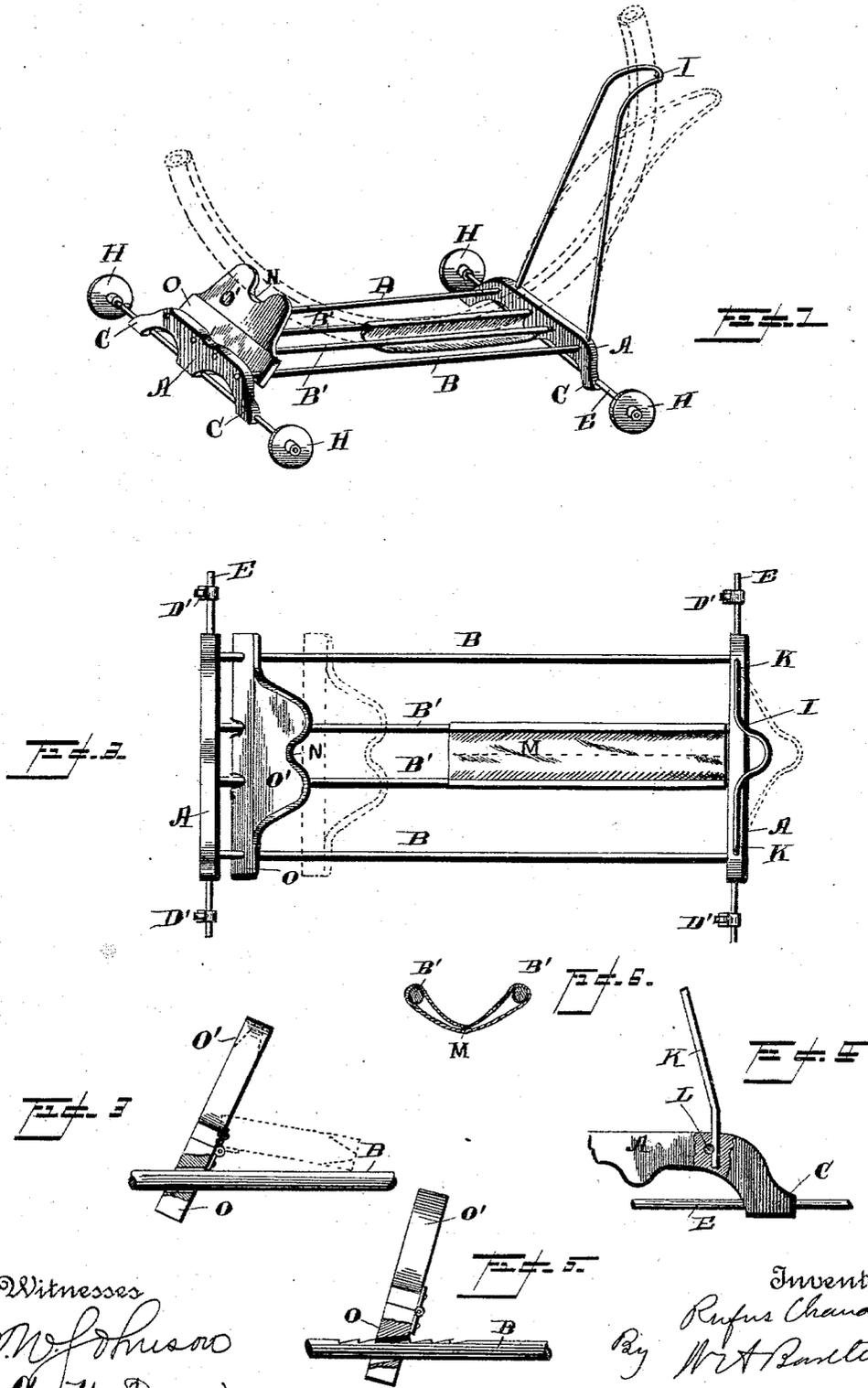


(No Model.)

R. CHANDLER.
SUPPORT FOR RUBBER TIRED WHEELS.

No. 556,806.

Patented Mar. 24, 1896.



Witnesses
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UNITED STATES PATENT OFFICE.

RUFUS CHANDLER, OF NEWARK, NEW JERSEY.

SUPPORT FOR RUBBER-TIRED WHEELS.

SPECIFICATION forming part of Letters Patent No. 556,806, dated March 24, 1896.

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To all whom it may concern:

Be it known that I, RUFUS CHANDLER, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Supports for Rubber-Tired Wheels, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to supports for rubber-tired wheels such as are used on bicycles, pneumatic-tired sulkyes, &c.

The object of the invention is to improve the construction of wheel-supports of this kind in various details.

Figure 1 is a perspective view of a wheel-support, showing position of wheel in dotted lines. Fig. 2 is a plan of wheel-support, showing slight modifications. Figs. 3, 4, 5, and 6 are broken details hereinafter referred to.

The wheel-support has an open framework consisting of end pieces A A, connected by bars B B' B' B, which bars may be of wood or metal. The end pieces A A are preferably in said end pieces and are there securely fastened, so as to make a longitudinal grating a little above the level of the floor which supports the pieces A A. The end pieces A A have feet C C projecting downward. A rod E may extend through one or each pair of feet and project at the sides of the frame, forming a lateral extension. These rods E serve as means of attachment for the casters D', Fig. 2, or for the attachment of small wheels H, Fig. 1, which have the rods E as their axes. It is evident that these rods E may be dispensed with, and the support will then stand on the legs C or the casters directly connected to the legs.

One of the end pieces A has holes extending vertically. The fork I enters these holes. Said fork consists of rod K, bent near its middle to form an embracing clamp adapted to embrace tires of almost all sizes. The ends of rod K extend into holes in the end piece of the frame. A half-round or other notch is cut in the bar K near each end thereof when bar K is entered into the proper recess in the end piece. A pin L may be entered into a transverse passage in the end piece, which pin will then enter the notch in the bar or

wire and hold the fork firmly to the end piece. (See broken detail elevation, Fig. 4.)

The fork I is preferably of steel or other elastic material. The central portion forms a V-shaped bearing, which is some distance above the base, and embraces the tire of the rubber-tired wheel when said wheel is on the support. The V-shaped bend in the fork causes it to embrace the tire of any usual size of wheel. The elasticity of the fork holds it against said tire, (see Fig. 1,) and for large wheels the fork may be sprung out, as indicated in dotted lines, Fig. 1.

A bag, sack, or rest M, preferably of canvas, embraces the rods B' B' and forms a flexible shoe or support for the tire of the supported wheel and will adapt itself to the form of the tire. (See sectional detail, Fig. 6.)

A locking or supporting piece O is fitted to rest on two of the parallel bars. This piece is preferably of wood, having holes a little larger than the rods B B, which pass through said holes. The rods B' may pass through similar holes or through notches in the locking-piece O, or only one of the rods may pass through a hole and the other serve as a rest for the locking-piece.

The piece O may be moved along easily on bars B when there is no pressure against said piece to cramp it. The upper part O' of locking-piece O has preferably a notch N thereon, which straddles the tire of the supported wheel.

When the wheel is in place on the support, the piece O is moved against said wheel and will be forced into the position shown in detail, Fig. 5, when the piece will cramp on bars B and thus be clamped against further movement. By preference one or more of the parallel bars may be notched on its upper or under surface, so that when the locking or supporting piece O is cramped on the bar it will be held rigidly against backward movement. The part O' of locking-piece O is preferably hinged thereto, so that it may be turned down, as shown in dotted lines, Fig. 3. This permits the supported wheel to be rolled over the end of the frame and into its proper place, when the part O' may be turned up, as in full lines; or, if the wheel is to remain in storage a considerable time, the hinged block O' may

be turned down to present a broad bearing-surface under the wheel-tire, so that the same shall not become dented by long exposure to pressure.

5 The rod E and wheels H form a broad base, and when a bicycle-wheel is so supported it may be used for exercise, in learning to balance, &c. The wheels H are convenient for moving the support short distances, as in show-rooms and warehouses. Where it is desired to prevent the flattening of a valuable rubber tire, one of the above-described supports may be applied to each wheel of a bicycle or sulky, but one of the supports or cradles is sufficient to hold a bicycle in upright position.

10 For shipments the rod or rods E are removed from the frame, pins L are withdrawn and the fork removed, and the hinged part O' turned down. The device can then be packed in very small space.

What I claim is—

1. The support for rubber-tired wheels, consisting essentially of the two end pieces provided with wheels or casters, the longitudinal bars connecting said end pieces, the fork near one end of the device and the movable locking-piece on the rods, and a supporting-sack on the longitudinal bars, all substantially as described.

2. In a support for rubber-tired wheels, the frame having longitudinal bars, the elastic fork at one end thereof, and the perforated locking-piece sliding on the bars and held in locking position by cramping on said bars, all combined substantially as described.

3. In a support as described, the end pieces and longitudinal bars, the locking-piece on

said bars, and the hinged part attached to said locking-piece, and serving to bear on the tire in either its turned-up or turned-down position, substantially as described.

4. In a support for rubber-tired wheels, the end pieces having legs, the parallel bars connecting said end pieces, the fork attached to one end piece, and the locking-block having holes through which two of the parallel bars pass, so that the locking-block may cramp on said bars, the parts combined substantially as described.

5. In a support for rubber-tired wheels, the end pieces, parallel bars connecting said end pieces, and a movable piece resting on said bars having a hole through which one of the bars passes, and held to said bar by cramping thereon, all combined substantially as described.

6. In a bicycle-support, the end pieces, parallel bars connecting the same, one of said bars having a notched surface, and a block resting on said bars and having a hole through which the bar passes, and to which the block is held by cramping into the notches, all combined substantially as described.

7. In a support for wheels of the character described, the end pieces, the bars connecting said pieces and the flexible shoe or rest connected to said bars, all substantially as described.

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

RUFUS CHANDLER.

Witnesses:

W. A. BARTLETT,

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