

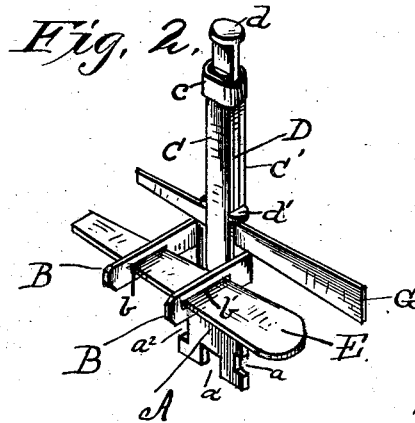
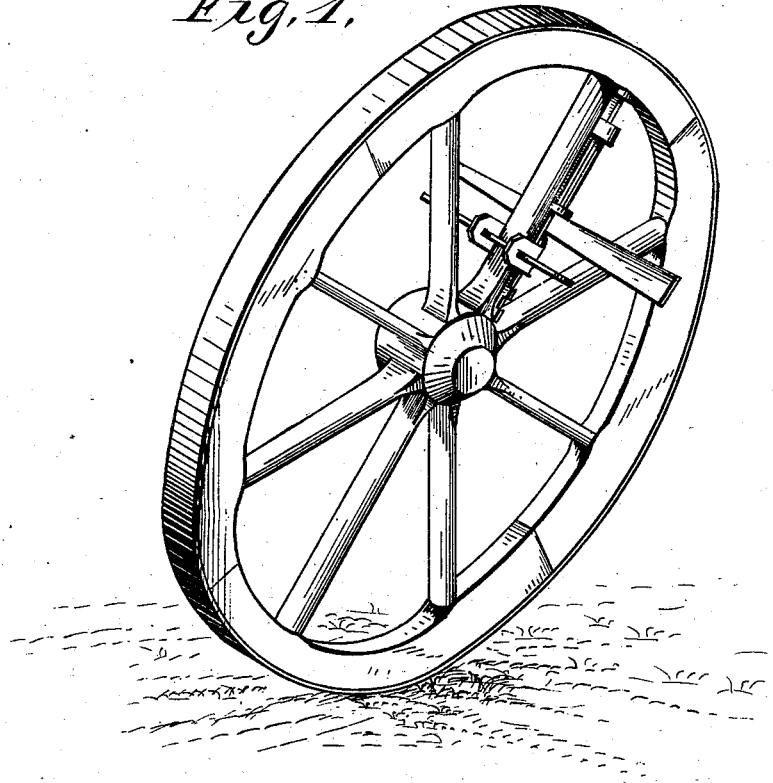
(No Model.)

H. N. LINDLER.
TIRE TIGHTENER.

No. 256,339.

Patented Apr. 11, 1882.

Fig. 1.



Witnesses:
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UNITED STATES PATENT OFFICE.

HEZEKIAH N. LINDLER, OF PINE RIDGE, SOUTH CAROLINA.

TIRE-TIGHTENER.

SPECIFICATION forming part of Letters Patent No. 256,339, dated April 11, 1882.

Application filed December 23, 1881. (No model.)

To all whom it may concern:

Be it known that I, HEZEKIAH N. LINDLER, a citizen of the United States, residing at Pine Ridge, in the county of Lexington and State of South Carolina; have invented certain new and useful improvements in Combined Lifting-Jacks and 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, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

This invention has relation to combined lifting-jacks and tire-tighteners; and the novelty consists in the construction of the same, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings, similar letters of reference indicate like parts of the invention.

Figure 1 is a view in perspective of my invention applied to a wheel as a tire-tightener, and Fig. 2 is a view of the device itself.

A is the flat base, provided with the different-sized indentures a a' a^2 , adapted to serve as wrenches for turning bolts, nuts, and the like. The upper part of the base A is bent at right angles to it, so as to form the ears B B' parallel to each other.

To the base A, between the ears B B', are secured two upright parallel guide-standards C C', their upper ends being encircled by a band, c .

Between the standards C C' is a sliding bar, D, provided with a flat top, d , and on its lower end a projecting guide, d' .

The ears B B' are provided with slots b b' , through which is inserted the wedge E. A similar wedge, G, is inserted between the standards C C', under the guide-base d' , and by

driving it in the sliding bar D is forced upward.

In operating the device as a tire-tightener the standards C C' are placed alongside of the spoke, with the base A resting on the hub and the flat top d of the bar D against the felly, the ears B B' projecting on each side of the spoke. The wedge E is then inserted in the slots b b' , so as to hold the device firm to the spoke. By inserting the wedge G under the base d' , between the guides C C', the sliding bar D is forced outward, pushing the felly from the tenon on the end of the spoke. A washer is then inserted around the tenon, or it is suitably wrapped with cord, wire, or leather, as may be most desirable. The wedges G and E are withdrawn and the device removed from the wheel. It will thus be seen that the operation can be effected in a simple manner and without removing the wheel from the vehicle.

When the device is used as a lifting-jack—as, for example, in raising the axle to remove or oil a wheel—the base A is placed on the ground, and the top d is placed under the axle. The wedge G is then inserted and the wheel raised from the ground.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

In a tire-tightener and lifting-jack combined, the base A, having the parallel ears B B', provided with slots b b' , and wedge E, in combination with the standards C C', sliding bar D, and wedge G, constructed substantially as set forth.

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

HEZEKIAH N. LINDLER.

Witnesses:

ROBT. W. FRICK,
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