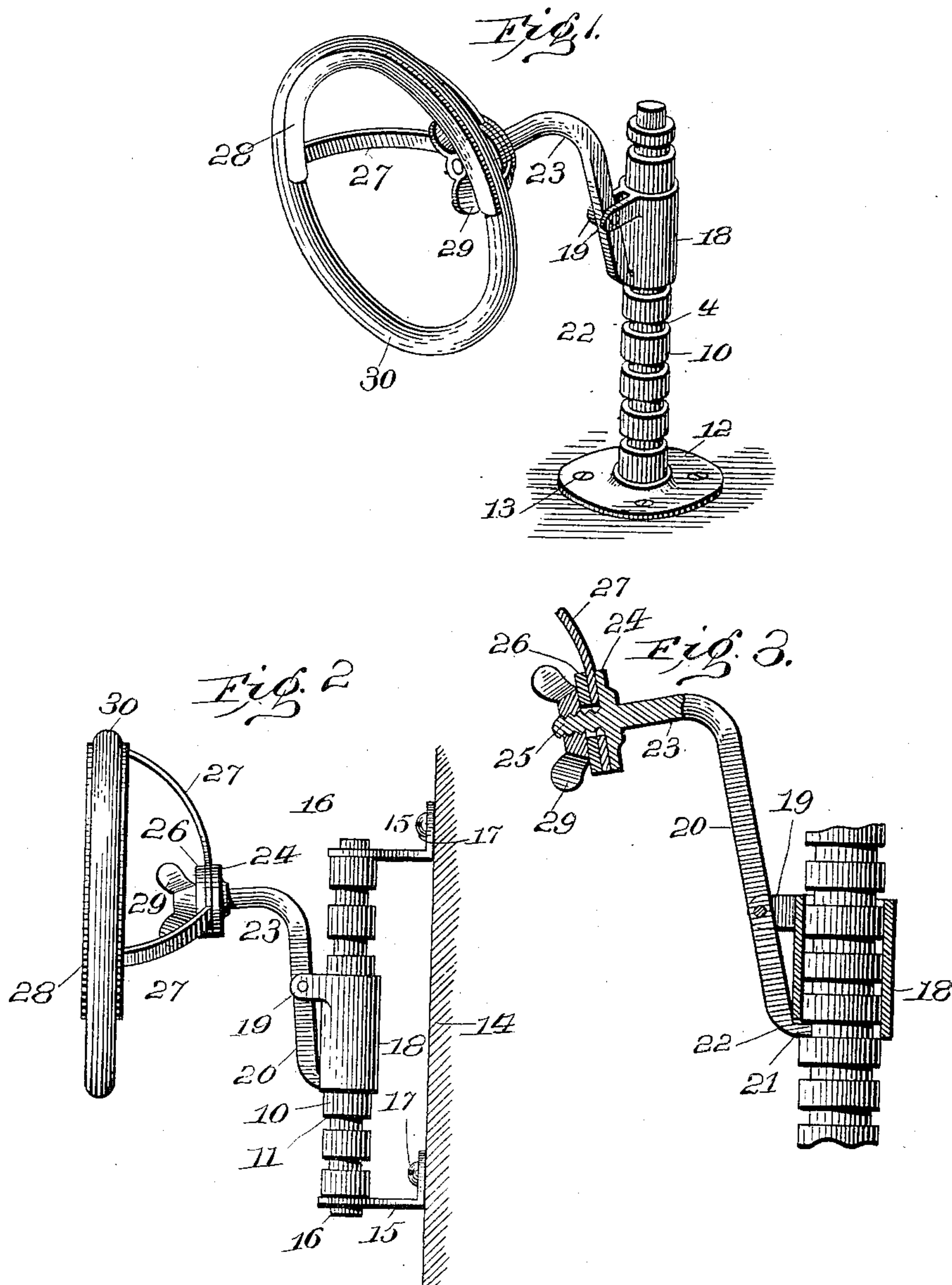
No. 658,619.

Patented Sept. 25, 1900.

G. L. CLARK.
TIRE SUPPORTING FRAME.

(Application filed Feb. 2, 1900.)

(No Model.)



witnesses:
J. M. Fowler Jr.
Chas. L. Case.

Inventor:
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UNITED STATES PATENT OFFICE.

GEORGE L. CLARK, OF WARREN, PENNSYLVANIA.

TIRE-SUPPORTING FRAME.

SPECIFICATION forming part of Letters Patent No. 658,619, dated September 25, 1900.

Application filed February 2, 1900. Serial No. 3,707. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. CLARK, a citizen of the United States, residing at Warren, in the county of Warren and State of Pennsylvania, have invented certain new and useful Improvements in Tire-Supporting Frames; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

This invention relates to tire-supporting frames especially adapted for the support of pneumatic tires while the same are being repaired, the inner tube being inserted or removed or being otherwise treated.

The object of the invention is to provide such a supporting-frame that may be easily and quickly adjusted to any position required and which shall be simple and inexpensive in construction and possess a maximum of efficiency.

The invention will be fully described hereinafter, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of a tire-supporting frame constructed in accordance with my invention; Fig. 2, a side elevation showing the frame supported by a wall or other vertical support. Fig. 3 is a view, partly in section and partly broken away, showing some of the details of construction.

As shown, I provide a standard or post 10, which is provided with a series of parallel circumferential grooves 11. If the supporting-frame is to be attached to the floor or to a bench, it will be provided with an extended base-plate 12, as shown in Fig. 1, which is perforated for the passage of screws 13 or similar fastening devices; but if intended to be supported by a wall or other vertical support, as indicated in Fig. 2, then a pair of brackets 15 will be provided, which will receive shouldered and reduced ends 16 of the standard and be secured to the vertical support 14 by screws or similar fastening devices 17. A collar 18 is fitted on the standard 10 to slide freely thereon and is provided near its upper end with a pair of spaced ears 19,

between which an arm 20 is pivoted at a point intermediate its ends. The lower end of the arm is bent at substantially a right angle to form a locking-finger 21, which is adapted to pass through a slot 22 in the lower end of the sleeve and engage in either of the circumferential grooves 11 of the standard, thus locking the sleeve against vertical movement, but permitting it and the arm to turn freely about the standard. The upper end of the arm is bent to form a forwardly-projecting portion 23, which is provided with a collar or flange 24 near its outer end, and the portion beyond the flange is threaded, as indicated at 25.

The tire-support proper consists of a spider formed of a perforated disk 26 and a plurality of radiating arms 27, to the outer end of which arms a segmental rest 28 is secured, such rest being preferably concavo-convex in cross-section in order that the tire 30 may seat in the concave face and be restrained from free lateral movement. The perforated disk 26 is adapted to fit over the threaded end 25 of the arm, and a thumb-nut 29 will preferably be used to clamp it in position. It is obvious, however, that by loosening the thumb-nut the segment may be turned circumferentially to any desired position and then be locked in such position by tightening the nut. The sleeve, arm, and segment are free to turn about the standard at all times, and in order to vertically adjust the segmental tire-rest it is only necessary to rock the arm 20 on its pivot to disengage the locking-finger 21 from the grooves 11, when the sleeve may be moved freely up or down the standard to the desired position, and on releasing the arm it will automatically turn on its pivot to cause the locking-finger 21 to engage in the proper groove 11, and as the preponderance of weight is above and outside the pivot of the arm the latter will normally maintain the locking-finger in the groove.

Preferably the device will be constructed of metal, although it may be of wood or part wood and part metal, and I do not in any way restrict myself in the material to be employed.

Having described the invention, I claim—

1. In a tire-supporting frame a standard provided with circumferential grooves, com-

bined with a sleeve mounted to slide and turn upon the standard, a tire-rest supported by and movable with the sleeve, and a locking device carried by the sleeve to detachably engage the grooves in the standard, substantially as set forth.

2. In a tire-supporting frame, a standard having a series of parallel circumferential grooves, a sleeve slidably mounted on the standard and free to turn thereon, an arm pivoted on the sleeve and having its lower end bent to form a locking-finger to engage in said grooves, and a tire-rest carried by the other end of the arm, substantially as set forth.

3. In a tire-supporting frame, a standard having a series of parallel circumferential

grooves, a sleeve slidably mounted on the standard and free to turn thereon, an arm pivoted to the sleeve and having its lower end bent to form a locking-finger to engage in said grooves, the other end of said arm being threaded and provided with a collar, a disk fitted over the threaded end, a plurality of arms radiating from the disk, a segmental tire-rest connected to the outer ends of said arms, and a thumb-nut to clamp the disk against the collar, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE L. CLARK.

Witnesses:

HENRY ELLER,
GEO. B. MUNN.