No. 793,412. PATENTED JUNE 27, 1905.

W. L. BLISS.

WHEEL RIM CLAMP.

APPLICATION FILED SEPT. 11, 1903.

Fig. 1.

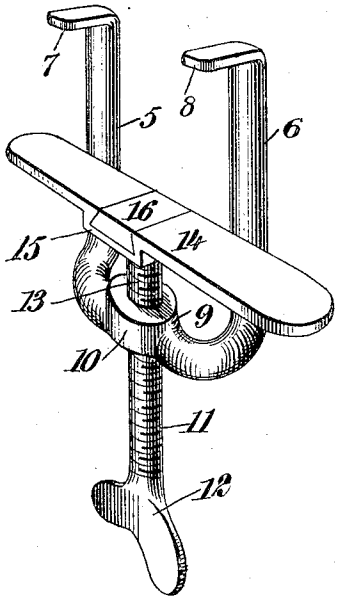


Fig. 2.

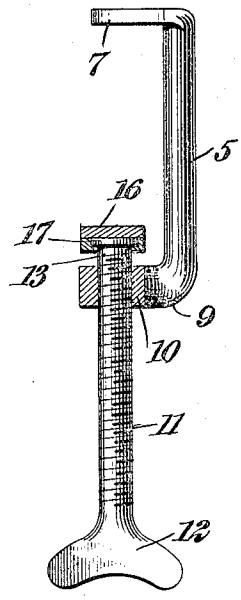
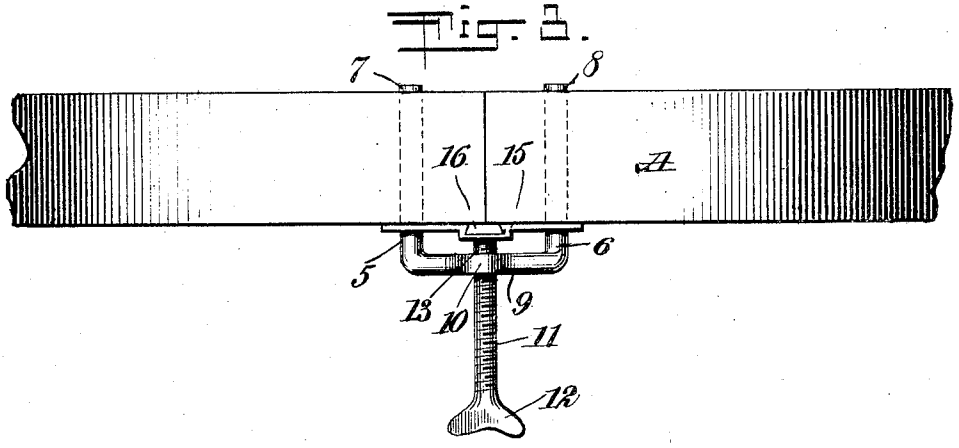


Fig. 3.



WITNESSES:

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No. 793,412. Patented June 27, 1905.

UNITED STATES PATENT OFFICE.

WILLIAM LINUS BLISS, OF SOUTH EGREMONT, MASSACHUSETTS.

WHEEL-RIM CLAMP.

SPECIFICATION forming part of Letters Patent No. 793,412, dated June 27, 1905.

Application filed September 11, 1903. Serial No. 172,766.

To all whom it may concern:

Be it known that I, WILLIAM LINUS BLISS, a citizen of the United States, and a resident of South Egremont, in the county of Berkshire and State of Massachusetts, have invented a new and Improved Wheel-Rim Clamp, of which the following is a full, clear, and exact description.

The present invention relates to a clamp for the rims of wheels, and has particular application to a new and improved device for perfecting the joints of the rims of vehicle-wheels.

The principal object of the present invention is to provide an article of the type referred to which may be readily, easily, and conveniently adjusted to the rim of a vehicle-wheel for the purpose of perfecting the joint of said rim when the latter is being placed upon the spokes, such device assisting in the final cutting or sawing of the rim.

A further object of the present invention is to provide a clamping device embodying the essential features of simplicity, durability, and inexpensiveness of cost.

With the above-recited objects and others of a similar nature in view the invention consists in the construction, combination, and arrangement of parts, as described in this specification, delineated in the accompanying drawings, and set forth in the annexed claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a rim-clamp embodying my invention. Fig. 2 is a vertical sectional view taken through the main or bracket portion of the improvement; and Fig. 3 is a detail view of a portion of a vehicle-wheel rim, showing the manner of employing my improved clamp.

Referring now to the accompanying drawings in detail, the letter A designates the rim of a vehicle-wheel on which my improved clamp is intended to be used. This clamp, which is clearly shown in Fig. 1, comprises, essentially, a U-shaped bracket or body portion having vertical arms 5 6, formed with extensions or lugs 7 8, at the upper free ends thereof, said lugs being bent approximately at right angles to the main portions of the arms of the clamps, while the base or horizontal member 9 of the U-shaped body portion is enlarged approximately centrally, as at 10, said enlarged portion being substantially circular in cross-section and having extending therethrough a threaded orifice designed to permit the passage of a screw-rod 11, said rod having at one end a finger-hold, as at 12, for the purpose of permitting a firm grasp to be obtained upon the screw to readily turn the same. At the opposite or upper end portion 13 of the screw-rod 11 is secured a horizontal bar, (designated as a whole by the numeral 14,) said bar having a depressed central portion, as at 15, forming a groove or channel for the reception of a separate block of material 16, said block being preferably of wood. The head of the screw-rod which extends through the depressed central portion 15 of the bar is flattened or enlarged, as at 17, forming what is commonly known as a "rivet-head," through the medium of which the bar 14 is firmly and securely connected with the screw-rod.

All the parts of the device, with the exception of the block 16, are formed of metal—such as iron, steel, or the like—said block being, as hereinbefore stated, of wood or other similar material.

From the above description, taken in connection with the accompanying drawings, the construction and manner of employing my improved rim-clamp will be readily apparent. The clamp is placed on the joint to be finished, the lugs or extensions 7 8 lying on the side of the rim, as clearly seen in Fig. 3, while the bar 14 is so placed on the opposite side of the rim that the wooden block 16 lies directly in line with the joint to be fitted, and a saw in going through the joint will strike the wood, and the teeth or edge of such saw will not be dulled, broken, or otherwise injured. The rim after being clamped is gradually brought to its permanent position by a hammer or mallet, the saw being run through the joint as often as necessary to obtain a proper fitting of the rim. The bar 14 may be moved into engagement with the under side of the wheel-

rim through the medium of the screw-rod 11 and may be readily removed therefrom by turning the rod in the opposite direction.

While I have herein shown and described one preferred embodiment of my invention, it is of course to be understood that there may be changes and variations with regard to minor details thereof without departing from the spirit of the invention or sacrificing any of the advantages thereof.

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

1. A device of the class described, comprising a body portion formed of approximately parallel arms and a connecting member extending between said arms, said connecting member having an enlarged central portion formed with an aperture extending therethrough, a rod designed to pass through said aperture, a bar secured to one end of said rod, and a block seated in a recess formed in said bar, substantially as set forth.

2. A device of the class described comprising a main member approximately U-shaped in contour, the free ends of the arms of said main member being formed with lugs arranged at an angle thereto, a screw-rod extended through an aperture formed in the horizontal member of the U-shaped body portion, a horizontally-disposed bar rigidly secured to said screw-rod, and a block of wood seated in a groove formed in the horizontal bar, substantially as set forth.

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

WILLIAM LINUS BLISS.

Witnesses:

GEORGE M. FULLER,

NORA BLISS.