

Nov. 4, 1952

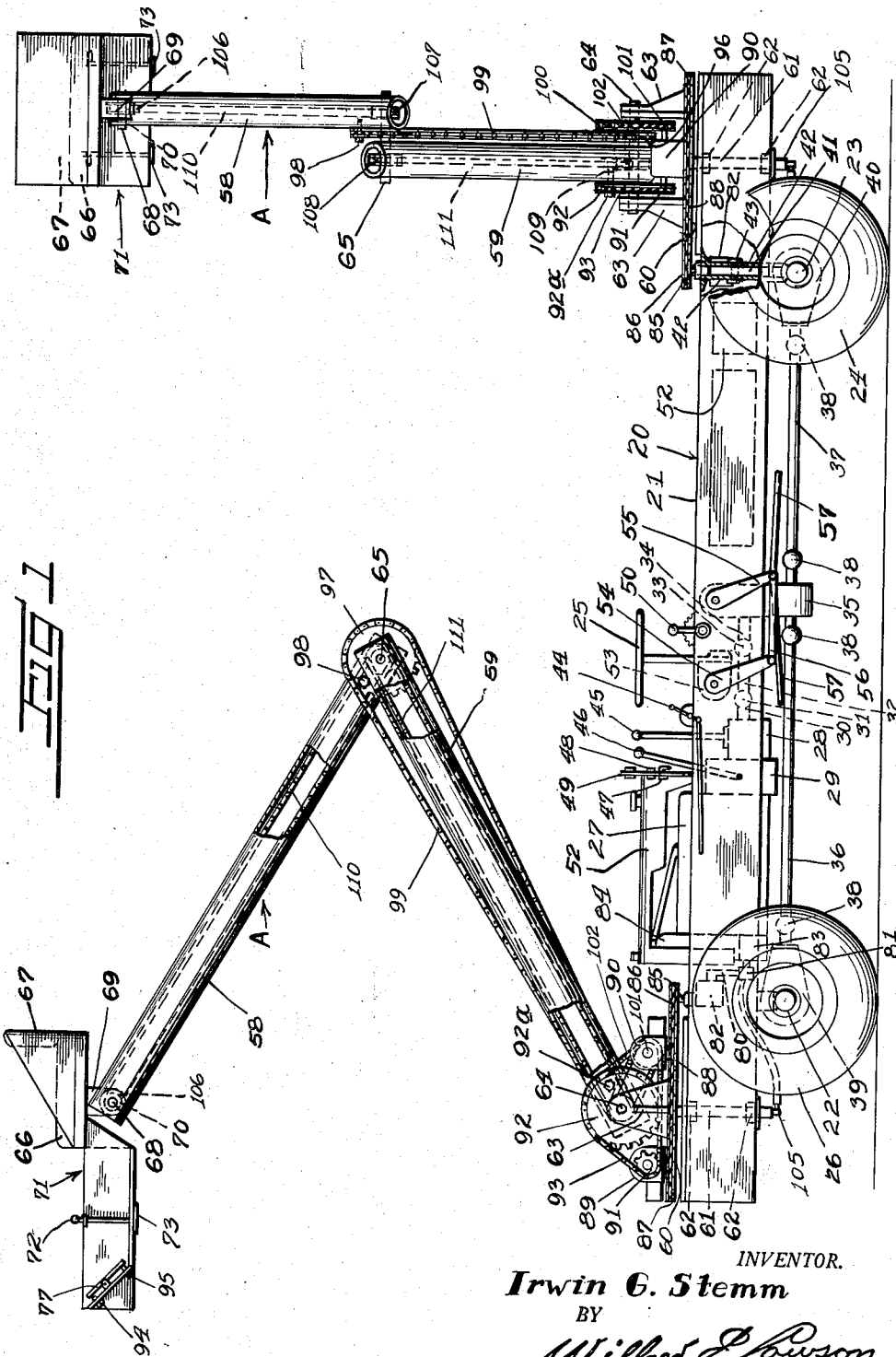
I. G. STEMM

2,616,768

CRANE SUPPORTED MOVABLE SELF-LEVELING SCAFFOLD

Filed Feb. 10, 1948

4 Sheets-Sheet 1



INVENTOR.
Irwin G. Stemm

BY

Wilfred E. Lawson

ATTORNEY

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I. G. STEMM

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4 Sheets-Sheet 2

FIG 4

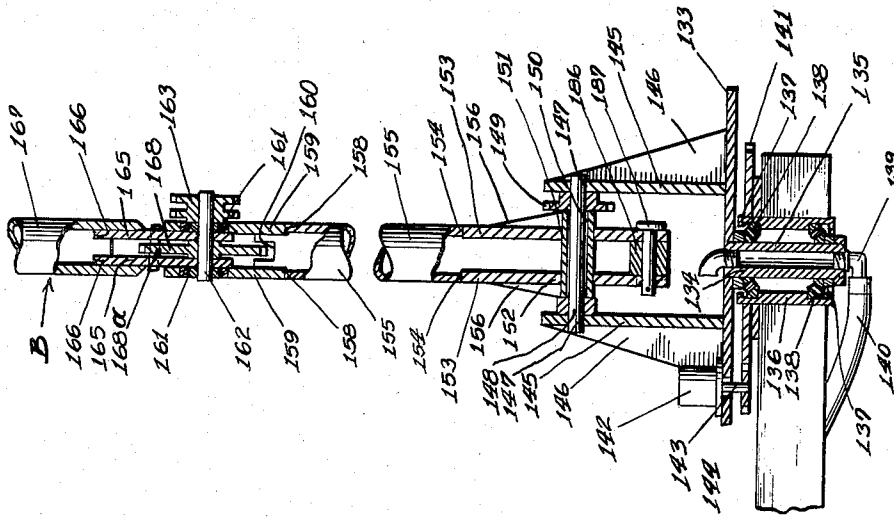


FIG 2

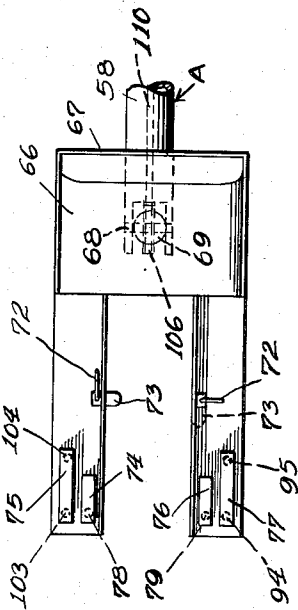
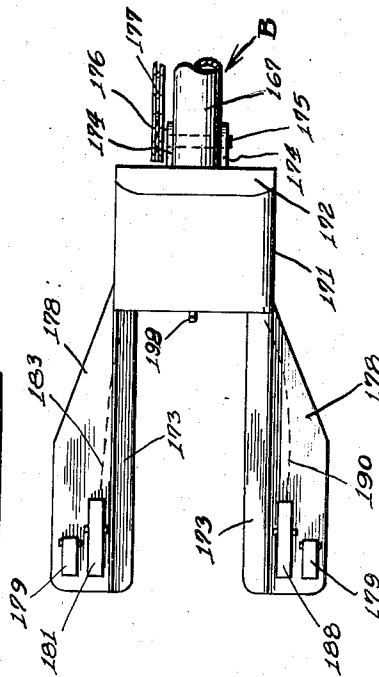


FIG 5



INVENTOR.
Irwin G. Stemm
BY
Wilfred Lawson
ATTORNEY

Nov. 4, 1952

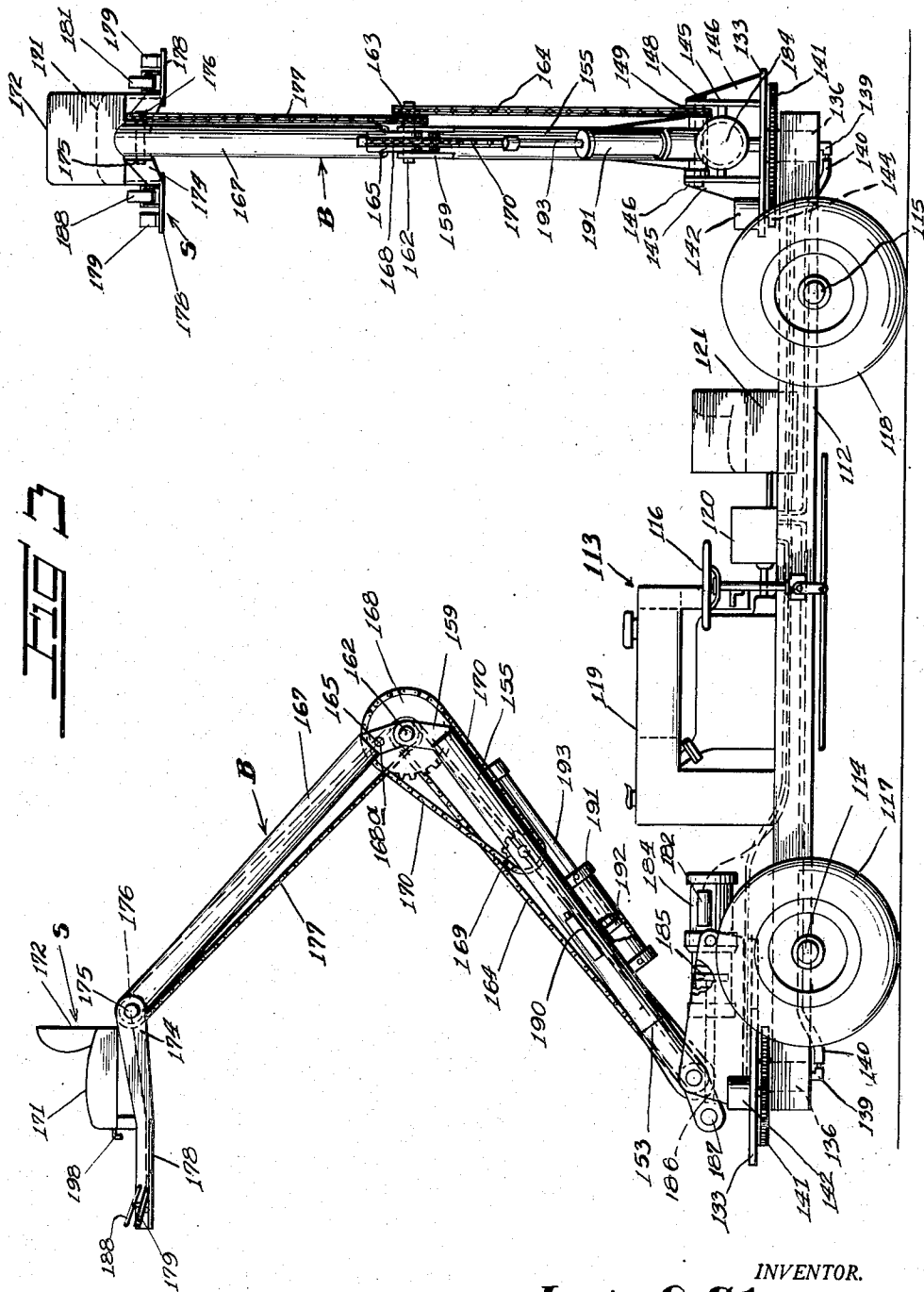
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4 Sheets-Sheet 3



INVENTOR.

Irwin G. Stemm

BY

BY
Wilfred Lawson

ATTORNEY

Nov. 4, 1952

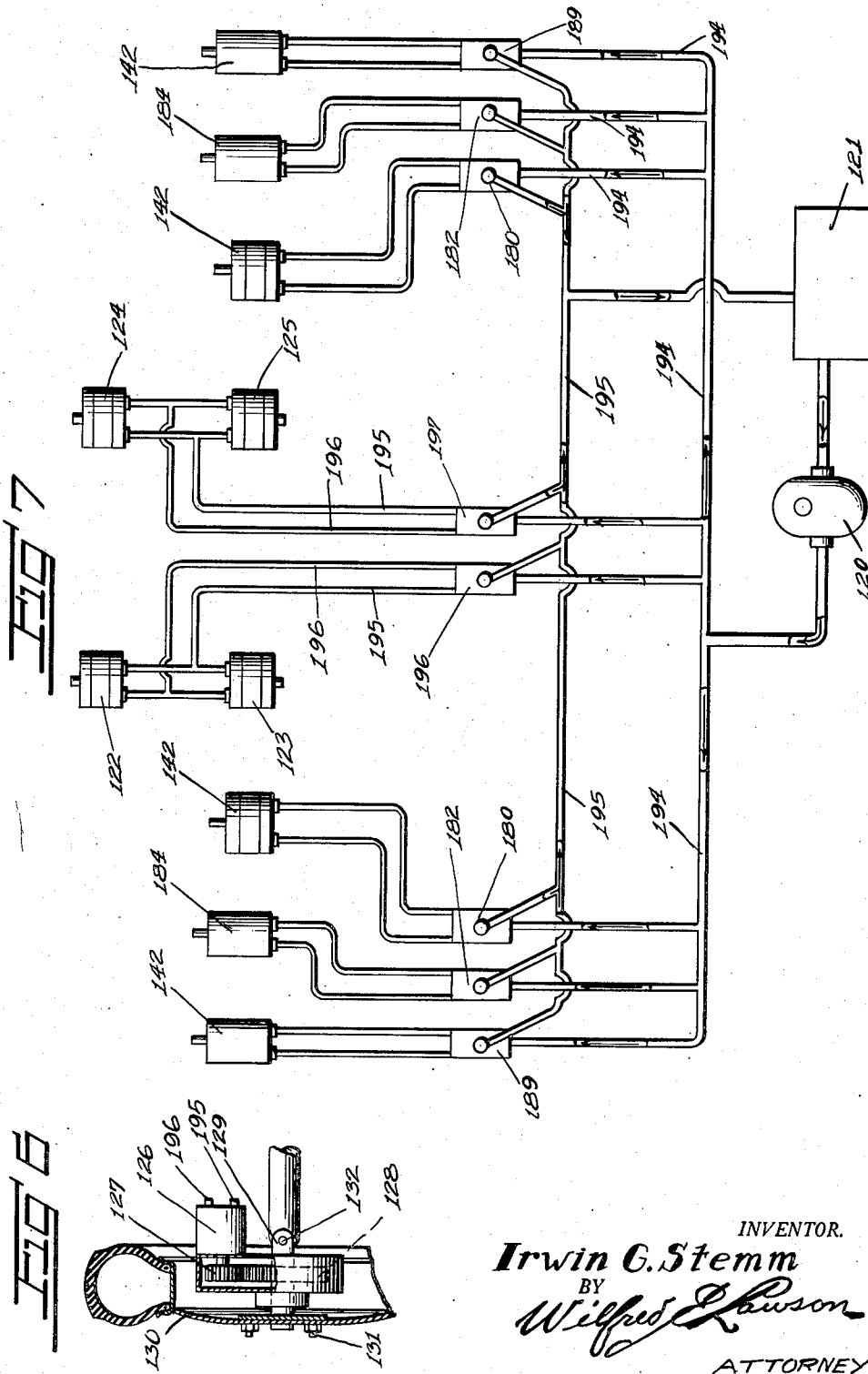
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4 Sheets-Sheet 4



UNITED STATES PATENT OFFICE

2,616,768

CRANE SUPPORTED MOVABLE SELF-LEVELING SCAFFOLD

Irwin G. Stemm, Leavenworth, Wash.

Application February 10, 1948, Serial No. 7,310

3 Claims. (Cl. 304—9)

1

My invention relates to scaffolds adapted to support laborers while picking fruit from trees, spraying trees, thinning and pruning trees, repairing or painting buildings and the like, and more particularly to scaffolds adapted to be easily and readily adjusted in position to facilitate the work to be done.

The main object of my invention is to provide a scaffold consisting of a mast or tower mounted on a four wheeled vehicle, such as an automobile or the like, and supporting one or more seats for men working at a distance above the ground, so that said scaffold may be moved into convenient position for the work to be done.

Another object of my invention is to provide a scaffold of the character indicated above, wherein the scaffold comprises a lower mast pivotally mounted on a turntable and an upper mast pivotally secured to the upper end of the lower mast and supporting the seat for the working man on its upper end.

A further object of my invention is to provide a scaffold of the character indicated above, equipped with mechanisms for adjusting the two masts and for holding the seat for the laborer permanently in horizontal position, said mechanisms being adapted to be operated by the laborer from the seat on the upper mast.

Other objects of my invention not specifically mentioned may appear in the following specification describing my invention with reference to the accompanying drawing illustrating preferred embodiments of my invention. It is, however, to be understood, that my invention is not to be limited or restricted to the exact construction and combination of parts described in the specification and shown in the drawing, but that such changes and modifications may be made which fall within the scope of the claims appended hereto.

In the several figures of the drawing similar parts are designated by similar reference characters and

Figure 1 is a view in side elevation illustrating an apparatus including scaffolds embodying the invention, parts being broken away;

Figure 2 is a fragmentary view in top plan of the upper portion of a scaffold as comprised in Figure 1;

Figure 3 is a view in side elevation of the apparatus including scaffolds constructed in accordance with another embodiment of the invention;

Figure 4 is a fragmentary view partly in front elevation and partly in section of the lower por-

2

tion of one of the scaffolds comprised in Figure 3;

Figure 5 is a fragmentary view in top plan of one of the scaffolds as embodied in Figure 3;

Figure 6 is a fragmentary view partly in section and partly in elevation of one of the wheel motor units; and

Figure 7 is a diagrammatic view of the oil circuit as herein comprised.

The scaffold forming the subject matter of my invention is supported by a four wheeled vehicle 20 having a rigid frame or chassis 21, to which a front axle 22 is rigidly secured. The rear axle 23 is secured to said frame 21 so that it is adapted to oscillate freely in a vertical plane, as will be described later, to enable the rear wheels 24 of the scaffold supporting vehicle to pass over obstacles or uneven ground without tilting. A conventional steering wheel 25 is arranged about midway of the frame slightly to one side of the longitudinal center line of said frame and is connected by any preferred conventional means with each of the rear and front wheels 24 and 26 respectively for the purpose of steering the vehicle 20. The construction of the front and rear steering mechanism is similar and operates each wheel individually so that each rear wheel 24 follows the exact path of the corresponding front wheel 26.

Motive power is provided by a conventional internal combustion engine 27 driving a transmission 28 through a clutch 29. This transmission is operatively connected by means of a front stub shaft 30 to a front universal 31 and by means of an intermediate stub shaft 32 to a rear universal 33, which in turn is connected to a rear stub shaft 34. A transfer mechanism 35 is actuated by the rear stub shaft and drives the front and rear drive shafts 36 and 37 respectively. The front drive shaft is operatively connected with a front differential 39 and the rear drive shaft with a rear differential 40, and these two differentials are connected with the front and rear axles 22 and 23 respectively. The rear axle is secured to the frame 21 by means of an upwardly extending pivot plate 41 pivotally connected with the rear axle centrally of its ends. The pivot plate is located between two bracket plates 42 rigidly secured to the frame 21. A pivot pin 43 extends through the three plates so that the pivot plate 41 is adapted to pivot in a vertical plane about the pivot pin 43.

The conventional operating and control means commonly used in connection with automotive vehicles are arranged conveniently near the

steering wheel 25 and consist of the engine throttle 44, the gear shift lever 45, the engine clutch control 46, the engine switch 47, the ammeter 48, the oil pressure gauge 49, and the brake lever 50, which controls the two rear wheels 24 and the two front wheels 26.

A tank 52 supplies the motor 27 with liquid fuel. The steering wheel 25 actuates a gear 53 which in turn pivots arms 54 and 55 in part circles. These two arms are connected with each other by means of a link 56 and transmit their motion to the front and rear wheels 26 and 24 on both sides of the vehicle by steering rods 57, so that the rear wheels always follow the path travelled by the front wheels.

The frame 21 extends forwardly and rearwardly beyond the front and rear axle 22 and 23 respectively and at each end of the frame a tower A for an operator such as a fruit picker in an orchard, or a plasterer or painter or the like is located, so that the machine is adapted to carry two operators, which can work independently of each other. Each tower A consists of an upper tubular mast 58 and a lower tubular mast 59 which are pivotally connected with each other as described in detail later, and each lower mast is pivotally mounted on a turntable 60, which is mounted on a hollow shaft 61 extending downwardly from the turntable and rotatably supported by suitable bearings 62 secured on the frame 21. Two angular brackets 63 are rigidly mounted on each of the turntables, and the lower end of the lower mast 59 is pivotally mounted between these brackets on a fixed horizontal shaft 64 extending through the vertical shanks of said brackets. Another pivot shaft 65 extends diametrically through the lower mast 59 just below its upper end, and the lower end of the upper mast 58 is pivotally mounted on said second pivot shaft.

An operator's seat 66, having a back rest 67 is mounted at the top end of the upper tubular mast 58 by means of a horizontal shaft 68 fixed to a seat bracket or post 69 extending downwardly from the seat 66. The horizontal shaft 68 is adapted to rotate freely in bearings 70 provided in said mast end portion. A rectangular frame 71 is attached to the seat 61 and extends forwardly therefrom at a somewhat lower level than the seat. The frame fits freely over a box adapted to receive fruit or the like. An angular hand lever 72 is rotatably secured to the outside of each side wall of the frame 71, and on the lower end of each hand lever 72, a lock plate 73 is secured, so that these plates may be arranged to extend below the frame 71, which is open at its bottom end, to support a box in said frame, or may be positioned to release said box, by rotating the angular hand lever.

All movements and operations of each mast are controlled by pedals 74, 75, 76 and 77 respectively arranged at both sides of the frame 71 within easy reach from the seat 66. The two inner pedals 74 and 76 are adapted to operate remote control valves 78 and 79 respectively. These valves are adapted to open and close an oil circuit 80 connecting an oil pump 81 with a fluid motor 82. The oil pump 81 is driven by the motor 27 by means of a power take-off 83 and the pump is provided with oil from a tank 84 mounted on the vehicle frame 21. The fluid motor 82 has on its motor shaft 85 a sprocket gear 86. The turn table 60 is provided with a comparatively large sprocket gear 87 mounted concentrically with the corresponding turn table and located at the

same level as the sprocket gear 86. A sprocket chain 88 is trained over the two sprocket gears. In this manner, pressure on the left side pedal 76 transferred to the remote control valve 79 is adapted to rotate the turn table in clockwise direction through 360° and pressure of the right side pedal 74 on the valve 78 causes rotation of the turn table in counter-clockwise direction.

Two fluid motors 89 and 90 respectively are mounted on each turn table 60 diametrically opposite to each other and the fluid motor 89 is provided with a sprocket gear 91. A comparatively large sprocket gear 92 is rotatably mounted on the shaft 64 between one of the brackets 63 and the lower mast 59 is firmly connected with said mast as at 92a. A sprocket chain 93 is trained over the sprocket gears 91 and 92 so that rotation of the sprocket gear 91 under power of the fluid motor 89 pivots the lower mast in a vertical plane through approximately 180°. The fluid motor 89 is controlled by the outside pedal 77 on the left side of the box frame 71. This pedal is pivotally supported intermediate its ends, and a remote control valve 94 is located under the toe portion of said pedal and a second remote control valve 95 is located under the heel portion of said pedal. The toe controlled valve 94 sets the fluid motor 89 in clockwise rotation and the heel controlled valve 95 causes counterclockwise rotation of said motor.

At the side of the mast 59, remote from the gear 92, is rotatably mounted on the shaft 64, a comparatively small sprocket gear 96. A sprocket gear 97 is mounted on the shaft 65 between the masts 58 and 59. The upper mast 58 and the sprocket gear 97 are firmly secured to each other by a bolt 98 or the like, and a sprocket chain 99 is trained over the sprocket gears 97 and 96. Another sprocket gear 100 is rotatably mounted on the horizontal shaft 64 adjacent to the sprocket gear 96 with which it is securely connected. On the shaft of the fluid motor 90, another sprocket gear 101 is rigidly mounted and a sprocket chain 102 is trained over the two gears 100 and 101. The fluid motor 90 is controlled by remote control valves 103 and 104 located under the toe and heel portion respectively of the outside pedal 75, arranged at the right side of the box frame 71 and pivotally supported intermediate its ends. When the toe controlled valve 103 is operated, the fluid motor 90 is caused to rotate in one direction and when the heel controlled valve 104 is operated, said motor is caused to rotate in the opposite direction. In this manner, the upper mast 58 is pivoted in either direction about the pivot shaft 65, and by operating the pedals 74, 75, 76 and 77 selectively, the operator sitting in the seat 66 is able to arrange and adjust said seat to the best advantage for the work to be done. At the same time, the operator may adjust the seat so that he is enabled to operate the controls for the motor 27 to place the entire machine at any desired place.

The fluid motors 90 and 91 are supplied with oil by the oil pump 81 through a rotary connection 105 with the hollow shaft 61 of the turn table 60. Suitable provision is made to return the exhausted oil from these fluid motors back to the tank 84.

To keep the seat 66 at all times parallel with the ground, a comparatively small sprocket gear 106 is rigidly mounted on the horizontal shaft 68 fixed on the seat post 69. The sprocket gear 106 is located inside the upper mast 58. On the pivot shaft 65, connecting the two masts with

5

each other, two sprockets gears 107 and 108 respectively are rigidly mounted, one of them, 107 inside the upper mast and the other one, 108 inside the lower mast. On the fixed horizontal shaft 64, supported by the brackets 63, another sprocket gear 109 is rigidly mounted inside the lower mast 59. The four sprockets 106, 107, 108 and 109 are of equal size and one sprocket chain 110 is trained over the sprockets 106 and 107 inside the upper mast and another sprocket chain 111 is trained over the other two sprocket gears 108 and 109 inside the lower mast.

In Figures 3 to 7, a modified form of the scaffold according to my invention is illustrated and in this modified form two towers B are mounted on the rigid frame 112 of an automotive vehicle 113, having a front axle 114 and a rear axle 115. One axle is secured rigidly to the vehicle frame and the other is connected thereto, so that it is adapted to pivot in a vertical plane as described above regarding the rear axle 23. In the longitudinal center of the frame 112 and slightly to one side of the machine, a conventional steering wheel 116 is arranged, which is connected by means of any preferred well known means to each of the two front wheels 117 and to each of the two rear wheels 118, individually and said wheels are steered so that the rear wheels follow the exact path over which the front wheels travel.

Motive power is provided by an engine unit 119 consisting of a motor, a fuel tank and the necessary gauges and controls. Said motor is connected by any preferred conventional means with an oil pump 120, which in turn is connected, as shown best in the diagram of the oil circuit illustrated in Figure 7 with an oil reservoir 121 and with the four wheel motor units 122, 123, 124 and 125. Each of these units comprises a fluid motor 126 provided with a gear 127 meshing with the speed reducing gear 128 driving the shaft 129, to which the wheel 130 is secured by means of bolts 131. This entire assembly is pivotally secured by means of a conventional spindle bolt 132 to the end of the corresponding axle.

The frame 112 extends beyond the front and rear axles 114 and 115 respectively and one of the towers B is arranged on the front end portion and the other one on the rear end portion of the frame. Each tower B comprises a turn table 133, in the center of which a hole 134 is provided. A tubular shaft 135 is arranged in this hole, welded to the turn table and extends downwardly therefrom. To each end of the vehicle frame 112, a short section of heavy steel tubing 136 is welded and is provided in its top and bottom portions with a counterbore 137, to receive the outer races of bearings 138. The tubular shaft extends through and is supported by the inner races of said bearings. The lower end of the tubular shaft 135 is connected with the oil pump 120 by means of a swivel connection 139, screwed into the lower end portion of the tubular shaft and a hose 140 connected with said swivel connection. A comparatively large spur gear 141 is rigidly mounted on each steel tubing 136 adjacent its upper end and a fluid motor 142 is secured on each turn table 133 adjacent its periphery. The shaft 143 of each fluid motor 142 extends downwardly through the corresponding turn table 133, and on the lower end portion of each motor shaft 143 a spur gear 144 is rigidly mounted and meshes with the comparatively large gear 141, so that the turn table rotates about its axis, when the fluid motor 142 is set into motion, as will be described later.

6

Two heavy bracket plates 145 are firmly secured on top of each turn table, so that they extend upwardly therefrom and parallel to each other at equal distances from the center of the turn table. Each plate 145 is braced on its outside by a pair of brace plates 146. Centrally of each plate 145 and adjacent its upper edge, a hole 147 is provided so that the holes in each pair of plates are coaxial. A pivot pin 148 extends through each pair of coaxial holes and is secured to the plates 145. A sprocket gear 149 is rigidly mounted on the pivot pin 148 adjacent one of the bracket plates 145 and the central portion of the pivot pin is equipped with a bronze bushing 150. A heavy tubing 151 surrounds the bushing rotatably and extends through a pair of coaxial holes 152 provided centrally in and intermediate the ends of two pivot plates 153, the upper end portions of which are set into cut outs 154 arranged in the lower end portion of a tubular mast 155 forming the lower part of each tower B. The upper end portions of these pivot plates 153 are welded to the lower tubular mast 155 and are braced by brace plates 156 secured to the heavy tubing 151 and the pivot plates. The lower end portions of the pivot plates extend beyond the tubing 151 between the bracket plates 145. The upper end portion of each lower tubular mast 155 is provided with two cut outs 158, in which joint plates 159 are set. These plates extend parallel to each other upwardly beyond the lower tubular mast and are firmly secured to said mast. A diametrical notch 160 is cut into the upper end of the lower mast and extends parallel to the joint plates. In each pair of joint plates two coaxial bearings 161 are arranged adjacent the upper edges of the plates and a pivot shaft 162 extends through and is pivotally supported in said bearings. A double sprocket gear 163 is rotatably mounted on the pivot shaft adjacent the outside surface of one of the joint plates 159 so that sprocket chain 164 may be trained over the sprocket gear 149 on the pivot pin 148 and the outer set of teeth of the double sprocket gear 163. A second pair of pivot plates 165 is pivotally mounted with their lower end portions on the pivot shaft 162, so that each one of these second pivot plates is located adjacent one of the joint plates 159. The upper ends of the pivot plates 165 extend into slots 166 provided in the lower end portion of a tubular upper mast 167, and the pivot plates 165 are welded to said mast. A comparatively large sprocket gear 168 is rigidly mounted on the pivot shaft 162 between the two pivot plates 165 and extends through the notch 160 in the lower mast 155 and the connected slots 166 in the upper mast 167. The gear 168 is firmly connected with the upper mast 167 by a pin 168a or the like. A somewhat smaller sprocket gear 169 is rotatably mounted in and extends diametrically through the lower mast, and another sprocket chain 170 is trained over the two sprocket gears 169 and 168.

A seat unit S consists of a seat 171 and a back rest 172 mounted over two angle irons 173 arranged so that one leg of each angle extends upwardly and the other horizontally, and that the two horizontal legs extend toward each other for a purpose to be mentioned later. Centrally of the seat 171, two supporting lugs 174 extend rearwardly from said seat and are spaced apart from each other, so that the upper end portion of the upper mast 155 may be located between said lugs. A pivot pin 175 connects the lugs and

7

the upper mast pivotally with each other and extends toward one side beyond the corresponding lug. A sprocket gear 176 is rigidly mounted on the pivot pin 175, which is firmly connected with the lugs 174. A sprocket chain 177 is trained over the sprocket gear 176 and the inner set of teeth of the double sprocket gear 163.

Each tower B is controlled from the seat 171 by means of a plurality of pedals, pivotally secured to small platforms 178 located on the outside of each of the angle irons 173. The operator may rest his feet on said platforms and on each of these platforms an outer pedal 179 is pivotally mounted, which is remotely connected by any conventional operating means to a control valve 180. Each of the valves 180 is connected with the oil pump 120 and the fluid motor 142, as indicated in Figure 7, so that said motor is actuated to rotate the turn table 133 and the tower B mounted thereon in clockwise direction, when one of the outer pedals 179 is operated and to rotate these members in counterclockwise direction, when the other outer pedal 179 is used. On the inside of each outer pedal an inner pedal 181 is pivotally mounted on the platforms 178. The inner pedal 181 on the right hand platform is pivoted intermediate its ends and operates a control valve 182 by means of a cable 183. The valve 182 is connected with the oil pump 120 and a cylinder 184 pivotally mounted intermediate its ends between the bracket plates 145 on the turn table 133. A piston 185 is reciprocally mounted in said cylinder and is equipped with a push rod 186, the outer end portion of which is pivotally connected by a pivot pin 187 to the pivot plates 153. By depressing the toe or front portion of the pedal 181, the valve 182 is set so that the piston 185 is forced outwardly of the cylinder 184 and the push rod 186 pivots the lower mast 155 to a lower position about the pivot pin 187. When the heel portion of the pedal 181 is depressed, the valve 182 is set so that the piston 185 operates in the opposite direction and the mast 155 is raised. The inner pedal 188 on the left hand platform 173 is pivotally mounted intermediate its ends on said platform and operates a control valve 189 by means of a cable 190 or the like. This valve is connected with the oil pump 120 and with a cylinder 191 secured to the lower mast 155 in any preferred conventional manner. In the cylinder 191, a piston 192 is reciprocally arranged, which has a push rod 193, the outer end of which is rigidly connected with the sprocket chain 170. When the toe end of the pedal 188 is depressed, the valve 189 is set to cause the piston 192 to move in one direction and when the heel end of the said pedal is depressed the valve is arranged to cause the piston to move in the opposite direction. The movement of the piston is transmitted through the push rod 193, the sprocket chain 170 and the sprocket gear 168 to the upper mast 167.

The several valves 180, 182 and 189 are connected with oil pump 120 by means of feed pipes 194 and with the oil reservoir by means of return pipes 195. The feed pipes 194 are also connected with a control valve 196 controlling the wheel motors 122 and 123 of the left hand wheels and with another control valve 197 controlling the wheel motors 124 and 125 of the right hand wheels, and these valves are connected also with the return pipes 195.

The above description shows clearly that the operator is able to operate the tower B, on which the seat which he occupies is located, and that

8

the sprocket and chain connections 149, 164, 163, 177 and 176 will keep the seat 171 in horizontal position, when either one of the masts is raised or lowered.

A box or crate adapted to receive fruit or the like may be placed on the horizontal legs of the angle irons 173, the vertical legs of which will serve as guides and guard rails for such crate or box. Underneath the front edge of the seat 171, a movable hook-like member 198 is arranged adapted to engage the inner end of a crate located on the angle irons to prevent accidental removal of said crate.

I claim:

1. A scaffold to support an operator comprising a turn table mounted for swinging movement on an upright axis, a tower consisting of a lower mast mounted for vertical swinging movement on said turntable and an upper mast mounted for vertical swinging movement on the upper end portion of said lower mast, a level seat secured to the top end portion of said tower, means for elevating the seat and means for securing the seat in level position while it is being elevated, the last named means comprising sprocket and chain drives interconnecting the two masts and the turn table with each other, and consisting of a stationary pivot pin located in brackets rigidly secured to the turn table, a sprocket gear rigidly mounted on the pivot pin to which said lower mast portion of the tower is pivotally mounted, another pivot pin in the upper end of the lower mast, said upper mast portion of the tower pivotally mounted on the second pivot pin, a pivot shaft rigidly secured to the seat and pivotally mounted in the upper end portion of the upper mast, a sprocket chain trained over the first named sprocket gear and a gear rotatably mounted on the second pivot pin, another sprocket gear rigidly mounted on the pivot shaft and a second sprocket chain trained over the last named gear and a gear rotatably mounted on the second pivot pin.

2. In apparatus of the class described, frame means; upright pivot means supporting said frame means for pivotal movement; frame moving means connected with said frame means for pivotally moving the same; a lower mast; a horizontal pivot means connecting one end portion of said lower mast with said frame means; an upper mast; horizontal pivot means pivotally connecting the lower end portion of said upper mast with the upper end portion of said lower mast; a scaffold platform; horizontal pivot means pivotally connecting said scaffold platform with the outer end portion of said upper mast, said three horizontal pivot means being parallel; two independent power devices operable to swingingly move the respective masts on their horizontal pivot means; a non-rotatable sprocket wheel positioned co-axially of the pivot means which connects the lower end of the lower mast with the frame means; two rigidly attached together sprocket wheels rotatively mounted co-axially of the pivot means which pivotally connects the two masts; another sprocket wheel positioned co-axially of the pivot means which mounts the scaffold platform on the upper end of the upper mast and rigidly attached to said scaffold platform; and two endless link belts respectively connecting the two rigidly attached together sprocket wheels with the sprocket wheel at the lower end of the lower mast and the sprocket wheel at the upper end of the upper mast, whereby said scaffold platform is main-

tained substantially horizontal irrespective of vertical swinging movement of said masts.

3. In apparatus of the class described, a wheel supported frame; a swinging frame; upright pivot means mounting said swinging frame on said wheel supported frame; power operated frame moving means connected with said swinging frame to angularly move the same about said upright pivot means; a lower mast; a horizontal pivot member connecting the lower end portion of said lower mast with said swinging frame; an upper mast; a horizontal pivot member pivotally connecting the lower end portion of said upper mast with the upper end portion of said lower mast; a scaffold platform; a horizontal pivot member pivotally connecting said scaffold platform with the upper end portion of said upper mast, said three horizontal members being parallel; mast supporting and mast moving means connected with said lower mast, whereby said lower mast is swingingly moved vertically and is supported in different inclined positions; sprocket wheels provided on said three horizontal pivot members; endless link belts operatively disposed on said sprocket wheels, whereby said scaffold platform is maintained substantially horizontal irrespective of the vertical swinging movement of said two masts; another sprocket wheel supported on the horizontal pivot member

which connects said two masts and non-rotatively secured to the upper mast; and power actuated endless link belt means engaging said other sprocket wheel, whereby said upper mast can be swingingly adjusted and fixedly held in selected adjusted positions by said power actuated link belt means.

IRWIN G. STEMM.

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