

G. C. RUSSELL.
ANVIL ATTACHMENT.
APPLICATION FILED AUG. 24, 1910.

994,606.

Patented June 6, 1911.

Fig. 1.

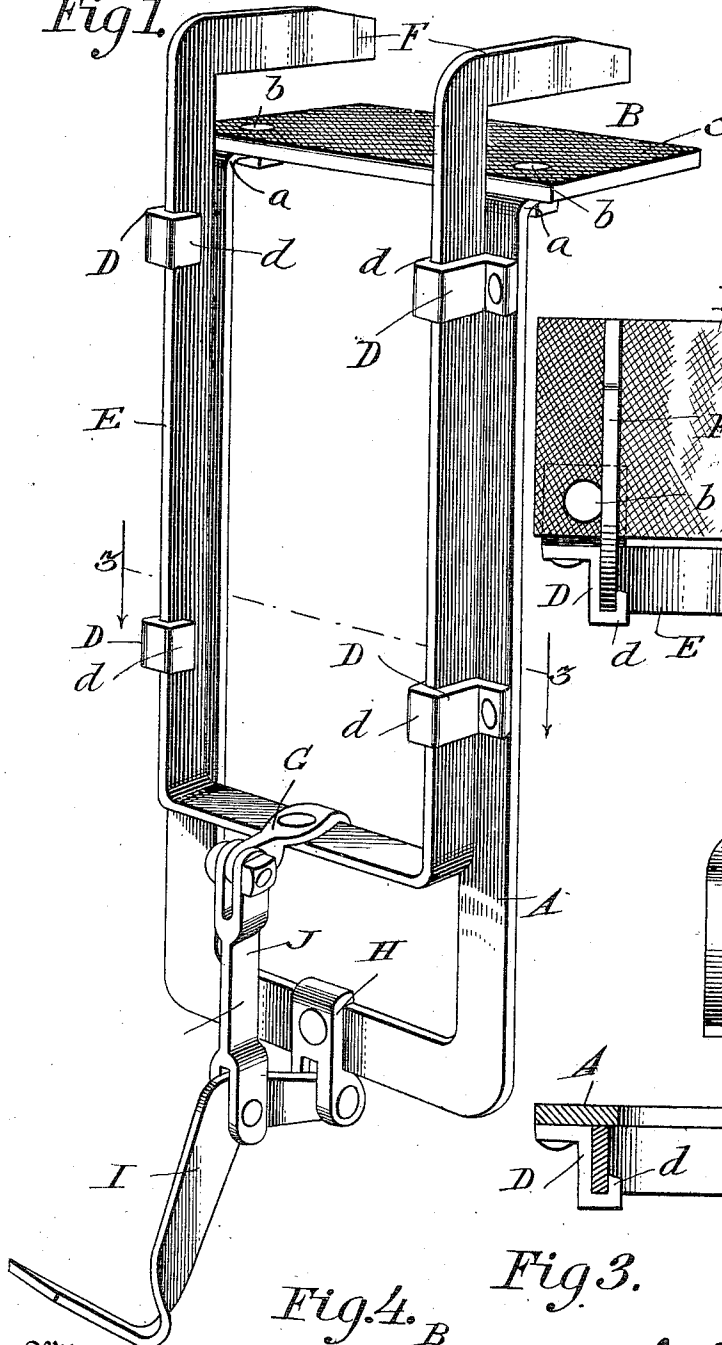


Fig. 2.

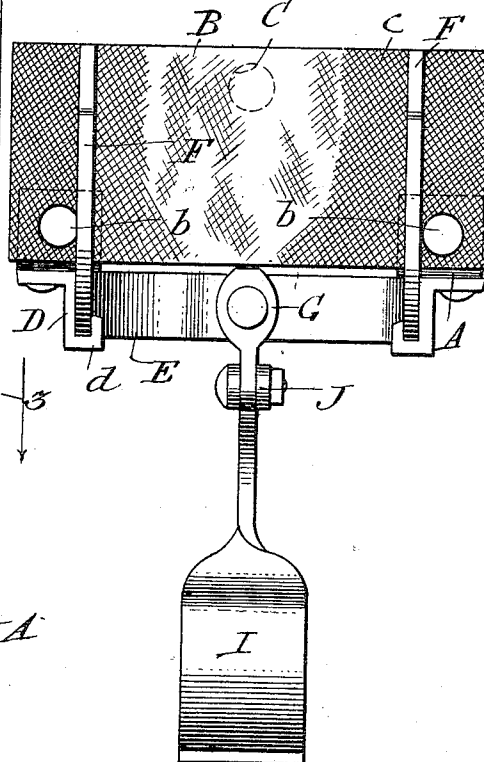


Fig. 3.

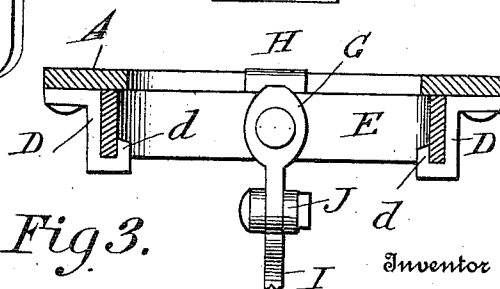


Fig. 4.



Witnesses
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GEORGE C. RUSSELL, OF BILOXI, MISSISSIPPI.

ANVIL ATTACHMENT.

994,606.

Specification of Letters Patent.

Patented June 6, 1911.

Application filed August 24, 1910. Serial No. 578,637.

To all whom it may concern:

Be it known that I, GEORGE C. RUSSELL, citizen of the United States, residing at Biloxi, in the county of Harrison and State of Mississippi, have invented new and useful Improvements in Anvil Attachments, of which the following is a specification.

My present invention pertains to anvil attachments such as are designed for holding tires while being upset by hand forging; and it has for its object to provide a simple, compact and efficient attachment, of the type stated, and one that is adapted to be conveniently handled as a unit, and is capable of being applied to and removed from an anvil with ease and despatch.

The invention will be fully understood from the following description and claim when the same are read in connection with the drawings, accompanying and forming part of this specification, in which:

Figure 1 is a perspective view of my novel anvil attachment. Fig. 2 is a plan view of the attachment as a whole. Fig. 3 is a transverse section taken in the plane indicated by the line 3—3 of Fig. 1, looking downward. Fig. 4 is a detail side elevation illustrating the depending pin on the bed plate.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which:

A is the main frame of the attachment. The said main frame is made of flat metal in general U-shape, and is provided at the upper ends of its side portions with horizontal terminals *a*. These terminals *a* are apertured for the passage of bolts *b*, through the medium of which the bed plate B is connected to the main frame; the said bed plate being superposed on the angularly disposed or horizontal terminals *a*, and being provided as shown in Fig. 4 with a depending pin C, designed to be placed in a socket formed in the upper side of an anvil (not shown), near the rear end of the said anvil. By reference to Fig. 2 it will be seen that the upper side of the bed plate B is roughed, as indicated by *c*, this in order to enable the bed plate to assist in holding the tire in the manner hereinafter set forth.

In addition to the main frame A and the bed plate B, my novel attachment comprises guides D fixed to the face of the frame A and extending outward therefrom and having inturned end portions *d*; a U-shaped slide E interposed and guided between the

said end portions *d* of the guides D, and the side portions of the frame A, and having at the upper ends of its side portions angularly disposed jaws F, which are arranged and movable vertically above the bed plate B; a fixture G connected to the cross-bar of the slide E and projecting forward therefrom; a fixture H fixed to the cross-bar at the lower end of the main frame A and depending from said cross-bar; an angular pedal lever I pivoted to the fixture H; and a link J connected at its upper end to the said fixture G, and at its lower end to the pedal lever I.

When it is desired to apply my novel attachment to an anvil, the bed plate B is superposed on the rear portion of the anvil, and the pin C is disposed in the before mentioned socket in the anvil, while the main frame A is permitted to hang from the anvil and rest close against the anvil stand. With the attachment positioned as stated, it rests close to the anvil stand and offers but a slight lateral projection therefrom, and hence it follows that an operator is enabled to conveniently actuate the pedal lever I with his right foot, while he uses his left hand in holding the tire upright and his right hand in wielding the hammer employed in the upsetting of the tire.

In using the attachment, the operator, by pressing upward on the outer arm of the pedal lever I with his foot, raises the jaws F above the bed plate B, and then the tire is interposed between the bed plate and the said jaws, with the usual upwardly curved loop of the tire disposed between the jaws. The operator then presses down on the outer arm of the lever I to clamp the tire between the jaws and the bed plate B, and then while so clamping the tire and holding the same with his left hand, the operator hammers the said loop out of the tire and by so doing shortens the tire.

Having described my invention, what I claim and desire to secure by Letters-Patent, is:

An anvil attachment comprising a flat, U-shaped frame having a cross-bar at its lower end and horizontal terminals at the upper ends of its side portions, a bed plate arranged on and connected to said terminals of the main frame and having a depending pin and also having a roughened upper side, guides fixedly connected to and extending forward from the side portions of

the main frame and having inturned ends,
a U-shaped slide movable vertically between
the said end portions of the guides and the
face of the main frame and having a cross-
5 bar at its lower end and also having jaws
extending at right angles from the upper
ends of its side portions and disposed above
the bed plate, a fixture depending from the
cross-bar at the lower end of the main
10 frame, a pedal lever pivoted to said fixture,
a fixture on the cross-bar at the lower end

of the slide, and a link interposed between
and pivoted to the latter fixture and the
pedal lever.

In testimony whereof I have hereunto set 15
my hand in presence of two subscribing wit-
nesses.

GEORGE C. RUSSELL.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
